

#	I/We generally support this proposal	Ferry Road Movement and Streetscape Improvements at Woolston Village  Full Comments  Please note: Information provided in submissions numbered in red has been included where relevant (eg additional information has been added to the relevant submission, but repeat submissions removed), and this has resulted in the final submission count provided in the summary. The petition has been received and will be tabled as additional information.
1	N	<p>Having reviewed the concept plan I can see merit in improving the streetscape. The image of living in Woolston is improving with completion of new subdivisions off St Lukes Street (St Adela Place, St Thomas Place, St Peters, St Florian, etc.) bringing in many new families that frequent the village.</p> <p>However, I think that removal of more than 50 car parks is an extreme measure. The Twisted Hop brings many visitors to the village yet only provide 7 car parks. On a Thursday evening, Friday night and weekends the majority of on-street car parks are visitors to this establishment.</p> <p>I do not agree with the removal of 12 car parks between Catherine Street and Oak Street. If the majority of visitors are only in the village for 30 minutes, then perhaps these 12 car parks could be changed to P30. I feel that there would be a drop in patronage to the smaller businesses and takeaway outlets on this side of the street due to a removal of parking. These businesses rely on patronage from Woolston, Heathcote, Ferrymead/Brookhaven and residents of Lyttelton looking for somewhere convenient to go. I know that Port workers on afternoon and evening shifts will come into Woolston to grab a quick bite to eat or run their errands - it's quick for them to head down the Tunnel Road into Woolston and then head back to work - looking for car parks on side streets during peak hours will just be incentive to shop elsewhere. There are many workers in the area who pull up outside the bakery in their trade vehicles wanting to buy "smoko" or lunch. Many of these businesses are run by sole operators and immigrants wanting to earn a living for their family. Poor access to their shop frontage would translate to a decline in their profits.</p> <p><a href="http://www.stuff.co.nz/the-press/christchurch-life/avenues/features/8741130/The-changing-face-of-Woolston">http://www.stuff.co.nz/the-press/christchurch-life/avenues/features/8741130/The-changing-face-of-Woolston</a> - "Iron signs bracket both ends of Woolston village, which bustles with hungry people as the clock strikes noon. Queues out the door of the Woolston Bakery encourage some fluoro-clad workers to look elsewhere for lunch. There's KB's Bakery down the road, but also Mediterranean, Cambodian, Indian, Nepalese, Japanese and Pacific Island food from which to choose."</p> <p>Parking has been completely removed from outside the dairy - these car parks are convenient for customers to the dairy and also those businesses on the opposite side of the street. Supermarket car parking is for visitors to that business and should not be relied on to provide overflow parking for other businesses in the area. The Supermarket would have every right to tow vehicles that weren't visiting their premises.</p> <p>Since the concept plan was developed the site of Ace Hire is up for lease. I suggest that the Council look at purchasing this land to make up the loss of on-street car parking. It could be developed as an open green space and car park.</p> <p>I also think that restricting the speed limit to 30kph in this area will create a bottleneck in traffic during peak hours. This is one of the main routes to and from Heathcote, Mt Pleasant, Redcliffs and Sumner and Lyttelton.</p> <p>I look forward to seeing a revitalised Woolston Village.</p>
2	N	<p>Updating Woolston street would appear a good idea but it is the main road for people coming from Redcliffs and Sumner into Christchurch and when it is the main road into the city going 30 mph seems a step backwards. Is there a way to build a village off the main road, like Ferrymead, so that cars can still travel at a reasonable speed and Woolston can grow and be an attractive place to shop.</p>
3	N	<p>The business's in this area need the parking. They will lose business if people are forced to park on side streets. There is all ready not enough parks in this area. Thank you.</p>
4	Y	<p>Looks great, I agree with the pub owner, nice to finally see a retailer in the paper not to hung up on parking - cars don't spend money.  Great plan - good job</p>
5	Y	<p>This is brilliant and it will bring Woolston shops up to a standard more comparable to the tannery. As a local resident I walk up to the shops multiple times a week and I am also extremely familiar with finding carparks and the traffic flow. I think a speed limit is a positive idea as the traffic is usually slowed anyway and it might help to slow any aggressive drivers.</p> <p>There is also an excellent path along the river that should be signposted from the shops.</p> <p>Thank you!</p>

6	N	I feel that all these changes will slow down the traffic but people will not stop if there is no parking. It will be like New Brighton, a drive through, no one shops there anymore and it is dying a slow death. I have lived in Woolston for 10 year up to last year and its the little shops that have kept things going. A lot of small businesses have only got their shops rebuilt and have stuck with us. These little shops need people to stop frequently. People do not walk to get to takeaways, bakery items or dairys they will keep going in their cars to the next stop where it is easily accessible. My four kids still go to St Anne's School so I am in the area every day. I agree that the speed needs to be slowed down as lots of people speed through making it very dangerous during school drop off and pick up times. Our area is struggling to get children in the preschools (especially the Woolston Community preschool where my daughter goes), St Anne's school have struggled with numbers also. We need Woolston to thrive and grow but dont need people to drive through forgetting about us because there are no parks for people to stop. Love all the trees but not as keen on the median strip through the middle narrowing the roads.
7	Y	I agree with the changes suggested, for footpaths and walkways and the lower speed limit.
8	Y	My son goes to St Annas school I think this is going to make it safer for him coming and going from the school
9	N	The range of shops there doesn't justify this kind of spending. The side streets aren't wide enough to support people parking on them. If I can't get a park close to what shop I want I don't go there. Take away the ferry road parking and I won't shop there. Most of the shops along there are take away, so unless you intend to put in New shops/resteraunts leave it alone. It's not like you are browsing menus.
10	Y	Looks great! And would be much safer for kids going to and from St.Annes school. A+
11	Y	I endorse the plans for the redevelopment of Woolston(Ferry RD)
12	Y	I regularly cycle through this area. At the moment, the Woolston village is the most dangerous part of Ferry Road for cyclists. The proposed changes to the speed limit and the increased visibility (and consistent line) of cycle lanes is critical to improving the design.  In a more general sense, the more of these areas we have around the city, the more people will know how to navigate them. Traffic calming in one zone can be generalised to other nearby sites, and the more of these, the more impact they will have.
13	Y	I fully support this planned project. It looks great. It'll be very beneficial to the Woolston community and the people who pass through this part of the city. As a cycle commuter, I'm in full support of cycle lanes as oppose to Car Parks. It'll definitely brings in more people.  It'll also enhance the Woolston Community Pre-school which needs more exposure to attract more kids and therefore receive more funding. It plays a huge role in the Woolston community.  It'd be also good if the roads of side streets (Portmans St, St Johns St, Catherine St, etc) that comes off Ferry Road would be resealed.  The only thing I'd oppose is probably the Woolston Tavern, the bottle Store, and Liquor Shop in the shopping center attracting wrong crowds, opening late, and causing dramas late at night.
14	Y	The plan looks like a vast improvement on the current set-up. Clear signage to direct people to the new parking areas at the entrances to the village would be useful, as would signage pointing people to any pedestrian cut-throughs from Heathcote Street. I live in Sumner and commute through Woolston, I do not believe the restriction of parks nor the lower speed limit will have much noticeable effect.
15	Y	Is it possible to improve the monitoring of the P5 parking area outside the post office on John St The Post Boxes will remain, and it is essential that box holders have parking to enable speedy access. I find people are parking there and going shopping for much longer than 5 minutes. If parking is reduced on ferry Rd as proposed, then the problems on the side streets will get worse unless parking times are enforced. Thank you  [REDACTED]
16	N	I am owner of [REDACTED], I appreciated to the upgrade proposal of ferry road, but as the retailer like us business during the day ,and most of our customer are express lunch which mean they want easy stop and quick moving again because they not have much time to find nearby parking and walk with their 30 mins lunch break. to have most and nearly all on street carpark remove which mean no easy to non parking choice for my customer ,if this plane go ahead maybe no good to our business. could we please ask for your attention to keep all current parking or even add more to blossom the retailer like us. Your sincerely:  [REDACTED]
17	N	Dear Sir or madam: [REDACTED]  I wish to request to keep all current on street parking ,as the small business like us no parking mean no business, mainly our customer are stop and go so would be nice if we could have a P10 parking on road side.  thanks you for your help.

		Best Regards: [REDACTED]
18	N	Hi Dear: [REDACTED] I wish to keep all on road parking maybe (P10).  because where I work mainly for customer takaways lunch break, so if all parking remove, will mean maybe less business, so I could lost my job if no business,Please keep all on road paring .  From: [REDACTED]
19	N	Hi Dear: [REDACTED] I wish to keep all on road parking maybe (P10).  because where I work mainly for customer takaways lunch break, so if all parking remove, will mean maybe less business, so I could lost my job if no business,Please keep all on road paring .  From: [REDACTED]
20	Y	I love the idea of Woolston shopping centre being more of an attractive village, being more pedestrian and cyclist friendly, having more trees and seating. It's fine to have slower traffic for a short section through the village. Great plan!
21	Y	Hi there Great news that Woolston is getting a revamp, I think the reduction of parks is a bad idea though. At the moment the biggest reason i stop is the on street parking, convenience to pop in and out of a shop without hunting for a park. If you can meet half way with the parks then the new concept has my vote.
22	Y	I completely support the proposed changes outlined in the Ferry Road at Woolston Village project consultation plans it will do alot for businesses around the area and it would encourage people who shop at "the tannery" as well.
23	Y	These look great but I would like to encourage the details people to get the details right with the road width and cycle lane widths please.  I bike down Matipo St from Blenheim Rd and find it one of the most dangerous stretches of road I use. Where the traffic islands exist, they narrow the road but don't slow the traffic down. So as a cyclist I get squished into a narrower space with parked cars in front that I have to come back out around, and with cars squeezing past in between me and the traffic island and then me and the parked cars.  This isn't the only place in ChCh this squishing happens - there are some much newer sections that have a similar outcome. Often where pedestrian crossings have the concrete islands sticking out from the footpath (like the ones planned in Woolston) and a cycle way plus road way squished in between the bump and the island, all it does is make the space smaller and push cars and bikes closer together. I know the theory is that the car slows down, but they don't. They just push on through.  It's especially bad with cars being wider than they used to be on average. So if engineers are working on some average car width, please make sure that it's the average car width on ChCh roads, not some 1995 engineering spec!  This is a long winded way to say, please check that the space for road plus cycle way is wide enough to fit both cars, small trucks, and cycles easily. It's no fun gripping the handle bars and praying as I go through bits of road that were designed with the best intent, but with a poor grasp on reality.
24	N	1.Without parking people will not stop and use the proposed shopping area. 2.The side streets are already congested, Portman Street has cars parked on both sides so usually there is only room for one car to safely use the road. 3.There aren't many family friendly shops in the area and with the banks, post office and Doctors departing what is left to encourage people to stop. There will be a chemist, hairdresser, bike shop, second hand shop, garage and supermarket plus numerous takeaway bars and liquor outlets. As the banks, doctors , post office etc are moving to either Eastgate or Ferrymead it will be more convenient for many to go where they are situated. 4. It doesn't matter how "pretty" you make the area if the amenities and parking aren't there people WILL NOT stop. 5.Maybe you would be better to concentrate on making the area cleaner, eg channels kept clean and rubbish picked up and repair the footpaths and roads to a decent standard.

25	N	<p>I object to the removal of the parking outside the Dairy, Bakery and other small businesses in that area. Not all people are young and fit, some of us have mobility problems necessitating easy access to those places we need to go. Most of those who use those parking spaces take more more than five mins to make their purchases before leaving again. Restricting the numbers of parking spaces will only asseverate and already large problem in that area.</p> <p>As it is, the New World Supermarket makes it quite clear that its parking is for its customers only - thus denying short term parking to those who want to go to the Bakery, a fast food outlet or a Dairy in the area. It's called choice, and soon, some will have no choice but to go elsewhere - to the detriment of the many small shop owners and their staff.</p> <p>I'm all for greening up an area, but not at the expense of losing short term car parking near shops who depend on those passing through Wollston, for their livelihoods.</p>
26	N	<p>Adding to my submission please. [REDACTED]</p> <p>1, please remove the median strip in front of our shop because we cannot turn right into our drive way completely block.</p> <p>2, Please remove the cycle way on ferry road, make Linwood Ave more cycle friendly instead, it too pack full on ferry road to have cycle lane ,replace more express parking please .</p> <p>3, speed limit 30kph way too slow will hold up the traffic and a lot of car maybe avoid to go pass Woolston, my suggestion is at least 40kph or keep it 50kph.</p> <p>4, please keep all the 30min parking possible add more, because all the small retail like us on ferry road mainly survive on the express on road parking, maybe P10 or P30.</p> <p>thanks you and I hope my massage could be heard.</p> <p>have nice day.</p>
27	Y	<p>Yes I think some improvements need doing of upgrading woolston, but I'm really confused as a parent of Te Waka Unua School we got told from yous last year that reducing the speed limit around the school would cause major disruption to the flow of the people getting to work but you want to make the whole of woolston 30km all the time!!! I don't get how you can not think about these kids and their families I walk across the designated crossing 4 times a day and it is so dangerous ever time. People do not slow down in school hours or see us on the crossing I kids was hit last year. Please put in a flashing sign near the school so people will slow near our school first please. Hoon hay school has one and we need one.</p>
28	Y	<p>We do like your propose Village concept for Ferry Road. A 30kph speed limit is welcome, I see from your plans the controlled crossing will still remain in place opposite 620 Ferry Road. Together with pattered surface crossing point. Adjacent to the Community Library is a small road it looks like you are going to bollard off this exit onto Ferry Road, Is this an adopted road? Exiting the New World Supermarket appears to be left turn only? A rear exit from this Supermarket onto Glenroy Street will see increased traffic on to St Johns Street. Could I suggest a pedestrian crossing on St Johns Street around the Scout hut area so as to cross safely, from the on street parking and bus route on this road. Will traffic lights be required at the Junction off St Johns and Ferry Road? Turning right on to Ferry Road from this exit appears close to the paved crossing (640 Ferry Road) and could create a traffic shoke point here. The off street car parking needs to be clearly sign posted. This could be an issue as lots of advertising boards could distract from the village look we wish to achieve. The Square 669 Ferry Road is well supported commercially and is a very busy access and egress pinch point I hope the speed restrictions will avoid any accidents here. I see no plans on your proposals to improve the street lighting?</p>
29	Y	<p><u>Generally support</u> with this suggestion. It should be a dual carriageway in both directions through the Village still retaining 30 km limit. Reasons: 1) In the summer there are long queues of vehicles, that includes weekend with beach goers. 2) With further development of Ferrymead it will increase both private as well as commercial traffic</p>
30	Y	<p>Denuding street car parks on Ferry Road East of St Johns Road seems inconsistent with retained car parking East of Portman Street. Especially as the road width is the same in both locations. I would ask you to review this aspect as road parking is so valuable. Even the road speed is reduced to 30km so it is hard to fathom that it is a safety issue.</p>
31	Y	<p>Looks good to us. It will give the area a more relaxed feeling</p>
32	N	<p>We agree of the beautification of trees and seating spaces but it's not going to be good to reduce parking and lowering the speed limit as this road is a thoroughfare and will discourage users from wanting to pass through. We generally pass and park and graab food on the way home or into city. Please review Village plans to allow drivers and people to do their quick stops. In addition it's a shame that the Post Office and Bank is closing down in the area. It was a good reason to stop come via Ferry Road to go to the Post Office and Supermarket.</p>
33	Y	<p>Certainly looks more pedestrian friendly. The "crossing" bays will improve things no end. ? One of the parks on each side could be a disability car park.</p>
34	N	<p>[REDACTED] with old gutter in front of houses on my side of street. Where as it is, the Cuoncil trees beside me fill the road, my Section and Gutters with Leaves. Also parked cars drop rubbish in gutters now "who going to keep it tidy and clean as it's not now. I'm nearly 80 so can't do as I've always done clean up the mess? And with cars either side of street hard to drive out onto road. (no room for visitors to park. I walk and driv to centre and i work volunteer in Centre at [REDACTED]</p>
35	Y	
36	Y	<p>I think it would lift the people of Woolston by having, a lovely village, there aer some very proud people, living around there and trees, etc, would be lovely especial, with a drive through to Sumner. I am a older person, who is very proud of my home, and garden. St Johns Street, badly needs a safe crossing, for the elderly, also mothers, with children. Thank you for thinking of us people</p>



37	Y	Should we have security cameras?
38	Y	The amphitheatre-style seating arrangement in the future library space provides space for an entertainment / gap filler / performance opportunities. Perhaps leaving out one of the planter boxes and tree/seating you'll open up that space to allow for this to be available in the future. I'm thinking along lines of when buskers etc came into town. It could be a place for pop-up art / music - bringing a little soul into the central Woolston Village. I'd love to see LED fairy lights all through that huge tree outside St Johns Church by bus stop - what a nice warm welcome we'd give people arriving to the village.
39	Y	I am in an over 60's Village in St Johns Street and am wondering if there is to be a pedestrian crossing for the elderly as there are many elderly people living in St Johns Street. Otherwise I think the proposed concept for Woolston Village looks delightful. I mean a crossing from St Johns Street to the Supermarket
40	Y	Just wondering if there are enough car parks? Also, with the numbers of pedestrians visiting Woolston, surely there is a place for a Post Shop in the plan.
41	N	I do not remove on street car parks. Can be limit 30 min or 60 min. I believe many customers from car drive.
42	Y	
43	Y	
44	Y	
45	N	I am a local resident of 20+ years and a business owner of 20 years in the Woolston Village. I am strongly against the plans for reducing car parking on Ferry Road. My business is Big Ed's Takeaways and we rely on customers being able to stop near by for 10 minutes to pick up their food. While many customers may be walking around in the day time they tend to spend only a few dollars. Our biggest day time spenders are factory workers and businesses from the surrounding areas who drive in. We do approximately 80% of our business after 5pm at night when customers do not want to walk in the dark or cold to get their takeaways. Our evening customers are families from Woolston and surrounding areas right into the Sumner and Lyttleton suburbs. Our customers already complain of the lack of parking near our shop and the new plan reduces this greatly. I have talked with out regular customers and they have said that they would just drive to the next preferred fish and chip shop if there are no convenient car parks. Convenience is key! The new plan shows 3 car parks for approximately 13 daytime businesses 5 of which will be open at night time. We need more parking for the businesses to survive and also for the safety and convenience of our customers. We provide room for one wheelchair park behind our shop but there is no room for any more parking. I am also opposed to the planned 30km speed limit as I believe it will encourage people to avoid ferry road and take Linwood Avenue or Porthills Road which will also be bad for local businesses. I would support a reduced speed during school drop off and pick off times as my daughter attends St Annes school. [REDACTED] and I will happily discuss this further
46	Y	Overall I support the concept of developing the Woolston Village. The focus on 'village' with human scale, tree planting, and restrictions on cars is important to me. Overall I support the concept of developing the Woolston Village. The focus on 'village' with human scale, tree planting, and restrictions on cars is important to me. I am concerned about: 1. The withdrawl of parking spaces will reduce patronage of the area. Parking in side streets will not be an adequate solution. 2. The current architectural quality of the retail facilities and the bald functional nature of many of the retail outlets which do not promote 'village' atmosphere. 3. The ribbon nature of the 'village' - how can depth be added particularly in relation to Heathcote Street and the river. 4. While lighting is part of the plan, I see little evidence of human scale low level lighting in the planning documents. 5. I fully support the emphasis on cycling, but note I would approach this village along Maronan St along which it is proposed to have parked cars. I foresee issues with car doors being opened in my path as a cyclist. Thank you for the opportunity to comment.
47	Y	More car parking needed
48	y	Sounds Wonderful!
49	Y	It would be great to make it easier for pedestrians and cyclists. Currently it can be difficult to cross the road due to traffic.
50	N	With reduced parking how will customers be able to support local businesses. And school pick up and drop off, has the potential to become very dangerous
51	N	I have been a Woolston resident for 35 years, my family business [REDACTED] is in the Woolston Village and my daughter attends St Annes school. I use the doctors, the pharmacy, dairies, hairdresser and supermarket in the village. I am strongly opposed to the new plans for reduced parking in the Woolston village. It would impact our business immensely by leaving only 3 car parks for all the businesses combined in our part of the road. Our business relies on convenient parking so customers can stop for 10 minutes get their food and go. Most of our customers come to us after 5pm and the offered solutions of parking around the corner on a side street a few minutes away will be unsafe and unpractical. I believe our business would not survive with the new changes. Customers will just stop at the next convenient Takeaway shop with car parks. This will affect the other 3 takeaway shops in this part of the road also. It is already hard to find parking to get to the businesses I currently use, even down the side streets and I often have to come back another day to go to the pharmacy or hairdresser because I cant find a park. I would be less likely to use them with reduced parking. Parking outside St Annes school is already an issue and it looks like that will be reduced by half. I pick my daughter up only on rainy days or once a week when she has sport straight after school and I believe less parking will encourage unsafe and illegal parking. The side streets are already used for pick up drop offs so there is not extra parking there. I am also against the proposed 30km speed limit in the village as I think it will encourage people to use the other alternatives which will again affect businesses in the area. Ferry Road is a main route to the Lyttleton and Sumner Suburbs and a good percentage of our customers are passing through Woolston on their way home from work. I am would be very supportive of a reduced speed during pick up / drop off times though.
52	N	That's crazy. It's so difficult getting parking as it is. It's so cruel to businesses and school

53	N	Reducing the number of parking spaces is an unfair move on small businesses in the village. How is growth encouraged when the customers have no where to park? I am also concerned that removing those parking spaces will drive people away from the village entirely. I think they will continue on to Ferrymead or somewhere else if parking is not easily available. I also believe that removing those spaces will encourage shoppers to park near or outside of St Anne's school, where parking is already at a premium. It will mean parents will struggle even more to get a park close to the school and will mean more pedestrian traffic crossing Ferry Rd which, as we know, is not a very safe practice round here!
54	N	Parking at the moment is ridiculous and there will be 50 or so less parks! As pretty as the plans look, who the hell is going to stop to shop there or shop there when there is nowhere to park??? How are parents supposed to pick up children from St Annes? The allocated parks there now have extremely restrictive time limits on them and it will only get worse. Get more carparks, not less.
55	N	Parking is already a nightmare! This would put people off shopping in the area and ruin businesses! If anything, there needs to be more parking made available. Not a good plan at all!
56	N	This project is crazy and out of touch with reality. Ferry Road will continue to be a major thoroughfare for motorists (Linwood Ave is far less convenient for a large proportion of people travelling to and from the suburbs) and the 30kph limit, plus people vying to get into one of the few parking spaces will just add to the bottlenecks that occur at peak time. Decimating the main street parking will not encourage people to park in side streets - they will just carry on driving. At best, the New World carpark will become the de facto carpark for Woolston. Perhaps the most practical thing that the CCC could do is purchase the Auto Electrician and a few other buildings that protrude into the road, so that a wide carriage way can be constructed through the village! Think things through - we don't want another Victoria Park proposal!
57	N	As a resident of the Eastern suburbs all my life and a resident of Woolston for the last 23 years I wish to voice my opposition to many aspects of the Council's proposal for Woolston Village. Woolston residents are very loyal and avidly support their local shopping centre. My concerns about this proposal are primarily regarding the removal of over 50 on street car parks. There are over 50 businesses in the affected area of this proposal, it seems ludicrous to not have more parking to support growth of both the local businesses and the population as the suburb is painfully repaired. Surely this removal of parking contravenes the city plan. The Council is OK with insisting a bar & café provide "X" amount of parking in proportion to the size of their premises on private land, yet the Council won't maintain a few dozen on-street parks to support a whole village! Woolston consists of people from all walks of life, with many being retired, elderly or infirm. This proposal does not provide any on-street mobility parks for these people. Parking supply, availability & turnover is such that Mobility spaces are not needed currently, but that would change if the parking supply was so drastically reduced. By completely removing parking from some places means those less mobile residents may no longer physically be able to access the same businesses they used to. It is cruel to spend millions on grand beatification schemes & cycle-ways when every road in Woolston is in extreme need of repair. The roads & footpaths are in such awful condition that they're not suitable for mobility scooters or wheelchairs. The lack of action in road repairs is preventing many people from having decent accessibility in and around their own properties and suburb. My elderly Mother ended up in a great deal of pain
58	N	You are pushing the cars off the main road onto the side roads. I don't feel safe walking around some of these back roads in the dark or during the day. Glenroy Street would need to be upgraded as well, as the road is narrow and the road is uneven. With the new supermarket going in, a lot of people will just park in that carpark, do you have a deal with the property owners which would allow this. It is crazy that you are going to chop down trees because they are the wrong kind and replace them with the right type. How is this saving money for rate payers??? There is a church on St Johns St which would be effected in regards to the parking if you push it off Ferry Road and on to the side streets. Please consider leaving more car parks on Ferry Road and not cutting down so many trees.
59	N	My children go to school on Ferry Road and therer isn't much parking there at the moment. Reducing the parking will make it worse when dropping off and picking up children from school
60	N	30km speed limit I agree with very good as local schools and preschools. <u>Do not</u> like or agree with no parking on Ferry Road. Will affect all smal businesses and also school drop off/pick up
61	N	Don't think the no parking spaces on Ferry Road is a good idea - There are a lot of bakeries, dairys etc and people park and run in and out - not a browsing area so much! You will have heaps of people using the n.w. carpark and the video shop carpark! Also the noticeboard outside the christian medical rooms is very dilapadated and not user friendly. We need a board the community can use.
62	Y	Love it, Woolston needs this. I live on Ferry Road and would enjoy a new environment. Hope it goes ahead.
63	N	I've been a local for 10 years and I don't want to loose parking outside the local shops it will be a inconvenience to a lot of people
64	N	
65	N	No car parking = no business, support the local businesses!
66	N	Parking on Heathcote Street makes it very hard to back out of our driveways as we have telephone polls at end of drive as I have to manivore slowly to avoid hitting cars I look up and a car has come round that bend end of road and I have nearly caused a few accidents. Very dangerous. May be parking on one side please. Would be nice to have a bigger playground with swimming pool to play in all year round.
67	N	Proposed Woolston Village Concepts. Thank You for the opportunity to comment. Concern is at the Reduction in parking spaces from 77 to 21. Through traffic will no longer be able to stop briefly. There will be loss of patronage. To pause and pick up lunch is not an option with the proposed "No stopping" lines. Bankruptcy of many food outlets may well ensue. It is understood that there was consultation in 2012. (That is a year after the major Quake. Were we not desperate for nice calming stable "village"-type places then?) But that is Four years ago. Since then three big commercial players have moved into the area. Their input deserves consideration. Please re-consult. The views will undoubtedly be fresh, and quite different, but will express concern at Commercial viability at the proposed changes. This is a bricks n mortar shopping not an online provision. Parking: There is a new preschool proposed near No 580. When mentioned to the presenter on 25th May, her reply was along the lines of 'if there was, how do I not know?' I trust she read the hoarding on the site as she left that afternoon. The concern is where will the parents park to pick up the pre-schoolers if there is this significant reduction in parking space? At No. 655 the IHC Day care vans have considerable difficulty getting out into the traffic flow after 3:30 pm onwards even now. This would not have been seen at the times the planners state they were observing in the area. The collection van drivers from other come from other suburbs. Neighbouring properties' established trees lean over their fences and tend to block their view, especially in summer months. Likewise anyone parking right adjacent to their driveway. Please check all this out before proceeding. Side roads are proposed as parking spaces. Right now there is a yellow broken line along one side of these roads. No further parking can be created. It will be down to one lane only. How can it possibly absorb "Proposed 120 parking"? There is a 2 metre median strip proposed middle of Ferry Road. The driver of the purple bus on which I travelled yesterday had no knowledge of the proposals (there have been a large number of new drivers employed recently), but was scathing as to manoeuvrability of large vehicles. Essentially the traffic flow-

		through from Sumner will be hindered. It may well divert to other routes i.e. the reverse of what is trying to be achieved with these proposals. The landscape planting in front of the Supermarket likewise deserves deletion. The patterned paved median: Suggest the city planners spend a day in a wheelchair being pushed over such areas. Please do not create a disability problem when there was none before. (Was not accessibility –friendly city one of the broader aims of the rebuild?) The medical centre is still marked on this plan. Is it not about to relocate? Request: rework these Woolston proposals. Avoid medians, reduction in this number of parking spaces, congestion of side streets and above all ask the newer players in the commercial sector about their concerns. Your deliberations are awaited with real interest. Thank You [REDACTED]
68	N	1. Parking: the side streets you've allotted for car parking are already keenly utilised. 2. The village needs more parking. After all according to survey 44% of shoppers arrive by car. 3. Traffic flow is already slowed down without trees etc. How many fatalities - accidents have there been in last 10 years?. 4. if you ban parking on 1 side of street you will effectively send most shops to the "wall", people shop at Woolston quickly and effectively in and out then drive off. 6. if you reduce speed limit and congest traffic anymore most traffic that shop & use ferry Road will detour using Linwood Ave & Brougham St & therefore causing more misery to local shop owners etc. P.s I am not a shop owner just a concerned ratepayer.
69	Y	Having attended the consultation meeting at St John's church and listened to several plans put forward. I have to agree that more car parking on the Ferry road, west to east on it's southside would be more acceptable to the businesses in Woolston. Otherwise without businesses our village will cease. Could the median strip opposite 713 Ferry Road be moved as the consented supermarket access / egress appears very close to traffic movements in this area. Have traffic lights been considered at the junction of St Johns Street and Ferry Road?. Carparking in side streets south side is restricted by the road widths available? Could the 1.8m wide cycle lane be reduced in width? Why? Doesn't the concept plan extend to Rutherford St. At it's east end as this seems a natural start to the village. Is a 40k speed limit acceptable?. Accident data would help with this decision. Tree planting proposals look good so long as a maintenance program is in place, this Ferry Rd route is often used for oversize through traffic and I would not like to see trees or the new lighting proposals damaged. The life of our village depends on through traffic 59% as your shopper survey. A good balance needs to be found between our foot residents and traffic users bearing in mind the age of the local population in the future young and old.
70	N	[REDACTED]. I believe the plan you are proposing for Ferry Rd at Woolston Village is deeply flawed. The loss of on road car parks along one side of Ferry Rd will cause significant loss of business for shops & businesses on the Port Hills side of Ferry Rd. Some of the businesses could fail because of this. My business at [REDACTED] lost two car parks outside my shop when trees were planted and the footpath was extended for crossing. Then sometime after the loss of one more car park which was given in lieu of the two parks taken, the bus stop was moved back and that car park was lost. EACH TIME MY BUSINESS WAS SIGNIFICANTLY EFFECTED ADVERSELY BY THE LOSS OF THESE CAR PARKS. It will be the same for other businesses as this side of FERRY ROAD as road side parking is essential. Also the tree's are established outside the shop and help the look of Woolston and were put in as part of the last plan which was not to long ago. My business depends on the on road parking on this side in both directions or the St. I believe the green planting strip along the centre of the road in unnecessary and a waste of precious space as parking on bot sides is essential. Something else that concerns me is the cost of these changes to rate payers when there are a lot of roads in other areas where roads and surfaces are very bad and need repairs. Safety issues can used wrongly to make changes that common sense and other influences take car of.
71	Y	I like and fully support the proposals. I particularly endorse the additional improvements for pedestrians and cyclists. At present this is a dangerous area to cycle through because of opening car doors and cars pulling out into the cycle lane. This is the busiest cycle corridor in the city and if parking is available off the main street then it is selfish for business to put 'outside shop' parking above safety.
72	Y	I like the proposal for improvements to Woolston Village. I support the removal of car parking to make the streetscape more people friendly. I also like the wider cycle lanes and 30km/hr speed limit. Possible improvements to the plan could be to include some of the narrow side streets as 30km/hr zones and further increase the number of bike parks provided
73	Y	It looks great - really excited by it as a Woolston resident. Hopefully with this and the new New World store, it will boost the village, despite NZ Post and ANZ leaving. Please just make sure when you do the works that you look at the FWP of all council services and all other service providers in the vicinity and see if they have any future work planned? Last thing we want is this beautification of Woolston, only for a service to be relayed/upgraded in 2 years time. Force companies to bring plans forward, and then place like a five year embargo on work, other than emergency repairs. I get so pissed off when Council places new asphalt somewhere and then either a water/wastewater or other service comes along and makes a trench. Have seen it countless times with footpath rehabs post quake, only for fibre broadband to come and cut up footpath a couple months later!! For godsake, CCC owns the fibre company!!! Oh and the time that Lincoln Road was resurfaced and then a big trench was dug down it, and don't get me started on St Asaph Street!! Its full of trenches now!!
74	N	Ferry Road is a Main road and should be left as such. Reducing car parking at the local village shops i.e. the bakery & dairy & Salvation Army shop, will damage patronage. As far as parking on Heathcote, Maronan, Catherine & Portman Streets is concerned this is a joke. These streets are already narrow enough without forcing people to park in them, let alone access getting back out onto Ferry Road. Traffic flow is already slow through the village area with the set of lights in the middle disrupting the flow. All very well having trees - there would be ongoing costs - they need water, trimming and have leaf fall. Even evergreen trees lose leaves. Ratepayers I presume will be paying for ongoing maintenance of these?
75	N	As a resident of Woolston for 20 years now I can't think of anything more ridiculous as clogging up a main road that leads to the largest suburban area in Christchurch. Your plan to remove 71 car parks is crazy, it's already difficult to find a car park now with out reducing numbers. And whats the point of pedestrian access as everything is moving from this area down to Ferrymead. It's obvious to me that your designers do not live in Woolston and plan never to. What about spending this large amount on repairing the St Johns street roadway and all the wrecked footpaths that are a hazard for the elderly of which there are many living in Woolston. About time council woke up to what is really important to residents, not only in Woolston but in all Christchurch suburbs.
76	N	The convenience of parking outside the various businesses is a big part of the attraction of the Woolston shopping experience. Should these parks be drastically reduced, I see the people who would otherwise patronage these businesses take their business elsewhere to malls or where there is that convenience. The suggestion that people will be redirected and be willing to park in the nearby side- streets is not true for the majority of people who are leading busy lives. I'm sure some middle ground can be found for beautifications without losing the car parking, Woolston has already been dealt a large blow losing the Post office and soon the Anz bank. Thank you



		<p>SUBMISSION TO CHRISTCHURCH CITY COUNCIL RE: PROPOSED WOOLSTON VILLAGE DEVELOPMENT</p> <p>Improving the look of the area with landscaping, trees and furniture is a great idea and would line up with the more modern buildings.</p> <p>I object to some aspects of the current proposed street layout for Woolston Village development, i.e. speed limit, median strip and parking.</p> <p>I believe that to reduce the traffic flow in Ferry Road would force the flow down Humphreys Drive through the wide layout of Linwood Avenue (60 km/h) or to turn left at the lights on Radley Street and along to garlands Road via the Tannery complex to the city.</p> <p>Many of the smaller shops in Woolston depend on passing traffic and require that they are able to stop with on-street parking.</p> <p>The Woolston shops also are going to have to compete with around 40 shops becoming available in Ferrymead.</p> <p>Should businesses be forced to shift we will have empty shops and return to the lower standard of the past.</p> <p>If one looks at Lincoln Road or Papanui Road in Merivale there are no speed restrictions.</p> <p>With existing traffic lights and school patrols I think traffic speed will be self-regulating as happens in Merivale/Papanui.</p> <p>A village concept may be alright for Sumner, Lyttelton or Brighton which are end-of-road destinations but does not fit on a main road into the city.</p> <p>This road should be clear of obstacles allowing full traffic flow and parking.</p> <p>The current proposed plan does not fit these criteria and would be a backward step in Woolston's development. It will be less attractive to large food outlets, i.e. chicken and burger fast food chains.</p>
80	N	<p>My husband has bad knees and I have varicose veins and we are unable to walk great distances. Can you not increase the parking along Ferry Road more than proposed at present in your plan? The majority of the cyclists will cycle through the Village without stopping but we who shop there will not get a park anywhere near where we wish to shop. This plan appears to appease cyclists but will ruin the lively hood of the shop owners who will suffer miserably because of this idea. Can you not still achieve your agenda without taking away so many car parks? How does wider footpaths make it safer for pedestrians when there will be a cycle lane beside it also?</p>
81	N	<p>See end of document for PDF of full submission</p>
82	N	<p>The low percentage of cyclist &amp; pedestrians using Ferry Road does not warrant the over the top loss of car parking proposed. If you are trying to encourage more cyclists &amp; pedestrians travelling through the Woolston village I feel that the results will be marginally effective. The idea of beautifying the area is good, but the largely older population in the area will be severely hampered by having to walk long distances to visit the atm's, takeaway bars, hairdressers &amp; retail shops. More so in inclement weather like present. By pandering to cyclists &amp; pedestrians to such an extent you are letting the tail wag the dog, as they are in the vast minority. New Brighton Mall was redeveloped to cater for pedestrians &amp; cyclists &amp; failed miserably! It is difficult enough now for us "oldies" who use the shopping there now, it will be far far harder if this plan goes ahead, leaving us to shop in an area that has as yet not been "tampered with". Why not re-route a cyclepath along the river instead &amp; let us older residents use our local shops &amp; amenities without having to struggle to reach them. The whole scheme needs to allow for mor parking - even if only time zoned for certain hours. A survey of cyclists in February will differ vastly form a survey on cyclists &amp; pedestrians in the cold wet winter months!!!!!!</p>
83	N	<p>Submission to Christchurch City Council</p> <p>Re: Proposed Woolston Village Development</p> <p>I am glad a business owner that the Council are seeking to improve the current Woolston village; however there are some real concerns over the issue of parking.</p> <p>In conjunction with Foodstuffs SI Ltd I am opening a new store on Ferry Road in late August/early September 2016. I am looking at have approximately another 8,000 customers per week shopping at our new store. This store is my livelihood and I am very concerned about the parking on Ferry Road that is proposed to go as what will happen will be those people will park in my car park. This will affect my sales and more importantly the ability to have safe and secure jobs for our employees.</p> <p>I think it is prudent that Council undertake a parking survey once our new store is open, as I believe the results will be totally different to the survey that was done. It has not taken into account the Post Office</p>

		<p>being closed along with the impending closure of ANZ bank. I believe a new survey would show that many people drive to the village, and that many potential customers of the village are that not shopping at Woolston now, will do so, once the supermarket is open.</p> <p>We all want people to stop in the village and spend money with local retailers and this is based on convenience. With no car parks potential customers will just drive straight through without stopping. We need to ensure we retain all car parks.</p> <p>New trees alone will not make people stop and shop in the Woolston village.</p> <p>I am concerned also about over-width vehicles travelling to the Port that will potentially mount kerbs with the new design – and this is dangerous and a serious risk that needs to be considered.</p> <p>On-street parking works well outside Merivale Mall on Papanui Rd and also Sydenham is another good example of how on-street parking works well – a business is vibrant.</p> <p>I simply cannot emphasise how important the on-street parking is for not just me but all the retailers within the Woolston village. We are not Copenhagen, we are not in Amsterdam, we are in Woolston and the only way this village will succeed will be because people can stop on the way through and have access to convenient car parks.</p> <p>Yours faithfully,</p> <p>██████████</p> <p>████████████████████</p>
84	Y	We generally support the proposed changes outlined in the Ferry Road at Woolston Village project consultation plans.
85	N	The carparks on the Ferry Road are extremely important. 1. They bring people to Woolston. 2. Current carpark not enough anyway. Library and public toilet is must.
86	Y	Great idea
87	N	Disagree with your logic of trying to stop people driving through Woolston. You are taking away car parking - you will turn Woolston into another Brighton. You stuffed up Brighton by stopping cars driving right through - access, access is the important thing especially for old people. The other day I went to Cafe on main road for lunch and then dinner at Everest - both times I had to park on the back road.
88	N	I do not support the reduced speed zone or the reduced parking. I have worked in this area for 26 years and parking for my clients is an issue. Despite the survey results, the majority of people do come in by car, and to retain access to the businesses in important - loss of parking can result in loss of business. Reducing the speed zone will just add to the congestion. Cars tend to reduce when it is busy anyway. I am not aware of any accidents attributed to a speed zone of 50 km/h. Otherwise the pretty bits look nice.
89	N	Mobility parks <u>need</u> to be on Ferry Road near Post Office, Doctor's (both) and Chemist, ANZ Bank and Dairy and by Physiotherapy/ATM (WPAC). This area has a lot of elderly and disabled people. If Ferry Road is narrowed how will buses cope without blocking traffic and also keep to time? There also needs minimum P60+ parking outside <u>both</u> Churches on St John Street and Ferry Road to enable parishioners to attend Sunday's, funerals, weddings etc. (During School hours parking in St Anne's School is not available except to staff). Native trees and planting a must (Kowhai's can be big!)
90	N	The Council may be trying to force us all into the buses but I can drive to Harvey Norman from here in about 10 minutes. By bus it takes <u>three</u> separate buses and half the afternoon. These dotted yellow lines will wipe out the shopping centre. There is little enough parking as it is. New World refuses to let people use any of their car park and have gone to the trouble and expense of employing staff to clear people out of it. It will cost the Council more to look after gardens and plant trees everywhere and it narrows the road to the extent that parking places have to go. <u>Questions</u> - Where will business staff and customers park? Why were no copies of the plan booklet sent out to homes? When was it sent out? I've only just been given this. 61 on-street car parks have been removed.
91	N	Dropping the speed limit - it is a main route between the City and Sumner, I don't see this being kept to, what is the point? People are not likely to stop and shop if they have to drive around or away from main road to find parking. Is it really necessary to cut down existing trees? Great idea to add more trees but bare in mind sight lines for both cars and cyclists for turning out of drives and side streets. The choice of trees - surely natives, which don't drop leaves, would be tidier and easier to maintain. The diagram shows 18 car parks on Portman Street. It is very unrealistic - it is hard enough at the moment to get in and out of this street. If your waiting to turn into Portman Street when someone is waiting to come our there is not enough room so your forced to wait on Ferry Road holding up flow of traffic.
92	N	See end of document for PDF of full submission
93		<p>██████████</p> <p>██████████</p> <p>██████████</p> <p>██████████</p> <p>I have ticked both boxes for the following reasons. On one hand I accept that the Woolston Village is in dire need of a makeover but not at the expense of the removal of all the parking on the South side of Ferry Road. As a business owner of 14 years I have observed that the majority of businesses, cater for fast turn over items, which would indicate that shoppers do not shop for timeframe indicated that shoppers do not shop for the timeframe indicated on the plan – proposed P120 parking.</p> <p>That is mall timeframes. Woolston is not a mall.</p>

		<p>Further I believe the proposed P120 parking is cynical at best. Presumably enforced, it provides revenue by way of taking away parking and repositioning it to benefit the Council. How does this benefit business? If you hinder business, then you are simply jeopardising the very fabric that creates the hub, that is and has become, an essential part of the community.</p> <p>A small drop in turnover can have a drastic effect on a business that may already operate on thin margins. I find this irresponsible and indicates to me that the council doesn't have an understanding of how businesses work. Not every business model is that same so generic concepts don't always work.</p> <p>In my view the Woolston shops need to retain close car parks for the convenience of their shoppers.</p> <p>The existing homeowners on the proposed P120 parking streets are also being disadvantaged by way of being time constrained and may have to move vehicles around in order to mitigate fines. These proposed streets are also narrow in existence therefore will create a narrowing effect if both sides are parked on, particularly Heathcote and Catherine St. Presumably the staff at the soon to be completed New World will occupy side streets making less available parks for shoppers and I usually go to at least one of the businesses on a daily basis. The talk around the village indicates a lot of opposition to removing the majority of parking on Ferry Rd.</p> <p>I see a reduction in speed as a positive move however a speed of 40kph would be less abrupt reduction and if it is considered safe past a school then I would have thought safe enough through a village.</p> <p>Overall I see the concept as a positive move for the Woolston Community. There just needs some consideration and tweaking to some major issues that may have major impacts on the people that create the community in the first place.</p>
94	N	<p>Re: Woolston Village</p> <p>Well done to your whimsical proposal in making Woolston another Brighton, (dead). The slower speed will make more traffic congestion, than it currently has, &amp; people will cease using that part of Ferry Road altogether. No thought has been given to those who require an invalid's parking space. 1 park, really, can you spare it? Or those who cannot walk far. Parking is hard to get now, your new 7 parks of 60mins, &amp; 3 parks of 30 minute parking won't work, is a parking warden to be on duty every day, waiting to pounce when the time expires (how will they know?) (Will there be metres or are you relying on people's honesty? Yah right) what about the off street parking where do visitors to those who live in those streets park? Then there are shops who will suffer from a down turn in walk in customers. Some will go out of business. Poor Plunket already has no parking outside. Where are parents supposed to park to drop off &amp; pick up children from St Anne's School? There are too few parks at St Johns Anglican Church now where do vans drop off &amp; pickup church goers &amp; other groups who use the church? I for see people filling up New Worlds car park to do non supermarket shopping. As there is no longer a Kiwibank in Woolston everyone now has to go to either Ferrymead or Eastgate for some it's too far either way.</p> <p>Why remove trees what did they do to piss you lot off? They do give off oxygen.</p> <p>The new proposed trees information found on Wikipedia,</p> <p>Trident Maplett is small to medium sized deciduous tree reaching a height of 5-20 m with a trunk up to 50 cm diameter. Who's going to clean up when leaves drop &amp; blow into shops, gutters tec. Oh I know, more money as council employees will get to do it wasting my rate money.</p> <p>Magnolia Kobus, known as the Kobushi magnolia or Kobus magnolia, is a species of Magnolia native to Japan and occasionally cultivated in temperate areas. 2) it is deciduous, small to tall tree which has a slow growth rate but can reach 8-15 m (25-27 ft) in height and up to 10 m (35ft) in spread. Really are you planning on having all shops in the dark??? Those that survive that is. Have any of you even looked at a picture to see how HUGE these trees get? Or did you just go with what the botanist recommended?</p> <p>What the hell is the Council thinking? Use my rates to fix the roads, footpaths, &amp; other public amenities, e.g. parks. Avon river, sports grounds, swimming pools etc.</p> <p>I hate what you propose for Woolston, as does everyone I know. Stop trying to make Woolston another quaint English rural town, it won't work. Woolston folk are down to earth &amp; don't want/need this poncing about with our area. I don't pay my rates for the Council to waste them on projects that are not needed. Quote don't fix what ain't broken. I know you'll just plow ahead &amp; do it anyway, as you have done with everything else. Thanks for nothing.</p> <p>I'll take my custom &amp; money elsewhere, &amp; avoid Woolston altogether as I do Brighton.</p> <p>Unhappy rate payer &amp; local Christchurch resident.</p> <p>██████████</p>



95	N	Whilst the look of the proposed changes is, I think, great, the reality would be the death of most small businesses in the Woolston Village. Woolston needs more carparks on Ferry Road, not fewer, and the drastic reduction proposed would be disastrous. Motorists would simply carry on to the next set of shops where they can park. I have some specific suggestions: 1. Abandon the median strip so that parking can be retained; 2. rather than narrowing the carriageway, narrow the already generously wide footpaths so that more parking spaces can be added; 3. Move the cycle tracks to the other side of the parked cars (between the road and the curbing) to provide a cost-free safety barrier for cyclists; 4. Do not increase the number of pedestrian crossing, as a pedestrian I can report that the existing three are more than sufficient; 5. Do not change the speed limit to 30kph, this is unnecessary and would tend to irritate motorists, making them less, not more, likely to stop in the Village; 6. Move the Village "gateway" from opposite Heathcote Street to the natural place at the intersection of Ferry Road and Radley/Hargood Streets; 7. Bear in mind that most traffic is passing through our Village, it is not their destination, and they stop and do business with us more on impulse than intention and that on street parking plays a large part in such decisions. 8. Also bear in mind the already heavy demand for parking spaces in the evenings (for diners and the patrons of takeaway shops), and that curtailing parking will adversely effect such businesses. All in all, I recommend that the existing plan be abandoned it it's entirety and that consultations with local businesses and residents form the basis, the starting point, of any future plan.
96	N	Cycle ways are a good idea but don't take away any Ferry Road on street car parks in front of the shops because they're convenient. When the Churches are being used just where are we all supposed to park our cars? Don't reduce speed to 30kms, it's a main thoroughfare, it will hold up traffic. I would rather see Ferry Road widened not narrowed for safety.
97	N	Regards to the woolston upgrade my main concern would be parking which is a problem now and we have had problems with parking around St Johns church at present and would only be compounded with the proposed changes. My other concern is the 30 k limit, as this is the only through way to ferrymead / sumner its bad now at peak times and its not un common to have cars backed up in the village, or do you have another means for the trafficat flow regards [REDACTED]
98	Y	I think this is a wonderful revitalization plan for Woolston Village, and as a local resident I'm excited about it. I live on Rutherford st. and my only concern with the concept, and it is a big one, is about the proposed reduced speed limit. What will the impact be on traffic, given this is a main thoroughfare from Sumner/Mt Pleasant etc into the city? Will it mean more of a traffic burden onto Rutherford st and Linwood Ave? Will it cause backups/delays at peak times? How will this be managed?
99	N	I am pleased that the council recognises that Woolston Village is in much need of an upgraded streetscape. I approve of much of the cosmetic design and better provision for pedestrians and cyclists. However, the planned significant reduction of designated parking spaces on Ferry Rd will be detrimental to many businesses. Many of the small businesses do not have any provision for private parking and rely upon street parking for their customers. Most/all of the approx. 350 off street parks, indicated on the council plan, are/will be on private property. The proposed plan retains a little street parking on the east side of Ferry Rd and reduces parking from 19 to only 3 parks on the west side. The proposed side street parking is inconvenient; it is out of sight and unlikely to be used by passers by. The purpose of many of the small businesses requires customers to make a brief stop e.g. dairies and take-aways. Being able to stop right beside these businesses is essential to their successful operation. The suggested 30kph speed limit may actually deter car drivers from driving through the Village and may only encourage them to take another route! Introducing more pedestrian crossing points will naturally slow traffic without drivers feeling they are being legally required to reduce their speed. Cyclists should be encouraged to use the enhanced cycle paths.
100	Y	Great to see the proposed improvements to Woolston Village. I also appreciate the effort to identify the level of available car-parking nearby, and also the proportion of shoppers coming by different modes, to put some context to concerns about losing parking - this approach should be used more often. Here are a few comments and suggestions: - The proposed 30km/h speed limit is welcomed, but it seems incongruous to then return to a 50km/h limit on the adjacent narrow local streets (especially when they will eventually provide a connection to the Heathcote River Major Cycleway). Suggest expanding the 30k zone to include the adjacent back-streets. - The project proposes "more bike parking", although it only seems to show about seven bike stands in the plans; hardly a dramatic increase. If cycling is to be encouraged more, then more bike parking is required. If footpath space is at a premium, why not replace single car-parks with a "bike corral", where 4-5 kerb-protected bike stands will support 8-10 customers? With a couple of popular taverns in the area, that could be the way to easily boost patron numbers. - Around Portman St, the placement of the bus stops and the central islands produces pinch-points for cyclists where a passing motorist may try to squeeze through. Reconsider the location of these features.
101	N	You must have rocks in your head to come up with such a stupid plan for Ferry Rd., Woolston. Do you not realise that Ferry Road is major road in and out of the city for people living, visiting or doing business in the Eastern part of Christchurch? Have you not observed the traffic that uses this road in the mornings and afternoons? Your "policy" to force traffic to use Moorhouse Avenue now as a major route across the city and to the eastern suburbs, such as Ferrymead, Lyttelton, Mt Pleasant, Sumner etc., makes it an important route-not some suburban "village" restricting the flow of traffic east and west. To say that people wishing to shop in the Woolston shops, can park in the narrow already congested streets off Ferry Road is ridiculous-the shops will have to close and the shoppers will of course shop elsewhere where access and parking is good!
102	N	I despair of this council's approach to infrastructure, particularly transport infrastructure, based as it is on the economics of the duck-pond combined with a mangling of the English language. So, as a frequent walker or buser to Woolston (usually to the Hop), I shall simply say this: LEAVE IT ALONE! The proposal you're floating will do no good, will almost certainly cause much harm, and would (again) not pass the most rudimentary of cost-benefit tests.
103		My husband and I have always enjoyed stopping for a delicious lunch at the Woolston bakery.. The charming owner (from Cambodia) always makes his customers welcome. Hot soup is always available in the winter. Now he is faced with no parking outside his shop. Because we are elderly and I have had recent foot surgery I am unable to walk far.. So we will no longer be able to stop close to the Bakery.. I imagine there will be congestion. We would be very upset - as many others in the area will be' if people stop going there because parking will be impossible especially during the lunch hour. Mostly elderly and mothers with children and of course many tradesmen. Where are all these people who sit down for their lunch going to find enough parking. They are not : and like us will simply have to drive past and find another place to eat. We don't want to do that as we have never found a more enjoyable place to date. We come from Sumner and don't mind travelling to Woolston to get such lovely service. We have looked at the plan and it is going to stop people stopping in the area.... The bakery is always full during 12noon and 3 pm.with many people just popping in to buy a takeaway lunch. so . where are all the cars and work vans going to be able to park.???
104	N	As one who frequently drives through the area in question and sometimes stops to visit shops, especially the barber, I am not in favor to decreasing the amount of parking on Ferry Rd in Woolston Village. This would inconvenience me and I cannot believe that it would be good for business for the shops. Decreasing speed limit and pedestrian crossings and, perhaps islands, would be OK, though if the speed limit is decreased there would be less need for the islands. Ferry Road is a main thoroughfare to and from the city centre, so views of people in my position should be taken seriously. I am neither for nor against the proposal as a whole but will tick No since apparently I have to tick Yes or No.

105	N	I do not agree with the proposal to impose a 30km speed limit on Ferry Road through Woolston. This is main road access from the Sumner, Redcliffs, Mt Pleasant and Ferrymead area to other areas of Christchurch. Slowing this traffic to 30km is not reasonable or useful. When the area is congested, the traffic slows to below 50km anyway. When it is not congested, there is no need to slow down. The pedestrian lights provide crossing for pedestrians and slows the traffic down when the area is actually in use. Setting the speed to 30km will only encourage motorists to avoid the area, causing additional congestion on Linwood Ave.
106	Y	Thank you for the opportunity of discussing the Ferry Road at Woolston development. I have put in a submission, however from discussion with other business owners, I get the feeling that each individual business and property owner should be visited by council staff regarding this matter.
107	Y	I cycle through Woolston often and use the shops and Twisted Hop and I think this plan is great- I love the focus on increased pedestrian and cycle use, the reduction in parking and the reduced speed limit. They will all make Woolston a much nicer and safer place to visit.
108	Y	Happy with the overall plan but would like to see more car parks retained....a few businesses here that rely on pop in customers who need the ability to park, run in, purchase and out again without having to drive round side streets looking for a park...
109	Y	I fully support this submission. I regularly cycle down this road, sometimes towing a trailer. The proposed layout will improve the feel of the Woolston area. Please don't compromise the plan for more car parks. My only suggestion is that I would have preferred the central median strip to be narrower, or non-existent to help slow traffic. Also this would create space for a marked separation between cycle lanes and parked cars.
110	Y	My husband and I are very happy to see this work proceed. We were aware of the Ferry Road Masterplan when we bought in Woolston 20 months ago - so pleased this work is going to happen. Will be great for the little town and hopefully attract more business.
111	N	██████████ I strongly oppose the proposed change to the parking reduction. Especially the change to time limits on Maronan Street. Our business is operated on volunteer labour. Most of the volunteers are 65 plus a lot have difficulty walking. The proposed 120 limit is not long enough for a shift. our shifts are 3.5 hours. i would like to see a change in parking duration to 3.5 instead of 2 hours.
112	N	I oppose the alterations to Ferry Road that have been proposed for the following reasons: 1.I live at 661 Ferry Road and I need the parking from my family. 2.It would be very hard to turn into my driveway and dangerous. 3. The speed restrictions would clog up traffic and stop the flow. 4.The loss of parking would ruin a lot of the businesses as they rely on parking. 5.At night time, there would be a lot of people hanging around drinking with the bars in close proximity. 6.The doctors are going. The ANZ is going, the Post Office is going. Who would want to go to Woolston if you haven't got parking? It would turn Woolston into a slum area.
113	N	I oppose the proposed parking restrictions on Maronan Street and the loss of two car parks on the corner of Maronan Street and outside my property on Ferry Road. The loss of car parks on Ferry Road and the parking restriction would cause unnecessary hardship for my wife and myself and visiting family with small children. I oppose the narrowing of the entrance and loss of a park at the entrance to Maronan Street and the planting of Magnolia Kobus and the flus paved median pavers. I oppose the proposed 30km restriction on Ferry Road as i believe it will cause traffic congestion and frustration for through traffic to City - Sumner-Lyttelton etc. Thanking you for the opportunity to have my say.
114	N	Though it would be nice to see the area 'prettied' up, I am against the loss of so many street parking spaces. The available off street parking has always been piecemeal. - Why not establish a better carpark? The suggestion that motorists could park on the side streets is rather like the quote 'let them eat cake;'. Most of the side streets are narrow with some still having the dated deep gutters. Try accessing the footpath across them when pushing a pram or using a stick. I'm sure those residing on these streets don't want the congestion and the likelihood of driveway access being blocked. With several apartment blocks built with probably more to come parking is more difficult near the churches. The elderly parishoners need ready, safe access, especially at night. Ferry Road is a through street, not a destination in itself like a mall. Unless an alternative route is developed to service the Park, congestion will get worse. While it seems to have become the norm to push for cyclists/pedestrians merging from experience I have found it more dangerous than safe with too many cyclists tending to ride among those on foot without making their presence heard. Bear in mind that with it being an area where the older citizens reside that many don't and can't walk a long way, especially when carrying shopping as well. Why should a mall have to provide a number of parks but a shopping are doesn't? Parking should not be at the extreme/detriment of residents close to the area
115	N	██████████. We believe the creation of an island in front of our property will severely impact on the viability of our tenants and the tenants of the building next to us on ██████████. This island will compromise access to our 2 buildings by preventing cars on Ferry Road from turning right into the shared driveway between our buildings, and prevent cars leaving our buildings from turning right onto Ferry Road. Having been forced to turn left out of our driveway, motorists will have to stop, possibly disrupting traffic and make a U-turn over a flush paved median should they have wanted to turn right. A similar problem would be faced by motorists unable to turn right from Ferry Road directly into the driveway. Would it be possible for the planned island to be removed to give all motorists safe access to our shared driveway. We also do not support the removal of street carparks from the front of the buildings in our vicinity ██████████. Our tenants rely heavily on these carparks for customer convenience and access. We have an ATM on our premises. Westpac customers are often observed to use these street parks as quick and convenient parks while using the ATM, and this is also true for the customers of our other tenants. We do not believe they would stop otherwise. We believe that the removal of over 70% of street parking will make Woolston Village a place to drive through rather than stop, because of the inconvenience of having to look for off-street parks. In conclusion, we are very concerned that a landscaped island in front of ██████████ will harm access to these 2 buildings, and the removal of street parking between ██████████ will be another blow to our tenants hoping to attract customers. Thank you for the opportunity of entering a submission.
116	N	We who live in Woolston have lost so much already. Now we are to lose our medical centre and Post Office. I am a disable 77 years old,. While I can get a car park outside a shop I can manage to still do my own shopping. Even then with a crutch to help me it is a real effort. Our roads are a disgrace and the Heathcote River from the Radley Street bridge really stinks. It is especially bad from the Tannery complex to the Estuary. The Tannery complex is stunning. The one good thing to happen for us. The sewage and stormwater drains have never been sorted out and when you go out early in the morning the stink is vile. My house is the second from Cumner Terrace. About four years ago they replaced the drains and sealed the road to the fourth house from the corner and no further. Rain like we had this week it floods on both sides almost to the middle of the road. It can't get away at the corner. Please help us.
117	N	I am very upset to hear about the reduction in parking spaces on Ferry Road at the Woolston Village. I volunteer at the Sallies and I know that so many of our customers drive to us. If they can't get a park they won't stop. The Sallies provide a great service to the public, locals and further a field. We need parks please.

118	N	The Salvation Army has been here for just over a year. Prior to the earthquake we had been established here for just about ten years. We do have locals who visit the shop everyday but a large percentage of our customers are destination shoppers. Parking is vital for our business as they drive to us and want a close park to the shop. If there is no on street parking available (apart from the one designated outside the shop on your new plan) we will lose business. Beautifying the street is great but please keep all on street parks. All of our businesses will suffer if we don't have that parking made available. Your plan is to encourage people to shop here as it will look and feel great. Without parking people will not stop to shop
119	N	Why deciduous trees? Ferry Road shopping centre is untidy enough, deciduous trees will make it worse. The gardens are rarely tidy. Rock roses were placed in all the garden plots, hardly every tended, these extend right along Ferry Road. Colour is what is needed to brighten the area. Like Sumner plots. if you take the parking away businesses will close, some are struggling now. i do agree with the lower speed restriction, especially with schools in the area.
120	N	What a moronic idea! I use Woolston Village regularly and if this proposal goes through I will not go there. I will not park on side streets and walk to the shops. As for 30 kph, through traffic will avoid Ferry Road, also not using the shops thus putting local business livelihoods at risk. Having spoken to several business owners and staff they are very worried about the impact this proposal will have on their lives. (If it's not broken don't fix it). Perhaps the CCC should concentrate on fixing out broken city and spend the money it would cost to fuck Woolston where it is really needed. MORONIC!
121	Y	We are glad the proposed changes in the Ferry Road at Woolston Village project consultation plans. However, as a small business shop running in the Ferry Road over three years. Our customers are happy with our foods as an important reason as customers could easily park their cars beside the Ferry Road and then coming to the shop to pick up their orders. During the three years we're operating the shop, there are many customers who had been complained about the car parking where they still were feeling hard to find in sometimes. Finally, we generally think the Woolston Village project consultation plans are great. But we do not agree the existence of a car park beside the road where will be changed. We hope the car park beside the road where can be remained. Thank you very much indeed.
122	N	I have been working for the [REDACTED] for 13 years now. A lot of our customers are regular and were customers at the old shop on this site. The parking is very important not only for convenience but also for people coming from the outside areas. I wouldn't stop here myself if there were no parking.
123	Y	Overall a good plan. Disadvantages are: 1.Reducing parking outside businesses will definitely reduce their turnover - Motorist will go to the easiest shop (e.g. Ferrymead). 2.Reducing speed to 20 kph through this area will certainly improve safety but will bunch up the traffic at peak times - this will encourage regular motorists to select Linwood Ave - This will also reduce turnover in the business. I think that when the new Library is constructed it should be in the new Supermarket carpark - It would get much more use as that's where the most people will be coming and going.
124	Y	I think this will be wonderful for Woolston, however I believe there needs to be more carparks on Ferry Road. Catherine Street is very narrow and is not ideal for off-street parking for shoppers, especially as residents use it for parking.
125	Y	Overall a good plan. Disadvantages are: Reducing parking outside businesses will reduce their turnover. People will not drive around looking for a space to park, they will leave the area and go to Ferrymead. Reducing speed is good in off-peak traffic. On peak traffic - not a good idea. The library should be by the new supermarket so it is easy access to the elderly and mum's with children.
126	N	I am absolutely appalled at the CCC changes to Ferry Road. I would be interested to know how much the 'clown' who came up with the idea got paid!! Any parking up side streets will be so chaotic!! Where will the workers park all day?? I fear for the businesses involved! Its hard enough now for them to make a living, with the proposed changes they will all be out of business in 6 months, leaving the way open for the rich fat cats to take over! As for reducing speed to 30 kph get real!! Its a main route from one side of the city to the other. If the CCC has so much money to spare perhaps they could start tidying Brighton up. It looks like a 3rd world city down there! Dirty broken and buggar all shops! An absolute disgrace! Forget about Ferry Road!!! Spend our rate money wisely!! PS I live in Woolston!
127	N	I am extremely upset that you will be taking away the parking spaces outside the shops in Woolston Village. I use this Centre to do a lot of my shopping as I don't like going to Eastgate Mall as it is hard to get disabled parking spaces close to where I want to shop. I regularly use the bakery, gift shop, takeaway and the Salvation Army Family Store. I take my family and friends shopping here and if you take away the parking outside the shop we will not be able to donate goods and buy goods as I cannot walk all the way from Catherine Street or St John Street as I use a stick to walk. I have osteoarthritis and am waiting for a hip replacement. I have a lot of friends in the area who are in the same predicament as I am. Please do not take away the few parking spaces that are already there. Trees are nice but they do not make shopping more convenient, parking spaces do!!
128	Y	I love living in Woolston. With the proposed project I think it can only enhance and improve what we already have. But keep the 'small' village concept.
129	Y	While the proposed streetscape plan for Woolston Village, Ferry Road will be a huge visual improvement and unifying factor for this vibrant area, the severe reduction in on-street parking adjacent to dairies and cafes, and popular shopping venues like the wonderful Salvation Army Family Store (#636 Ferry Road) will dissuade casual visitors and shoppers from shopping. The supermarket carpark is not a suitable alternative to council provided close car parks.
130	N	I am vehemently opposed to this plan and the over-riding reason for this is the loss of parking. I use and shop in this area at least 5 to 8 times a week. It has a good variety of shops and it's all very convenient and quick to shop there. I can't always get a park immediately but don't have to wait long as most shoppers time there is brief. There is a bit of a problem sometimes with pub patrons occupying parking spaces in front of other shops because their cars are left for hours. I think the alternative parking suggested in the plan is wholly inadequate. St Johns Street is often full and cars don't seem to move off as quickly as they do in Ferry Road itself. The other roads proposed have cars parked in them by people working in the area and are left there all day. Maronan Street is a short residential cul-de-sac and it would be very unfair to the residents (if not dangerous) to have shoppers park there. I am sure that businesses will suffer as some shoppers going to and from through Ferry Road will find an alternate route to avoid the 30 speed limit. Some beautifying would be great but please don't put this thriving and friendly shopping area at risk. Local communities need our protection or they are forever lost to the shopping malls and the future hyper-markets. Thank you.
131	N	I have a retail shop at [REDACTED] and strongly object to the prospects as I rely heavily on people (customers) being able to stop and park outside my shop if they can't do so they will not stop which will be detrimental to all the shops. Most of my customers have also said to me that they object to these proposals as well.
132	Y	Thank you for the opportunity to submit on this project. We live in Woolston, and are excited by the developments planned for our local shops, which we visit via foot and bicycle, and travel through by car and bus, on a regular basis. We think the 30 km/h speed restriction is a good idea - we currently drive through the village well below the 50 km/h speed limit, as it feels unsafe for the environment. We appreciate the improved pedestrian crossings, especially the wider island outside the Post Shop, which will no doubt be more comfortable to cross with a pram than the current narrow island. Would it be possible for the pedestrian access to the village from the Woolston Cut/Heathcote River and Radley Park to be improved? The section of pathway between the footbridge and Maronan Street feels dangerous to walk through as it is narrow and surrounded by tall plants. There is often rubbish, bottles, and graffiti through there. With the old Catherine Street footbridge removed, this pathway is the only pedestrian access to the village from the network of pathways along and to the south of the river. We are sure there will be a lot of opposition to the loss of parking. A petition seen in a local shop stated that parking was proposed to be

		removed throughout the village. We understand that there needs to be a trade-off between the use of space for parking and for other uses, as well as for safety, and that the removal of some parking to enable this scheme to proceed will overall be a good thing for the village. We feel regardless of these improvements, that some of the existing parking around accesses needs to be removed, as vehicles trying to look for a gap in the traffic often pull out and stop in the cycle lane, often not seeing approaching cyclists. Please don't narrow the cycle lanes next to parking in an attempt to fit more parking in. They are too narrow at the moment to use safely with the risk of car doors opening. Would it be possible to change some of the parking time restrictions along Ferry Road to something like P15? The businesses most affected by the loss of convenient parking would be the likes of the dairies, bakeries and takeaway shops. A lot of cars parked in the middle of the village seem to be there quite a while. Making parks P15 or shorter would make the remaining parks more useful to the businesses most affected by parking removal. We would expect that if a person was going to be somewhere for a longer period of time that the trip would be more planned, and that parking further away wouldn't be so much of a problem.
133	N	I do not agree with the proposal to impose a 30km speed limit on Ferry Road through Woolston. This is main road access from Sumner, Redcliffs, mt Pleasant and Ferrymead area to other areas of Christchurch. Slowing this traffic to 30km is not reasonable or useful. When the area is congested, the traffic slows to below 50km anyway. When it is not congested, there is no need to slow down. The pedestrian lights provide crossing for pedestrians and slows the traffic down when the area is actually in use. Setting the speed to 30km will only encourage motorists to avoid the area, causing additional congestion on Linwood Ave.
134	N	It would be great to improve the village of Woolston, but not to the detriment of the surrounding streets. Glenroy Street is already suffering from excess traffic due to the consent given to the supermarket, without any consideration given to its neighbour's, including a pre school. If the plan goes ahead, people will avoid ferry road, and speed down Glen Roy street in order to avoid the lower speed limit , and try to make some time, this is a danger to the preschool children as well as residents. Glenroy Street cannot handle the current traffic, due to the road being weakened by the new waste water system. We are constantly getting new damage to our house. I would support the plan, if traffic control measures were taken on Glenroy Street. My other concerns are for local businesses that struggle with lack of car parking spaces as it is. It will be near on impossible to let out any further premises, as there is no customer parking , leaving Woolston to be derelict and run down.
135	N	I am retired and use the Woolston shops regularly. My wife and i enjoy having our lunch at the Woolston Bakery. If several of the car parks are removed access to many of the shops will be difficult. If we are forced to park on the opposite side it will be very difficult for us to cross the road as my wife has a foot injury. The bakery is very busy with many tradesmen and road workers popping in to buy take aways. I feel many of these small shops will suffer due to the lack short term car parks.
136	N	Any reduction to the on street parking will further hinder patient access to health services from both the GP and the Pharmacy at 687 and 685 Ferry Road. There is no need to widen foot paths as they are plenty wide enough for our current users. Removing street parks will force more people to need to CROSS the road on foot as there will not be a park on 1 side of the road and will also increase the need to CROSS the centre lane when driving due to the need to cross it when parking. I Simon Payne of Woolston Pharmacy get several comments for my patients that they were unable to find a suitable park and many are elderly or immobile so removing any parking will only increase this problem.
137		Thank you for the opportunity at discussing the Ferry Road at Woolston development. I have put in a submission, however, from discussions with other business owners, I get the feeling that each individual business and property owners should be visited by Council Staff regarding this matter
138	Y	We are very very concerned about the lack of parkin in the current plan. We were shocked to see that car parking was to decrease from around 70 down to 21. We feel that carparking needs to stay at the very least at <u>45 spaces</u> . The lack of car park spaces will affect us very much as home owners/residents. It will make it much harder for our parents to drip by and visit us, and as our parents get more elderly it will get less and less kin to make them walk down a side street. If this plan went through, we would struggle to have guests over to watch a movie, or to have dinner with friends. As many of my friends are single females in their twenties, I can see them being frightened to come to my house if it meant walking down a dark side street to get to their car at the end of the night. This reduction of carparks will devalue our property. If our property is devalued, we will expect reimbursement. We like most of the plan. We notice a large amount of litter being dropped in the landscaping we already have. Has litter been thought about when considering this new attractive landscape?
139	Y	
140	N	The loss of convenience for a great deal of customers, not having parking outside the door. A lot of people are time poor these days and would sooner go to a shop with convenient parking in close proximity than not. Woolston can still be beautified while retaining the <u>very important</u> carparking.
141	Y	Overall a good idea. It would be safer for bikes if the bike lane was between the pedestrian foot path and the parked cars rather than between the road and parked cars. (if a car user opens a door without looking as they commonly do, I would prefer to serve and fall from my bike onto pavement than under a car/truck on the road as has happened outside Dunedin Hospital). I would like to see more bike rack / lock up points.
142	Y	Overall, I fully support the proposed changes to Woolston Village. However, I would like to see several changes made. Firstly, in the stretches where the cycle lane is adjacent to the kerb, I would like to see the cycle lanes separated from the traffic. Whether this be by using delineator posts, creating 'Copenhagen style' bike lanes (like on Colombo St) or similar, I believe the cycle lanes should be separated as there is more than enough room to do so. This will make it that much safer for people to cycle into the village. Secondly, I don't support the flush medians, as these usually make drivers speed up as there is more separation between oncoming vehicles. Why not have more of the medians on the plans planted for more green space- even better, have trees in the median like Bealey Ave or what's being done on Riccarton Road. This will make Woolston Village that much more green, less asphalt. Thirdly, I would like to see some priority given to public transport in Woolston Village, as one of the five main bus lines travels along the corridor. Whether the priority be having the bus stops in the traffic lane (so buses don't have to wait to merge), or by having an advanced stop at the pedestrian crossing next to Around Again Cycles (by removing the median in that 20-30m approach). In whatever form it may take, I would like to see some priority for public transport. Furthermore, it would be an excellent opportunity to extend the proposed 30km/h zone to nearby streets, such as Heathcote, Catherine, Portman, and Glenroy Streets. These are all narrow streets, so naturally traffic-calmed, so it makes no sense to have a 50km/h limit on them. Now would be the perfect opportunity to extend this proposed lower limit. Lastly, make sure plenty of cycle parking is provided in the area, as the racks provided at the moment are often full! Thanks to the CCC for persevering with these plans, as they will definitely make our streets safer and more attractive for all.
143	Y	Overall, I fully support the proposed changes to Woolston Village. . However, I would like to see several changes made. Firstly, in the stretches where the cycle lane is adjacent to the kerb, I would like to see the cycle lanes separated from the traffic. Whether this be by using delineator posts, creating 'Copenhagen style' bike lanes (like on Colombo St) or similar, I believe the cycle lanes should be separated as there is more than enough room to do so. This will make it that much safer for people to cycle into the village. Secondly, I don't support the flush medians, as these usually make drivers speed up as there is more separation between oncoming vehicles. Why not have more of the medians on the plans planted for more green space- even better, have trees in the median like Bealey Ave or what's being done on Riccarton



		Road. This will make Woolston Village that much more green, less asphalt. Thirdly, I would like to see some priority given to public transport in Woolston Village, as one of the five main bus lines travels along the corridor. Whether the priority be having the bus stops in the traffic lane (so buses don't have to wait to merge), or by having an advanced stop at the pedestrian crossing next to Around Again Cycles (by removing the median in that 20-30m approach). In whatever form it may take, I would like to see some priority for public transport. Furthermore, it would be an excellent opportunity to extend the proposed 30km/h zone to nearby streets, such as Heathcote, Catherine, Portman, and Glenroy Streets. These are all narrow streets, so naturally traffic-calmed, so it makes no sense to have a 50km/h limit on them. Now would be the perfect opportunity to extend this proposed lower limit. Lastly, make sure plenty of cycle parking is provided in the area, as the racks provided at the moment are often full! Thanks to the CCC for persevering with these plans, as they will definitely make our streets safer and more attractive for all.
144	Y	Overall, I fully support the proposed changes to Woolston Village. However, I would like to see several changes made. Firstly, in the stretches where the cycle lane is adjacent to the kerb, I would like to see the cycle lanes separated from the traffic. Whether this be by using delineator posts, creating 'Copenhagen style' bike lanes (like on Colombo St) or similar, I believe the cycle lanes should be separated as there is more than enough room to do so. This will make it that much safer for people to cycle into the village. Secondly, I don't support the flush medians, as these usually make drivers speed up as there is more separation between oncoming vehicles. Why not have more of the medians on the plans planted for more green space- even better, have trees in the median like Bealey Ave or what's being done on Riccarton Road. This will make Woolston Village that much more green, less asphalt. Thirdly, I would like to see some priority given to public transport in Woolston Village, as one of the five main bus lines travels along the corridor. Whether the priority be having the bus stops in the traffic lane (so buses don't have to wait to merge), or by having an advanced stop at the pedestrian crossing next to Around Again Cycles (by removing the median in that 20-30m approach). In whatever form it may take, I would like to see some priority for public transport. Furthermore, it would be an excellent opportunity to extend the proposed 30km/h zone to nearby streets, such as Heathcote, Catherine, Portman, and Glenroy Streets. These are all narrow streets, so naturally traffic-calmed, so it makes no sense to have a 50km/h limit on them. Now would be the perfect opportunity to extend this proposed lower limit. Lastly, make sure plenty of cycle parking is provided in the area, as the racks provided at the moment are often full! Thanks to the CCC for persevering with these plans, as they will definitely make our streets safer and more attractive for all.
145	N	With regards to the proposed changes to the Woolston Village streetscape, I would like to make the following comments as a resident of Woolston and co-owner of [REDACTED]. Overall I am supportive of enhancement of the Woolston Village corridor. However, I feel there are several elements that need to be amended in order to find a happy median between the needs of local businesses and the look/feel of the streetscape. Parking - Before getting into specifics, I would like to raise my concerns about the survey data which is being referenced throughout the proposal. From feedback I received from CCC staff at an information evening for the Woolston Business Association, I am led to believe the data was collected over one 2 hour period (2pm-4pm), one weekday during summer, February 2016. The nature of the majority of businesses in the area (convenience based) means that peak parking demand typically occurs around 12pm - lunchtime - and from 4-6pm with after-work/dinner traffic. My opinion is supported by comments Consultant Traffic Planner Andrew Metherell, of Traffic Design Group, made in his review of the resource consent RMA92024571 - New World Ferry Road - where he stated that he felt peak parking demand was 4-6pm weekdays. A second concern I have around the survey data is the referencing of 31% of respondents walking to the village. I would question if this level would be similar in the middle of winter or if some of those respondents would in fact drive during the cooler months. I will now raise some of the specific issues I have with the proposed removal of 56 street parks from Ferry Road. Firstly, in my opinion, the removal of 20 street parks between Oak and St Johns Streets will have a significant negative impact on the businesses located within this block. The majority of these businesses have limited, if any, off-street parks for customers and the nature of the majority of these businesses means that there is plenty of competition nearby and customers will chose the most convenient option when deciding which businesses to frequent. Removing these parks will likely see the vast majority of motorists keep driving to Ferrymead in the east, Phillipstown/Charleston to the west or Eastgate to the north where parking is much more convenient. The proposal states that the loss of parks on Ferry Road can be accommodated by side street parking on Heathcote, Portman and Catherine Streets. I somewhat agree with this statement for the parks which have been ear-marked for removal west of Oak Street, however I do not see acceptable alternatives for the 20 parks mentioned previously. From the pedestrian traffic lights on Ferry Road, Portman Street is approximately 160m away, Heathcote Street 170m away and Catherine Street 140m away. Bearing in mind that 56 parks are being proposed for removal, the actual distance someone may have to walk to get a park could end up being far higher. Again, if there is an alternative business nearby with better access, I feel most people would chose the alternative. From a personal point of view, our [REDACTED] business at [REDACTED] currently has access to 14 on street parks and 3 off street parks within an approximate 30m radius. The number of on street parks in this radius is proposed to reduce to 3. The nature of our business means that quite often our clients are injured and walking 100+ meters to receive treatment is not practical or acceptable. Again, clients will find an alternative business with better access and businesses in the village will suffer. Secondly, the side streets offered as alternatives for parking are very narrow, especially Catherine Street which would be the closest for our business at [REDACTED]. Traffic flow could become a serious issue on these side streets as they will essentially be one lane roads if their parks are full. Overall, these master plans are designed to strengthen suburban shopping centres and provide a sense of community. Given Woolston's close proximity to Eastgate and Ferrymead, which have abundant car parking, every care must be taken to ensure the plan adopted for Woolston Village does not force businesses to close their doors. Already the community has lost its post shop, it's losing the last bank in the village to Ferrymead and the Woolston Medical Centre doctors are relocating to the new community well-being hub at Eastgate. Any plan adopted must foster the regeneration of the area, not put further roadblocks in the way. Road layout changes - Overall I'm very supportive of the proposed changes including the paved median strip and increased planting. I have a few areas of concern though. Firstly, I can see potential for conflict on the median outside 616 Ferry Road. Is there enough room on the median for 2 vehicles - i.e. One vehicle travelling west bound towards the city and turning right into 693 Ferry Road and one vehicle travelling eastbound and turning right into 616 Ferry Road? Secondly, I am very upset to learn of the proposed planted median strip extending across the driveway to our business at 630 Ferry Road - effecting 3 businesses in total. I was also surprised to hear that this was a condition of the New World resource consent and that this was not notified to us as an effected party. I cannot fathom why the new driveway to New World could not have been positioned further east to maintain right hand turns into and out of our shared driveway? That being said, it does appear that the only restriction imposed by the resource consent is that right hand turns cannot be made out of the driveway at [REDACTED]. If this is correct, I would request a redesign of the median outside 630 Ferry Road to allow for a right hand turn into the driveway, as currently the planted median extends too far for this to occur. Being unable to turn right into this driveway will have a negative impact on the businesses that it services by decreasing accessibility. To access the driveway, eastbound traffic would be forced to do a U-turn on Ferry Road or turn down one of the narrow side streets - that will potentially be accommodating increased parked cars - perform a three point turn and then get back onto Ferry Road so they can turn left into the driveway. Things become more troublesome if our car park is then full and an on-street park must be sought. Ideally we would be able to have unrestricted entry and exit from our driveway. With regards to the New World resource consent, I do note that a left-turn arrow was meant to be painted on the exit lane but a straight arrow has been installed instead. Finally, is a right hand turn allowed from Ferry Road into Catherine Street? The line markings shown on the proposal show a right turn bay into St Johns Street extending over the intersection of Catherine Street and Ferry Road which would be creating even more obstacles for shoppers and residents in the area. Planting/lighting upgrade/street furniture - I am very supportive of the proposed upgrade to all these elements but would like to make the following comments: Planting- Are there no suitable native trees that can be used as feature trees in the landscaping? I feel we have a duty to reinstate as many native plants as possible to help regenerate native wildlife

		alongside the community. Lighting - 'Improving street lighting' is listed under the summary of improvements but there is no reference to what is being proposed. Can this be clarified please? Thank you for taking the time to read my submission and I look forward to receiving a response, particularly to my questions around loss of parking and the location of the median strip across the driveway at [REDACTED]
146	Y	I strongly support better street lighting (or more lights), more seats, rubbish bins and cycle stands. I prefer Magnolia Kobus (tree type). I am not really like the idea of 30 km/hour speed zone but 40 kms/hour is more preferable. I support that more P30 and P60 car parks on the side of the Ferry Road other than those unlimited.
147	Y	
148	N	I drive through Woolston most evenings on my way to Mt Pleasant. At least twice a week I stop on Ferry Road in Woolston to either: Go to the Post Office; Go to my hairdresser; Go to New World; Go to the 2nd hand shop; Go to the ANZ; Go to the bakery. I believe I will only stop at these shops if I get a convenient park on Ferry Road. On Saturday I went to the Salmon Shop. I also attend St Annes Church and know that as well as the parishoners there are lots of residence who park on the road. I think Woolston will die a death. New World will be the only business which survives.
149	N	I oppose the narrowing of the road alongside my entrance at [REDACTED] with the landscape planting and the Flush paved medium. I oppose the loss of two carparks alongside my driveway and one carpark across the road. I oppose the loss of car parks on Ferry Road and the subsequent parking restrictions on Ferry Road and the side street. I oppose the 30km speed restriction on Ferry Road and the narrowing of Ferry Road which I believe it will cause traffic congestion and be dangerous for cyclist and all road users. Thanking you for this opportunity to have my say.
150	Y	The plan provides a good balance for all modes of travel along this busy corridor. Removing parking on Ferry Road will make this route more enjoyable for me to cycle on as there is less chance of being doored and being cut in front of by people trying to get into one of the parallel parks. I would never try to park on an arterial road as it is too busy and I don't want to hold people up so always use the side streets and off-road car parks when I visit Woolston. The cycle lane looks narrow outside of 733 and 739? How wide are the lanes? The improved crossings for pedestrians will make it easier when having to get a number of items from Woolston in one visit as it is very difficult to cross the road at busy times. The trees and landscaping will really improve the environment and look of Woolston and help it be a great centre for us residents. Is it possible to include colourful flowers/planting in the median strip? Can the 30km/hr zone be extended around Heathcote Street and north on Portman Street and along Glenroy Street? This will make it easier for users to know where it is 30 and where it is 50. Is it possible to introduce a right turn green arrow for the right turn from Ferry Road into Rutherford Street? During peak times, especially in the evening and on weekends, only one or two cars can make the turn at the end of the phase due to the demands going into the city.
151	N	The [REDACTED] Submission for the proposed concept for Ferry Road at Woolston Village. We, The [REDACTED], are delighted that there are plans to enhance the Village that will highlight its character to an unprecedented level. There are some outstanding plans for lighting, furniture and landscaping which will all help create the village feel that we need as a community so ultimately people will stop shop and spend time within. This ambience is not to be under-rated and we are glad it will be designed with the colours and tones that have made Woolston known from early pre-European times. However, the proposed concept for Ferry Road at Woolston Village also raises some areas of great concern for us as a business association. Appendix Four: Recovery Framework, of the 2014 Ferry Road Master Plan states "An overarching framework was prepared by the Suburban Centres Programme to guide the framing of Master Plan goals and actions. A framework provides goals for recovery-driven development." Multiple overarching goals are then listed, two of which have great relevance to the objections we will outline ahead. Those are: Economic development: Prosperous businesses; quality employment and job security; creating opportunities for training and employment and encouraging business opportunities; supporting existing businesses. Parking: Providing convenient on and off-street parking opportunities for the commercial core to encourage people to stop and spend. Working within the framework of the Parking Strategy to utilise parking efficiently. Keeping the above goals in mind - which are designed to enable recovery-driven development - we question how the decision to propose the removal of 56 of 91 on-street parks from Ferry Road was made? The current proposal seems to be at odds with the needs of the existing business community in Woolston Village. Appendix Six, of the Ferry Road Master Plan, lists that "In Woolston, an overdependence on convenience-based retail and passing trade has reduced the long-term resilience of the centre." Whilst there is undeniably an element of truth in that statement, does the proposed removal of 61% of the convenient on-street parks, from outside 'convenience based retail and passing trade' dependent businesses, indicate that Christchurch City Council (CCC) has limited interest in 'supporting existing businesses' of this nature in Woolston Village? Unfortunately, Woolston Village has already lost a great deal of the anchor tenancies that a resilient community depends on (Banks, Post Shop, and Medical Centre) to the newer, more easily accessible, centres of Eastgate and Ferrymead. It is therefore paramount the remaining businesses get all the assistance they can from CCC to ensure their survival, and that of the village itself. Removing 56 convenient on-street car parks does not facilitate the survival, or growth, of the existing businesses. One reason that has been offered by CCC staff, to try and validate the removal of these 56 parks from Ferry Road, is the survey data gathered between 2 and 4pm on a weekday in February 2016. During this two hour period it was noted that the peak occupancy of parking spaces on Ferry Road was 56%, with typical occupancy below 50%. As an association, we find it extremely concerning that CCC seem to have based the entire parking plan for Woolston Village on a single set of survey data that was collected at an off-peak time for the village. The only other reference to parking studies we can find is of the 2013 corridor study for Ferry Road, where one of the findings was; On-street parking capacity along Ferry Road exceeds demand except through Woolston and adjacent to Woolston Park during sporting events. We can therefore only assume this finding was overlooked when the decision to remove 56 car parks from Ferry Road was proposed as it clearly states demand exceeds capacity through Woolston. Content in the Master Plan also clearly shows that CCC recognise there is a high level of convenience based businesses in the area. The question must therefore be asked, why weren't multiple surveys undertaken to include lunch and dinner time data where peak occupancy of parking spaces occurs? Consultant Traffic Engineer Andrew Metherell, stated in RMA92024571 - New World Ferry Road - that he felt peak parking demand on Ferry Road was 4-6pm on weekdays. Coupled with the fact the survey was undertaken off-peak is the fact that it was undertaken during summer. Local knowledge suggests that car usage increases during the winter months for obvious reasons. Another answer offered by CCC as justification for the proposed removal of on-street car parks from Ferry Road, is that the parking proposed for removal could be accommodated on side streets or through existing off-street parks. There are several reasons why we strongly disagree with this suggestion. The section of Ferry Road between Portman and Catherine Streets - two of the proposed side streets that would accommodate the parks lost from Ferry Road - is approximately 300m long. From this section of road, 26 of 37 on-street parks are being earmarked for removal and the majority of the businesses in this area do not have any off-street parking available. As previously mentioned, the majority of businesses in Woolston Village are convenience based. Customers that frequent these types of shops want to stop outside the shop, go in, grab what they need, get back in their car and leave. Asking these customers to park their cars on a side street and walk a minimum of 100 meters to get to the shop is far from convenient. It was mentioned to the association that shoppers will eventually retrain their minds and the proposed parking changes would before long become the new norm for Woolston Village. We believe this is a very naive comment, and the reality is that the shoppers would simply stop shopping in the village and find a more convenient alternative close by, seriously compromising the survival chances of the existing businesses in Woolston Village. Appendix Six of the Ferry Road Master Plan also recognises - "The needs of

		<p>businesses dependant on passing trade to provide convenient, visible car parking must be balanced with the amenity and safety effects of on-street parking, large car parks at the front of buildings and frequent car park accesses on amenity and safety for pedestrians and cyclists." It also states "Traffic congestion occurs in Woolston during peak hours due in part to 'side friction' from parking manoeuvres and vehicles turning onto the road from side streets and car parks" and "It is difficult for vehicles to make movements in and out of Ferry Road outside of signalised intersections, particularly in Ferrymead." This again raises more questions. Removing on-street parks from Ferry Road will arguably improve the amenity and safety effects of on-street parking, but has this been done in a balanced way with the needs of the businesses reliant on convenient car parks being fairly considered? Proposing alternative on-street parking on side streets will surely just increase traffic congestion on the side streets and increase 'side friction' caused by vehicles turning onto Ferry Road from streets which are already deemed 'difficult for vehicles to move in and out of'? Given their width, will these side streets actually be able to accommodate two-way traffic flow if all their on-street car parks are full? At no point in the Ferry Road Master Plan can we find reference to the need to reduce on-street car parks in Woolston. However, WL4 - Woolston Parking Plan - makes reference to "Monitoring any requirements for additional parking in Woolston, including assessing the most appropriate locations for on-street parking for mobility and short stay parking; Undertake a parking plan for Woolston and, if necessary, purchase an additional site for off-street parking. Investigate opportunities to consolidate car parking facilities behind businesses on the south side of Ferry Road." Reducing car park numbers seems to be at odds with the action points of WL4. One gets the feeling that any reduction of on-street car parks was meant to be offset by the creation of a convenient off-street carpark that would be purchased by CCC, not by shuffling customers down side streets a considerable distance away from businesses. A third answer to why on-street car parks need to be removed was offered, and this was due to the road not being wide enough to accommodate parking on both sides of the road once the requirements of cycle lanes, carriageways and median strips were factored in. The question here is, why has it been deemed there is not enough space to accommodate everything? Figure 37 in the Ferry Road Master Plan shows a generic cross-section of Ferry Road as it stands today. This cross-section shows a 3m wide footpath on either side of the road, 1.9m wide car parks on each side of the road, 1.5m wide cycle lane on each side of the road, 3m wide carriageways and a 1.2m wide median strip. A total width of 20 meters. However, it would appear that cycle lanes need to be 1.8m wide - even when they are only a local network and the much publicised Rapanui, Opawaho River and Heathcote Expressway Major Cycle routes are situated nearby - and that car parks need to be a minimum of 2m in width. Going by those numbers, a cycle lane and car parking on each side of the road would take up 7.6 meters. Figure 37 shows carriageways are currently 3m wide, so two of those would be another 6 meters - 13.6m in total, with two footpaths and a median strip left to accommodate. The question then is why can adjustments not be made to the width of the footpaths and median strip instead of removing car parking? The current median strip is 1.2m wide, according to figure 37, but has been proposed at 2m wide in the concept plan. The carriageways have increased from 6m combined to 6.4m. Already that is 1.2 extra meters that appears to be unnecessary. The proposed concept cross-section adds up to a total width of 20.1m, so if a 1.2m median strip was retained, 3m wide carriageways, 1.8m wide cycle lanes and 2m wide car parks could be accommodated on both sides of the road if the footpaths were reduced by a mere 350mm on each side of the road (2.7m wide). The width of the median strip plus a carriageway (1.2 + 3 = 4.2m) would still be wide enough for cars to pass by each other.</p> <p>We request that this design is reviewed as we are against any streetscape upgrades that directly lead to the reduction of on-street car parks. We are also against the installation of planted medians if they restrict entry and exit from existing businesses (616, 630 and 636 Ferry Road). Again, we can't stress enough how important it is to have ease of access to all these businesses to ensure their survival. There is also concern that raised medians are going to be dangerous obstacles for reticulated delivery trucks to navigate around and they may cause trucks to mount footpaths - for example, a truck exiting left onto Ferry Road from the New World supermarket has a limited turning arch due to the planted median strip.</p> <p>Finally, we are against the proposed speed reduction to 30km/h through the village. We do not share the belief that slowing traffic will suddenly make motorists want to stop and shop. People will stop in the village if they need to buy something. The most likely outcome of a reduction in speed of the proposed magnitude will be that drivers will decide to bypass this section of Ferry Road and travel via Linwood Avenue or the Rutherford Street/Brougham Street expressway. The impact of that occurring on a business community largely dependent on passing trade would be crippling. We are also curious how this proposed speed limit was determined given that a suggested speed of 40km/h was recommended in the 2013 corridor study? That being said, we firmly believe that the 50km/h speed limit should be maintained and feel changes to the roading layout, especially the addition of several pedestrian crossing points, will naturally slow vehicles through the village anyway. In summary, we object to the removal of any on-street parks from Ferry Road because existing businesses rely heavily on the convenience of these parks for their trade; most existing businesses have limited or no off-street parking; the proposed side street alternatives are inconvenient due to their distance from shops and the traffic flow issues that will be compounded by increased parked cars on the narrow side streets; the survey data being used to justify the reduction is not representative of peak-time parking demands; priority should not be given to cycle lanes when cyclists made up only 8% of Woolston's shoppers in CCC's own survey, as well as the close proximity of the major Rapanui, Opawaho River and Heathcote Expressway Cycle Routes; there appears to be enough room to retain parking on both sides of Ferry Road even after increasing the width of cycle lanes and carparks. We are against the introduction of planted or raised median strips in locations that restrict access to existing businesses. We object to the proposed speed limit of 30km/h through the village as we feel this will encourage drivers to bypass the village; we do not believe slowing vehicles will increase patronage to shops; we feel road layout changes and existing traffic flow restrictors will naturally slow vehicles through the core anyway. We ask that priority is given to fostering the survival and growth of Woolston Village by supporting the many small businesses that have invested in the community. We strongly encourage the enhancement of the physical environment of the village but only if it incorporates the existing carparking numbers that so many rely on. What is the priority here? A streetscape with extra wide footpaths, cycle lanes and median strips from which the community can view the empty shops. Or, a design that enhances the streetscape without compromising the livelihood of the businesses that promote a sense of community and bring people to the village in the first place? We thank you for consideration of our points. [REDACTED]</p>
152	Y	<p>I think the plan provides a great opportunity for Woolston to become a destination in itself and reduce the negative impacts of thousands of vehicles a day passing through without stopping and adding to the vibrancy of the area. When we visit the area with children to shop it is not a nice experience to get from one side of the road to the other with limited safe crossing places meaning that we tend to stay on one side of the village or the other. The emergence of places like the Twisted Hop show the potential for the area, on a core bus route, to be a retail and hospitality destination. I cycle along the corridor daily on my commute and it is currently very unsafe. I have had many near misses with parked cars opening doors into the cycle path, and cars exiting car parks and side roads pulling into the cycle lanes as they can't see past parked cars. There are large amounts of off street parking and on side roads and this again would encourage shoppers in cars to visit multiple destinations in the village, adding to the vibrancy.</p>
153	N	<p>Petition signed by 770 people: 'We, the undersigned, support the beautification and street enhancement of the Woolston Village but strongly OPPOSE the removal of the car parking throughout the Village (from St John St to Portman St) and ask that this car parking be retained. The shops in the Woolston Village are not "browsing shops" but "purchase and leave" shops in the main, such as pharmacy, bakery, dairy, sushi, fish and chips and other food outlets.</p>



		Please keep the carparking in the Woolston Village
154	Y	Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the nation Cycling Advocates Network (CAN). All submissions are developed online and include member's input. Spokes is directed to including cycling as an everyday form of transport in the greater Christchurch area. We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s). If you require further information or there are matters requiring clarification, please contact our Submissions Convenor Dirk De Lu in the first instance. Appreciation: CCC continues the effort to let people choose to cycle safely to get to the places and services they need to access. While this plan may not appear to appeal to the interested by concerned cyclist or the 8-80's at first blush, with some concerted education, promotion and enforcement it may well help us all transition to the ease of using bicycles for every day transport. CCC is commended for starting to do what they can to encourage a change in transport habits. General Observations: Thank you for the 30km/h speed limit in this busy centre. Pedestrian crossings will help to alert drivers of the need to slow down, especially as they create pinch points for people on bicycles who will either be forced to take the lane or hope that drivers leave them sufficient room when passing. Signage alerting drivers that they are now expected to share the road and to slow down will be required. With some of the side streets being barely wide enough for two cars extending the speed limit to surrounding streets is clearly needed for road safety. On Street Parking: Move the 3 on street parks from the south side of Ferry Road and consolidate all on street parking to the north side of Ferry Road. Take 90cm from central median to create door buffer zone on north side by cycle lane. Having drivers crossing the road will assist the cyclists being forced into pinch points in communicating to cars that this is a go slow environment. This will go a long ways to create both a sense of safety and greatly improved safety. Bus Stops by Portman Road: Bus stops on both sides by Portman Road with pedestrian crossings and dividers will force people on bicycles into the flow of traffic or require them to come to a full stop when buses are present. Alternatives: Moves north western bus stop to east of Portman Street and move the parking place there to where the proposed bus stop is now. This saves money by allowing the north western pedestrian crossing to be dropped which also removes a cycle pinch point. At the very least move the central raised dividers from here to the crossing east of Portman Street. Move stop at 596 Ferry Road so as to free up intersection with Portman Street. Bus Stops by St. John's Street: Bus stops on north and south sides of Ferry Road by St John's Street will also create pinch points for people on bicycles while adding to congestion in this intersection dominated stretch of Ferry Road. Alternatives: Move northern side bus stop to in front of 739 Ferry Road, St Annie's Catholic School and Church. Move southern side bus stop to in front of 672 Ferry Road. Both offer better sight lines for people on bicycles to see stopped buses and pull into traffic while also reducing congestion created by cars accessing on street parking on Maronan, Catherine and St John's Streets. Cycle Parking: With the recognition CCC has received for the Cycle Design Guidelines it is disappointing not to find cycle parking provided in accord with it. The 12 cycle parks indicated will be insufficient. With supermarkets, library, community centre, dairies, medical centre, restaurants additional cycle parking will be required. Creating bike corrals near popular stopping points can free up footpath space.
155	N	I go to the Salvation Army / Building and the Woolston Bakery and I feel that putting double yellow lines for no parking would affect these businesses quite a bit, but the over all picture looks really great.
156	N	I intended typing out this rough submission but an Energy Action Official called in and this took over an hour so I didn't manage to give you a decent copy. Today I went to the ANZ Bank and as there was heavy constant traffic going both ways, I turned left and went along St Johns Street which was 1 block only because of a detour, so I travelled along the street parrallel to Ferry Road to turn left at Hargood Street towards Linwood Ave. There wasn't any parking places until nearly up to Hargood Street so that means quite a long walk, so people with poor walking ability or in a hurry won't be popular with would be shoppers so they'll go elsewhere. I have lived at Sumner since 1956 and as shopping banking etc facilities have deteriorated over the years, I have been a regular Woolston shopper, but those days are over, I think, because this present scheme looks good on paper, but pracitcally speaking is not suitable. 1. First and foremost it must be recognised that the Woolston shopping area is each side of a main thoroughfare to Sumner, and is used as such all day and night. I use it often and do shop there, because I have used the two banks, ANZ and Kiwi. Unfortunately, one bank has transferred to Ferrymead and the other will do so in August. 2.As things are now, there is very little parking in the surrounding streets, and parking is limited in the Ferry Road so won't be stopping very often. 3.Any attempt to have green verges and a village atmosphere will be doomed. Heavy traffic flows involve unpleasant vehicle odours and emissions. A little further by the bridge may provide a little green space. The village atmosphere and green spaces should be off-main road. 4.A new supermarket is being constructed. If we can't park easily, and have no bank and no post services, why stop for groceries etc there instead of going to Ferrymead with its banks, shops etc and large parking areas and cheaper super market. 5.NZ post has reduced its usage at Sumner. The Hardware had to close down because the shop needed the full postal services to survive so, NZ Post has joined with petrol stations, banks, Kiwi bank and other banks, to erode our village life and we waste petrol going elsewhere which is a poor response to conservation, leading to global warming. People are hoping the Council will review their ideas for Woolston. Finally, many of us will use a longer route to get to Sumner emerging at either Rutherford Street or the rounadabout or even Heathcote bypassing Woolston entirely. Yours sincerely Nancy Meherne - long tim resident of Sumner who felt good about bringing some revenue to Woolston shops.
157	Y	I commute through Woolston Village twice each day en route from Mt Pleasant to Church Corner, and back. I support the proposed changes as outlined. I may not support all of the detailed proposals and reserve full support until such times as they are available. Travelling through in a west-bound direction the route is straightforward and without undue hazard. Travelling through in an east-bound direction the route is hazardous due to car parking on the road side, access/egress from the 'Mad Butcher/Dominos' off-street parking area and the intersection with St Johns Street. These hazards are multiplied in the hours of darkness and in inclement weather. The level of street lighting is poor and the road surface deteriorated. This makes it difficult to hold a straight line, in an already narrow cycle lane, against parked cars with possible opening doors, when being overtaken by cars doing at least 20kmh higher speed. I am a confident and assertive cyclist. Were I not I would not use this part of Ferry Road. When the cars slow it is only because they are looking to pull over or into the car park or St Johns Street, rarely in a manner that is considerate to the cyclist they just overtook or with sufficient indication to the cyclist approaching from the rear. I note that the newly refurbished New World supermarket is likely to increase traffic flow and increase the hazards to east-bound travel. I trust that access and egress to Ferry Road has been better designed than the St Andrews Hill intersection.
158	N	First off all I like to say thank you to council for thinking about spending huge amounts of money to make Woolston village more attractive but I disagree with this plan. We need more on street parking on ferry road not less. I have been working in this business for the last 22 years (standing by window while serving customers) I have never seen parking outside empty.since the proposal I have been talking to customers. Every single customer agree with me that we need more parking on ferry road not less. They sometimes have to drive around twice or three times to get parking which is very inconvenient. They told me if there is no parking in front of the shop they would not stop and take their money somewhere else. yrl also pay my rates regularly since past 22 years. Since we do not have rear parking my customers need parking in front of the shop.I also disagree with 30km speed limit because drivers at the moment slow down in there area because off traffic. There are not many or any accidents happen in Woolston village which make us consider that this area is unsafe or need 30km speed limit. By in forcing 30km speed in this area people likely to avoid passing and take alternative routes. By putting island in the middle it would be hard to turn in the driveway and causing traffic block behind the car that is turning. I strongly disagree with the tree planting or garden between my driveway (701 ferry road) and supermarket driveway. Because before earthquake when next door building was bit forward on councils land when we come out of driveway it blocked our view and there have been many near miss incidents even though we drive very slowly. Since its going to be supermarkets exit for big truck it will be very busy and unsafe for people walking on the footpath going towards crossing lights.

159	N	<p>Improving the Woolston Village is an excellent idea apart from the following: With the closing of the ANZ Bank, Post Office and the Local Doctor moving there will be less foot and car traffic in the area. To reduce on street parking will have an extra negative impact on the businesses in the area as people who travel by car pull in get what they need and carry on. If they have to find alternative places to park they will drive right through and shop elsewhere. Also dropping the speed limit to 30K per hour will also deter through traffic and they will take the alternative option to travel down Linwood Ave and Bypass Woolston Village altogether</p>
160	N	<p>No. I/We generally do not support the proposed changes outlined in the Ferry Road at Woolston Village project consultation plans. My family and I have operated the [REDACTED] for approximately 28 years.</p> <p>Last year our business was hugely interrupted and affected financially for approximately 1 month when without notice wastewater services were installed for the New World Supermarket development [REDACTED] our property - this involved the placing of no stopping or no parking restrictions and cones on both sides of the street by traffic management from St Johns Street up to the pedestrian crossing - then once again for most of April this year all the parking in front of my business was fenced off while electrical services were installed again for the supermarket.</p> <p>As a very large proportion of our and the surrounding businesses customers visit our premises using cars they simply could not stop and park - the ones that did manage to park further away and walk a distance certainly expressed their frustrations on having to do so - many angrily exchanged words with the contractors and traffic management people for taking away their parking. Even though I have always known the importance of the availability of convenient parking outside my business and have seen first hand how busy and essential the parking outside both my and the surrounding businesses is and how we are all reliant on it to conduct our businesses, the loss of the parking on these two instances hugely reinforced and made us all appreciate more the importance of the parking and the dire consequences of losing it. We are to this day still recovering from the loss of custom and turnover because of these interruptions as some frustrated customers have not returned - possible because other businesses provide easier parking. On any given day if one were to walk through Woolston Village and Ferry Road and observe the use of current parking spaces it would be obvious and clear that full use is being made of all this parking by people visiting the village. The area from St Johns st to the pedestrian crossing particularly is always busy and at times observations would indicate that more parking spaces were needed - not less. It is common to see incidences of road rage over parking spaces and illegal parking on yellow lines and across driveways and other odd parking as people want to quickly get in and out after purchases at the relevant businesses - my business and the ones surrounding it are mostly food and convenience type operations e.g takeaways and bakery whose customers expect to be able to park quickly and conveniently outside, make their purchases quickly and leave - the 30 minute parks around us have a high turnover because of this and would probably be more suited to being 15 or 10 minute parks. I feel that the majority of an important group has been omitted from this proposal - this group being the various business owners and/or property owners of the Woolston Village whose input , feedback and interests are lacking in this proposal and very little consideration appears to have been given to them especially with regards to the extreme proposal to remove approx 70% of the on street parking available for their customers - no loss of parking for a shopping area can be beneficial and why would anyone warm to parking on side streets from their convenient front of shop parks especially so if they are handicapped , elderly or have small children of which our businesses have many - this is more so in winter when off street parking can be quite daunting in extreme rainy and cold weather for car users visiting the area. There is also the safety and security issue of parking on side streets and behind businesses - many of my elderly customers who also visit the surrounding businesses in one go use cars and rely on them for their freedom to get them to the area independently. Many of my customers were unaware of this proposal until they were informed by me and other business owners - the majority of of business owners and customers and locals alike strongly oppose the removal of parking in the area and are at a loss to understand the need to remove parking when it is difficult enough to park as it is - I am sure there are plenty more people who frequent the area who are unaware of this proposal and its ramification especially with regards to the removal of parking - there did not appear to be any media information informing people of the proposal.</p> <p>I know for a fact a large percentage of people who visit the Village live outside of Woolston and rely on cars for transport - many passing through and stopping on impulse and convenience and thus convenient parking - what would be the incentive for them to stop in Woolston if they had to park far away and walk ? Many locals have have told me they have not received any material regarding this proposal. All the local business owners I have spoken to have said they were never directly asked for input on the proposal even when we really are the ones being directly affected - some owners have said they were never visited by the council with information at all. All the business owners I have spoken to oppose the removal of parking on Ferry Road. It is interesting and odd to see 60 minute parking being retained on Ferry Rd in front of the ANZ bank and 24 hour Dairy(Night and day) when these businesses have 35 private parks just next door to them whereas the area from St Johns St to the pedestrian crossing on Ferry Rd will lose 11 parks with most of the businesses here having limited or no private parking. With the loss of the NZ post and Kiwi Bank and the eminent loss of the ANZ Bank the village is facing an uncertain future as two of its largest businesses leave to set up in Ferrymead an area which is in direct competition to many businesses that are in Woolston Village. Many of the newer Ferrymead businesses in newer buildings have provisions for parking at their doorsteps as do businesses at Eastgate mall - a convenience this proposal will take away from Woolston Village and the majority of our customers with it. Woolston Villages fragile retail environment will be put at extreme risk possibly discouraging any future businesses and or developers from investing in the area - note parking consent requirements by council for new businesses starting up and new developments. There does not appear to be any provision for delivery vehicles making deliveries to the various businesses in the area, large orders of stock etc would need to be carted from who knows where - many supply reps and delivery people and customers alike have voiced their concerns over the no stopping or parking proposal as again they already have difficulty finding parking. The map of the concept flyer appears misleading as it appears to highlight private "Off street customer car parks" as being available parking for the general public when in fact this parking is privately owned and for customers shopping at the associated businesses e.g 104 New World Supermarket car parks that I am sure are only for shoppers shopping at New World - they will enforce this as they do currently. The map highlights street parking and the area past Moronan St and the area past Heathcote St and parking in front of residences out of the shopping area when in fact the main business area really only extends between Portman St and Catherine St which currently has approximately 37 parking spaces on Ferry Rd of which 26 are proposed to be removed or 70% removed from the main shopping area leaving 11 parks really. The proposed alternative parking sites on side streets e.g Portman and St Johns Streets are on observation already full of I am guessing residents cars and staff from the businesses. Heathcote , Maronan and Catherine streets are so far away from the main business area that most people would not even bother - many of these streets are so narrow that only a single car can pass through if cars are parked on both sides of them. Once the parking is removed from the front of St Annes school Maronan and Catherine Streets will be chaotic especially so at school pick up and drop off times and riskier for parents and children who will try to cross over during peak traffic times. I pity the residents off all these streets who will have increased traffic and the prospect of cars being parked on their streets for 2 hours or more at a time as I am certain many people will park over the limits here and on any retained parks on Ferry Road as they do at present - the council simply does not have the resources to enforce the parking limits continually as they are not even enforcing parking limits on Ferry Rd now. Are these streets equipped for the extra traffic? and the question of security and safety also arises e.g thefts vandalism assaults etc that can come with parking off street - is the lighting sufficient for those parking at night time ? The proposed speed limit to 30 km and landscaped islands will slow traffic to a crawl and cause congestion on this part of Ferry Rd which has always been a main through road - past road works on Ferry Rd have exhibited this and high traffic on hot summer days for people heading to sumner beach also exhibit major gridlocks - this possible gridlock possibly on a daily basis will I am sure cause people to avoid the Woolston Village altogether to use alternative routes e.g Linwood Ave. Traffic Islands will make it difficult for many business owners and/or customers to</p>

	<p>turn into their driveways and tree plantings beside driveways will hinder people exiting these driveways and create hazards for pedestrians. An example of this is the proposed tree planting beside the driveway at 701 Ferry Rd and the consented supermarket - this will greatly obstruct the view of both heavy delivery vehicles exiting from the supermarket and vehicles exiting 701 Ferry Rd. Trees that drop their leaves create a mess in the area and clog up gutters and downpipes causing increased maintenance and repair issues - this is from my personal experience. No provision appears to be made for much needed public toilets in the proposal. The Twisted Hop Pub can have at full capacity up to 160 patrons yet they only have private parking spaces for approximately 13 cars - the result of this extreme overflow can often be seen with cars parked to capacity up and down Ferry Road for hours on end - this overflow will likely take up all the retained parks on Ferry Rd and side streets should the proposal go ahead. Once the New World supermarket Development and planned Community Center and Library are completed this will put extra strain on available parking - has this been considered in the proposal ? - Page 18 of the parking survey itself states " CAUTION if applying this surveyed parking demand to future development of the shopping area and non developed sites of the Woolston Shopping area need to be considered." With regards to the minutes of the meeting with Foodstuffs/ New World and the council on 17th May 2016 - they have made some interesting points in that they feel they won't have the necessary parking for their new development and that they will be relying on the side streets namely Glenroy and St Johns streets to accommodate the overflow as well as their query on retaining the consented Island on Ferry Road including the left turn - the fact that they were given consents by the council is concerning especially the later regarding the Island so that they can accommodate their entry/exit on such a busy road and on a corner that is already very busy and hard to negotiate - to accommodate this "Private" Island some public street parking will no doubt be removed - without consultation of the public or nearby businesses this was given prior consent and stamped for the benefit of Foodstuffs who already have entry/exit entrances from two additional streets being Glenroy and St Johns streets for their New World Supermarket. In summary I believe that the proposal for the Woolston Village and Ferry Road has relied too much on the mentioned parking and shopper surveys which I believe to be greatly flawed in that they are not complete or carried out properly or the results communicated correctly - the survey itself urges caution on its own use and mentions "Gaps" in data. There doesn't appear to be any information or statistics showing this section of Ferry Road is more unsafe than any other part of Ferry Rd or Christchurch for that matter. The Village has a perfectly good controlled pedestrian crossing and existing cycle lanes but the speed could be reduced to 40km rather than 30km as proposed - even though I cant recall any traffic fatalities in the immediate area in my time here. Having seen parking and shopper patterns myself for approximately 28 years and communicated with many people who frequent the area on a regular basis and who actually live and work in the community and wider area I can confidently say that the planners of this project have got it very wrong and that the proposal especially the removal of parking on Ferry Road will not attract people to the area but rather scare them away along with those that already use it. The nature of the individual businesses their customers and how they interact have not been taken into account and the assumptions of this proposal made by its planners are extreme and dangerous and put many businesses owners and their employee's livelihoods at risk. No loss of parking in a shopping area can be beneficial especially if it has been working perfectly fine for all this time - why try to fix something that isn't broken - I appreciate the council efforts to improve the area - but not this way - please leave all the parking on Ferry Road as it is. - Thank you. [REDACTED]</p>
161	<p>Y [REDACTED] wishes to express strong support for the proposed changes to Woolston Village and the movement and streetscape improvements, as expressed in the Woolston Village proposed changes documentation. We believe these plans will make Christchurch a truly more accessible city. Woolston Village will become a thriving and attractive pedestrian-focused environment not only for the local residents but also visitors. The proposed changes will encourage the use of active transport (cycling and walking) down Ferry Road. [REDACTED] supports the installation of cycle lanes, advanced cycle stop boxes at traffic lights, and extra cycle parking. By also making the footpaths wider and introducing more crossing points and pedestrian islands, the proposed design will make the area more safe and pleasant for the pedestrians using this public space. [REDACTED] is also in full support of introducing a 30km/h speed limit zone, reducing carparks on Ferry Road, and directing motorist to alternative parking on the side streets, as this will make the village safer for all road users. By encouraging more active transport down around the Woolston Village, the proposed changes will have economic, health and environmental benefits. The health and economic benefits of cycling [1, 2] and walking [3, 4] are well documented in peer-reviewed literature. These benefits include decreased risk of disease, obesity and associated illnesses; improvements to quality of life; and higher life expectancy. The decreased healthcare costs of the above improvements are a direct economic benefit. Additionally, increased cycling and walkability reduces infrastructure maintenance costs, congestion, parking requirements, noise and emissions. The only perceived drawback from the proposed changes will be the decrease in the number of car parks by about 70%. However this perception is not based on available peer reviewed evidence, which suggests that "enough evidence exists to challenge the orthodoxy that exists amongst decision-makers that parking restraint will discourage economic development." [5] Given this, opposition to these proposals based on parking reduction will only serve to stifle economic opportunity and future prosperity of Woolston Village. The proposal is based on sound research, and the benefits far outweigh the costs. This will lead to Woolston Village becoming a citizen-friendly area, with thriving economic activity. As a result, Christchurch will take a further step towards modernisation where residents and visitors alike can enjoy a healthy, liveable, and resilient city. As outlined above, [REDACTED] supports the general idea behind the proposal, however we do have some specific concerns. These are mainly regarding cyclist safety, which must not be compromised if the aim is to see more people take up cycling who would otherwise not feel safe enough to do so. Our suggested improvements are: For safety reasons, as well as future-proofing the suggested improvements, all cycle lanes should be 2 metres in width and segregated from the car lanes. Sensors for the proposed advanced cycle stop boxes need to be located an appropriate distance from the traffic lights corresponding to the average cycling speed. The current system installed on Tuam Street outside the bus exchange is proving ineffective. References: [1] Deenihan, G., &amp; Caulfield, B. (2014). Estimating the health economic benefits of cycling. Journal of Transport &amp; Health, 1(2), 141-149. [2] Rojas-Rueda, D., de Nazelle, A., Tainio, M., &amp; Nieuwenhuijsen, M. J. (2011). The health risks and benefits of cycling in urban environments compared with car use: health impact assessment study. Bmj, 343, d4521 [3] Litman, Todd. "Economic value of walkability." Transportation Research Record: Journal of the Transportation Research Board 1828 (2003): 3-11. [4] Giles-Corti, B., Foster, S., Shilton, T., &amp; Falconer, R. (2010). The co-benefits for health of investing in active transportation. New South Wales public health bulletin, 21(6), 122-127. [5] Marsden, Greg. "The evidence base for parking policies - a review." Transport policy 13.6 (2006): 447-457. [6] Hass-Klau, Carmen. "A review of the evidence from Germany and the UK." Transport Policy 1.1 (1993): 21-31. [7] Topp, Hartmut, and Pharoah. "Car-free city centres." Transportation 21.3 (1994): 231-247.</p>

162	N	I oppose the removal of the parking at the Woolston Village on Ferry Road
163	N	As the owner of the property at [redacted] Ferry Rd in the name of [redacted] which is occupied by [redacted], We are not in favour of the proposed tree planting and removal of car parking in front of our building. The new proposed island in the centre of the road will restrict south turning traffic making the road more dangerous. All of these issues will reduce business/sales in the area for retailers not enhance it.
164	N	I strongly oppose the proposed removal of parking on Ferry Road and Woolston Village as it is not beneficial for the area and will have a negative impact on the area and its retailers - convenient parking is hard to find here as it is at present and its removal will deter me and others from visiting the Village should the parking proposal go ahead.
165	Y	I am in strong support of the proposed changes to Woolston Village and the movement and streetscape improvements, as expressed in the Woolston Village proposed changes documentation. This is a very visionary effort for the future of Christchurch and I would like to commend the Council on this proposal. I often cycle down this area of Ferry Road on my road bike and find the experience quite unsafe with parked cars obstructing the view of cars moving out into Ferry Road. The proposed changes encourage cycling and walking down this area of Ferry Road and the design features seek to enhance a more valued village atmosphere in this area. I support the installation of cycle lanes, extra cycle parking and advanced cycle stop boxes at traffic lights. However, to ensure the safety of cyclist, the cycle lanes need to be segregated from the road and span 2 m wide. I also recommend the sensors for the proposed advanced cycle stop boxes be located an appropriate distance from the traffic lights corresponding to the average cycling speed, as I am currently frustrated by the ineffective system currently installed on Tuam Street outside the bus exchange. Introducing a 30km/h speed limit zone, reducing carparks on Ferry Road, and directing motorist to alternative parking on the side streets, will make the village safer for all road users. By also making the footpaths wider and introducing more crossing points and pedestrian islands, the proposed design will make the area more safe and pleasant for the pedestrians using this public space. The current opposition to this proposal based on parking reduction will ultimately only serve to stifle economic growth of the Woolston Village. This opposed perception is unfounded, as case studies in other cities have shown that increasing other modes of access to streets and cities, particularly walkability and cycling access, led to businesses doing better long term. In turn, this shift toward active transport will result in numerous health and economic benefits, which have been well researched and documented in peer-reviewed literature. This will lead to Woolston Village becoming a citizen-friendly area, with thriving economic activity. As a result, Christchurch will take a further step towards modernisation where residents and visitors alike can enjoy a healthy, liveable, and resilient city. The proposed changes to the Woolston Village will transform the area into a thriving and attractive pedestrian-focused environment not only for the local residents but also visitors.
166	N	See end of document for PDF of full submission
167	N	See end of document for PDF of supporting information to #166
168		See end of document for PDF of supporting information to #166
169	Y	We think it will be a move in the right direction provided there is plenty of parking! As there is an older population to think of.
170	N	The loss of any parking spaces on Ferry Rd or the adjoining side streets would cause the St Anne's Catholic Church many problems. People would end up parking dangerously to be within walking distance of the Church. Church services Saturday evening and Sunday morning take 1 hour +, so 30 minute parking would be restrictive. Weekday services take 30 mins +. Please remove as little parking as possible but still beautify our village.
171	N	Hi. [redacted], this property is owned by a syndicate of investors. They strongly oppose the removal of 6 carparks from outside of their property. It seems from looking at the plans that the Council have decided that car parks supplied on landowners property will suffice instead of having street parking. The removal of street parking from outside of the bakery will be a large blow for this tenant. we support enhancing the area, but I have seen at other sites the inclusion of the median strip / mid street planting at the sacrifice of street carparking achieves nothing for the tenants or property owners. We request that street parking be left on the [redacted] side of the street outside of this property. Sorry for being late with the feedback we trust it will be accepted.
172		I apologise for not getting any response to the formal consultation process. We have simply been snowed under in work. I have taken your assurances about the envelope provided on face value and if that is what has been provided of as part of this design, then it is difficult to dispute otherwise - but I have to say just looking at the plans, there does appear to be plenty of obstacles to try to wind your way through with and overdimension load. And that is what the substance of my concern is. When members viewed the plans they were immediately looking for any possible alternative routes to try to avoid this area – suffice to say that they were not very successful. So in detail working from the northern end (and travelling south-east): - The future gateway artwork needs to be 11.5m apart. - The pedestrian islands before you get to Heathcote Street are central on the road and ideally we would like them deleted. Alternatively they need to be properly mountable – no more than 100mm high with 30 degree angles on the blocks. No handrails. - The trees adjacent to number 651 on each side of the road would appear to make it tight for an overdimension load - The next set of islands before Portman Street, ideally we would like them deleted. Alternatively they need to be properly mountable – no more than 100mm high with 30 degree angles on the blocks if they need to be mounted (given they have planting I assume not), so if possible then to have 7.5m of clear space to one or both sides of the islands to any trees, lightpole or sign. No handrails. - The next set of islands just after Portman Street also have tress adjacent to them. This is a 30km/h environment – do the islands have to be there? Make it a proper pedestrian crossing and then the islands are not required. Else the islands need to be properly mountable – no more than 100mm high with 30 degree angles on the blocks. No handrails. - The planted medians from #683 to approx. #699 needs to have 7.5m of clear space to one or both sides of the islands to any trees, lightpole or sign, to allow an OD load to travel one side or the other, and hang over the median. Ideally delete this as a 30 km/h speed area. - Is that a signalised crossing at #620? If so then the position of any signal poles is crucial. Have to be 7.5 away from the median.

		<p>- The planted median from #636 to approx. #640 needs to have 7.5m of clear space to one or both sides of the islands to any trees, lightpole or sign, to allow an OD load to travel one side or the other. Ideally delete this as a 30 km/h speed area.</p> <p>- The pedestrian islands at approx. #650 are central on the road and ideally we would like them deleted. Alternatively they need to be properly mountable – no more than 100mm high with 30 degree angles on the blocks. No handrails.</p> <p>- The future gateway artwork at approx. # 670 needs to be 11.5m apart while the pedestrian islands there are central on the road and ideally we would like them deleted. Alternatively they need to be properly mountable – no more than 100mm high with 30 degree angles on the blocks. No handrails.</p> <p>The concern I have is that the cumulative effect of having to run over at least 4 sets of pedestrian islands, removing signage and possibly hand rails on each one, a the same time are carefully negotiating through the rest of the obstacles will mean that transport operators will want to avoid this area. It will simply take a lot of time, will hold up other road traffic, and becomes a safety hazard as the load moves slowly down the road, and the traffic piles up in each direction.</p> <p>It is really disappointing to see such a congested road is proposed for an OD route. To be honest I don't recall any such similar examples anywhere around the country.</p> <p>I think that we definitely need to talk more about what is being proposed here. Cheers. [REDACTED]</p>
173	Y	<p>My address is [REDACTED] I would very much like to have, Firms Vans and Trucks, not to be parked overnight and all weekends, either side of my drive way, as trying to make a right hand turn out of my drive way, is very dangerous. One has to pull out much to far, and sit to be able to see the way clear. Same thing happens across the road, either side of the School St Annes. I'm very concerned so one will loose there life, out there, as Ferry Road is a very busy road, at all times of the day and night, and speed is an issue.</p> <p>Thank you for your time in reading this.</p>
174	Y	<p>After reviewing the proposal I cannot see to many issues for heavy vehicles that fit the standard heavy vehicle dimensions and mass regulations. However I do concur with the feedback provided by the Heavy Haulage Association in regards to over dimension vehicles and their loads, and the challenges they will face if the proposal is implemented as presently planned. Ferry Road is an important freight corridor, and needs to be considered in light of this as part of the overall network of freight corridors around the greater Christchurch area. Once the alternative route for over dimension and hazardous goods ex the Lyttelton Port over Evans Pass / Sumner Road is reopened the volume of heavy vehicle traffic using Ferry Road will increase. If the use of Ferry Road by over dimension vehicles is going to be restricted, then I think it is important that an easily accessible and viable alternative route that does not push these vehicles down surrounding residential streets needs to be considered.</p>
175	Y	<p>Details of submission (see full submission for General comments) Dr Alastair Humphreys Public Health Physician CDB</p> <p>8 The CDHB is supportive of the plans to enhance the Woolston Village by making this section of Ferry road safer for road users as this reduces the burden of injury on the health sector. We are also supportive of creating more inviting public spaces as these will have a positive effect on people's mental health and wellbeing.</p> <p>9 The CDHB was involved in the Inquiry by Design process for the Ferry road Master Plan. The objectives and actions of the original Ferry Road Master Plan can be clearly seen in this proposed concept plan.</p> <p>10 The CDHB supports the proposal and has some recommendations for consideration which would further improve health outcomes for the community.</p> <p>Specific comments:</p> <p>11 The CDHB supports the creation of a pedestrian –focused environment with wider footpaths that have additional crossing points. This will make Woolston a more walkable community and enable people to easily access daily services including general practitioners. Additional crossing points also will allow bus patrons to have easy access to the shopping precinct.</p> <p>12 The placement of bus stops looks well considered so people can access different sections of the village as needed. The CDHB recommends that consideration is given to the type of landscaping and low plantings that adjoin bus stops. It is important that road users, especially cyclists, have good visibility when approaching bus stops.</p> <p>13 The CDHB is pleased to see that there is a mobility car park outside of the medical centre at 687 Ferry Road.</p> <p>14 The CDHB supports the introduction of a 30 kph speed zone. This was one of the CDHB's original submission points on the Ferry Road master Plan and it will reduce the likelihood of accidents in the village.</p> <p>15 The CDHB supports the introduction of cycle lanes, advanced cycle stop boxes and cycle parking. Active transport contributes to significant health benefits to individuals and communities through increased physical activity opportunities, improved air quality through reduced vehicle emissions and corresponding reduction in associated respiratory illness and an overall reduction of the burden of disease associated with obesity, cardiovascular disease and respiratory illnesses.</p> <p>16 The CDHB is pleased to see that street lighting will be improved as this will potentially lead to a reduction of accidents and injury, as well as crime.</p> <p>17 It is noted that there is a future library and community centre planned for the area. The CDHB encourages the Council to consider accessibility and universal design when it is constructing community facilities and infrastructure. It is important that the built environment be as accessible as possible to people of all ages and abilities.</p> <p>18 Thank you for the opportunity to submit on Woolston Village Concept Plan.</p>
176	Y	<p>I'm writing regarding the Proposed concept for Ferry Road at Woolston Village. I think the plan looks good, just wondered why the road had such a curve in it near St Johns Street?</p> <p>I think consistency in the surface finishes would be an improvement if that's possible? Continuing the cycle lane marking through the town centre (rather than stop start markings) and paving the entire footpath or road (rather than strips at crossings) I think would look better. I gather that would come at additional cost and thought would have to be given to identification of crossings for the sight impaired, but I think it would look less confused and busy for the majority of users.</p> <p>One final thought, there are four established street trees either side of a pedestrian crossing near Portman Street. The existing road has cycle lanes either side and a central island to aid pedestrian crossing. It looks like the proposal is to remove the trees, replace them with new trees and form a new crossing in a similar location. Can you let us know why the existing trees are not being retained and the line of the road adjusted slightly to accommodate them? It looks like the road curves and proposed street trees protrude into the cycle lanes elsewhere, so surely there is scope to accommodate the existing trees?</p>

Re-proposed change to Woolston Shop Centre

② I know this area better than any planner at CCC I personally live right here everyday for last 3 years.

LOOK AGAIN - LOOK AT SOMETHING THAT WORKS!

Follap Waimakareu Council the main road between Countdown roundabout and ~~Can~~ <sup>Kaipai</sup> River Bridge.

Beautiful - 2 nice pedestrian crossings with centre islands, and small judder strips.

Still 50kph, looks good, feels good no less of parking, and modern with virtually no traffic impediments, good for cyclists, great for all

Go AND LOOK AT THIS AREA

With possibly 25% less in CCC costs to proposed nightmare!

The lights for pedestrians should be removed they are no longer appropriate.

They cause traffic jams and can cause continual traffic banking up.

The shopping is changing

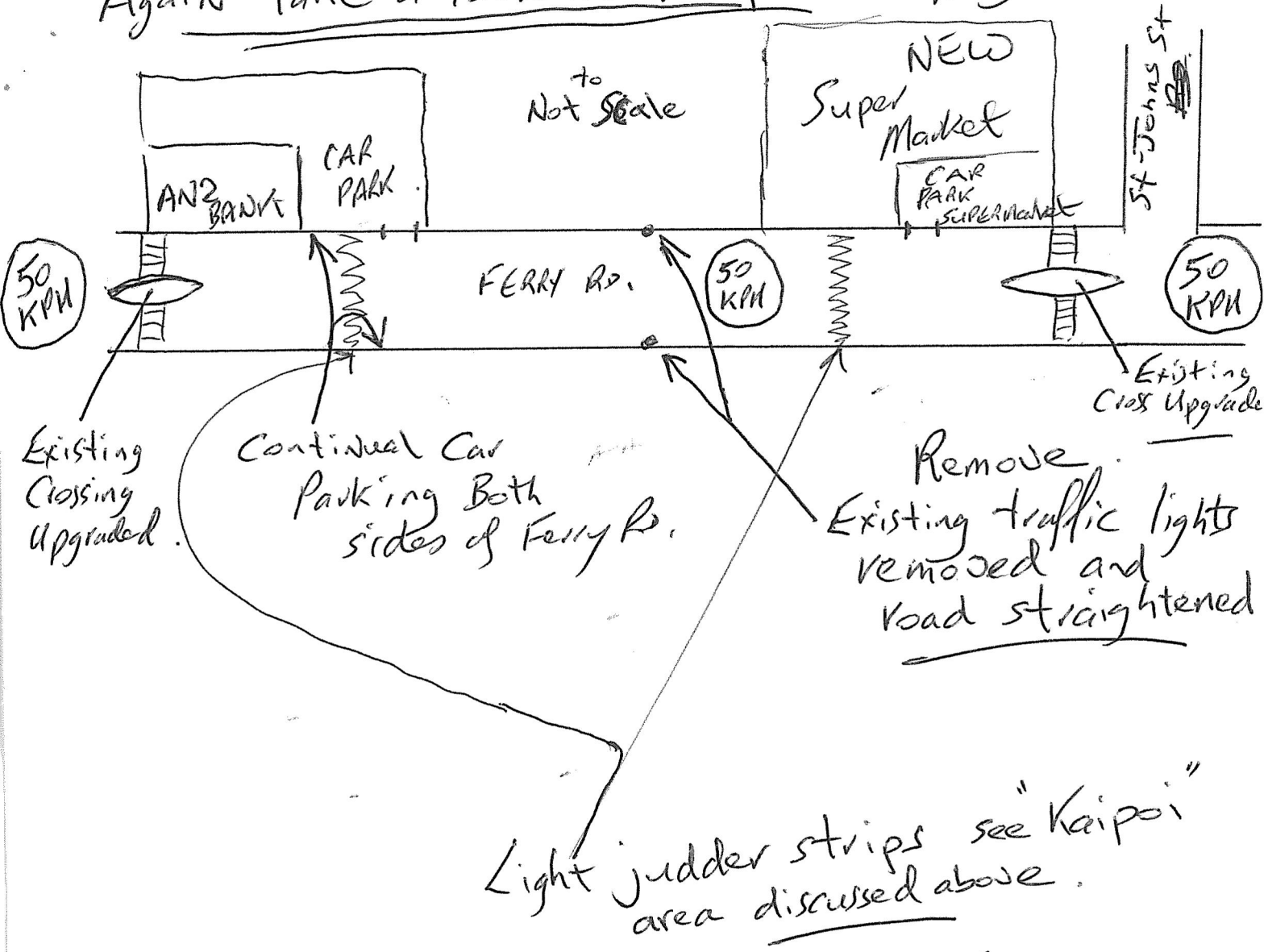
The existing squeezing of Ferry Rd near traffic lights pedestrian crossing should be removed this will add more carparks



### 3) Re proposal to Woolston Shopping Centre.

There should be the existing 2 road crossings only-upgraded and they will be used.

Again take a look at "Kaipoi Shopping Centre".

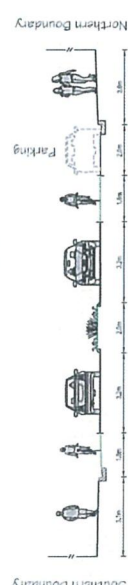
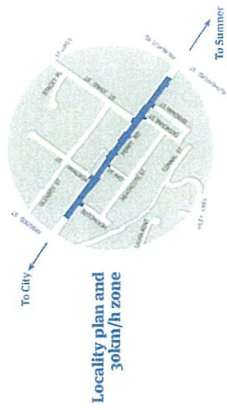
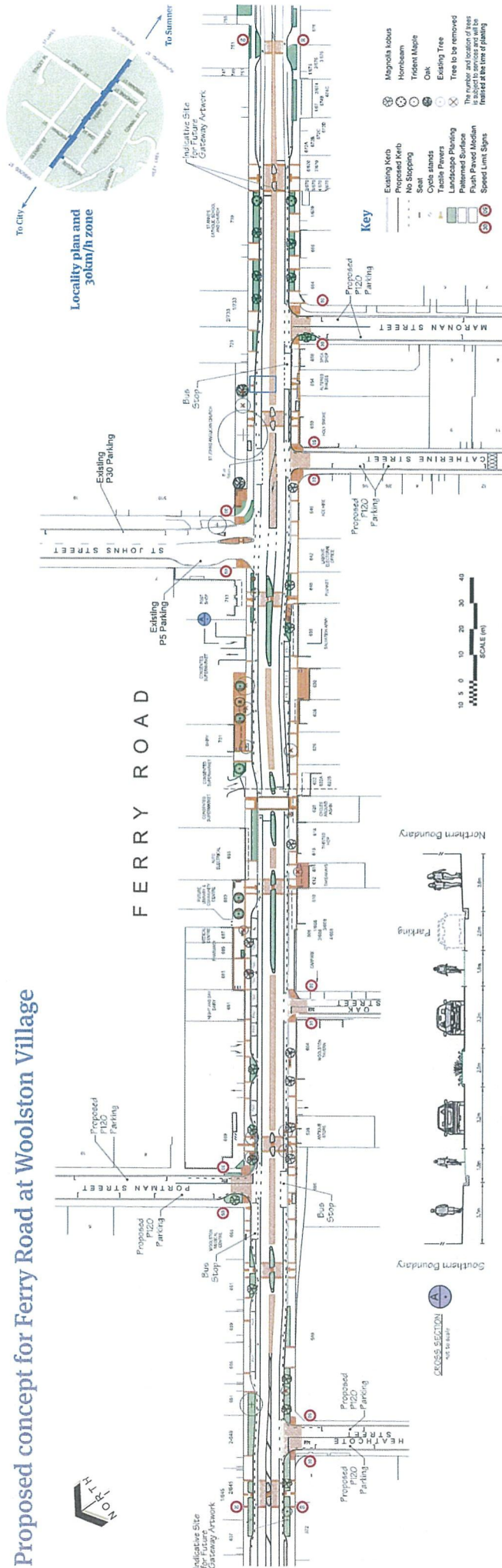


The Kaipoi new fresh look, works! will look good at Woolston, will encourage more people to stop in cars, more business which encourages more walking people and cyclists.

Remember we must have successful business running in bulk or we will have another Brighton, which cyclists, walkers and vehicles try to avoid, and which attract a very unsavory element and criminal activity. Even with a huge Police Station - Woolston does not have.



# Proposed concept for Ferry Road at Woolston Village



Bus Stop 3.0m by 6.0m  
 3.0m by 6.0m  
 — extends full width of footpath.  
 6.0m



# Proposed concept for Ferry Road at Woolston Village

We want to know what you think about plans to enhance Woolston Village by creating a more inviting public space and making this section of Ferry Road safer for pedestrians, cyclists and motorists.

Community feedback as part of the 2014 Ferry Road Master Plan highlighted the need for improvements around Woolston Village. Based on what local residents told us, the Council is proposing a series of street enhancements that highlight the distinctive industrial character of the village centre, balance the needs of road users and attract more people to visit and spend time in Woolston Village.

## Summary of improvements

Key changes and improvements proposed as part of the Woolston Village upgrade include:

- Creating a pedestrian-focused environment, with extra crossing points at key locations and paving that guides people to public spaces.
- Installing a flush paved median strip along the centre of the road to help identify the suburban centre and reduce vehicle speeds.
- Introducing cycle lanes and additional cycle parking.
- Introducing a 30km/h speed zone.
- Directing motorists to alternative nearby parking sites to make the area safer for pedestrians and cyclists, and make space for more landscaping. This would reduce the number of parking spaces on this section of Ferry Road from 77 to 21, as well as five parking spaces from side streets.
- Enhancing the look and feel of the area by planting trees of various sizes and improving landscape planting. The aim is to make the street appear narrower and achieve a "village feel".
- Upgrading street furniture like seats, rubbish bins and cycle stands, and improving street lighting.
- Creating "gateways" that clearly show where the village begins and ends.

## Key points we have thought about

The Ferry Road Master Plan indicated public support for enhancements to Woolston Village, which will encourage people to visit and improve road safety along this busy stretch of Ferry Road. The proposal outlined in this document considers existing strategic plans for the City and is based on research of the key issues – however, we need to know what you think about our proposal before we go any further.

### PEDESTRIANS

Improved street crossings, pedestrian islands and wider footpaths will make it safer and more pleasant for pedestrians to visit the village.

### CYCLISTS

Paved cycle lanes and advanced cycle stop boxes at the traffic lights will make the road safer for cyclists.

### SPEED REDUCTION AND ROAD LANES

Narrowing the road and introducing a 30km/h speed zone aims to encourage motorists to slow down through the busy village and make it safer for all road users.

### LIGHTING, FURNITURE AND LANDSCAPING

Street lighting will be improved, new seats, rubbish bins and cycle stands installed and a variety of trees and plants will help make the area a more appealing place to visit and spend time. The materials and planting palette will reflect the character and heritage of the village. The plan proposes 16 trees to be removed and replaced with 35 new trees, however the number and location of trees is subject to the placement of underground services and will be finalised at the time of planting.



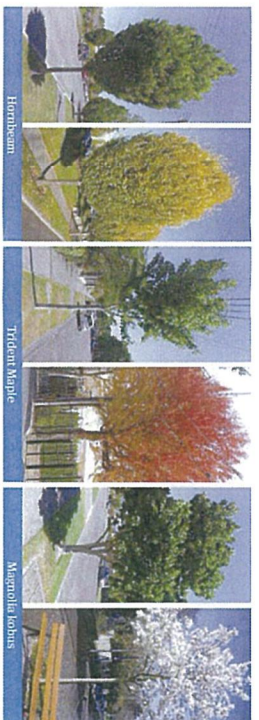
### HISTORIC AND CULTURAL CONTEXT

Based on feedback through the 2014 Ferry Road Master Plan consultation process, the design for the new Woolston Village project draws heavily on the industrial heritage of the area. The colour and mood of the landscaping and street furniture have also been chosen to reflect the Port Hills and heritage aspects. References to the area's early Maori history will also be incorporated in final plans.

### PARKING

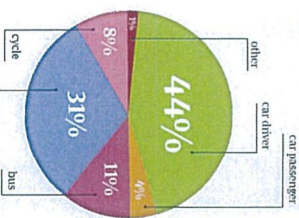
The proposed redirection of motorists to off-street parking and side roads aims to make the area safer for everyone and improve the way it looks and feels. We commissioned an independent parking survey which confirmed that the parking existing off street spaces (e.g. on Heathcote, Catherine, and Portman Streets), Clear signage would direct motorists to parking areas on side roads. Remaining on-street parking on Ferry Road will be a mix of 20 and 360 spaces, and 250 and 170 spaces on side roads to encourage parking turnover.

## Trees



## Shopper survey

A survey of 204 shoppers in Woolston Village in February 2016 helped us understand how people get to the shops and their general habits.

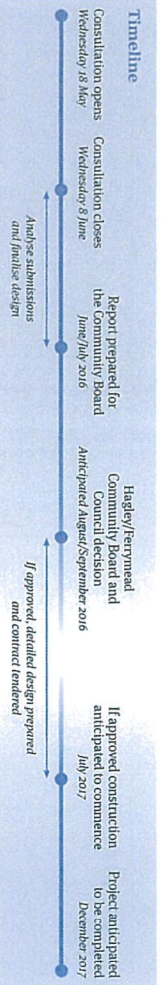
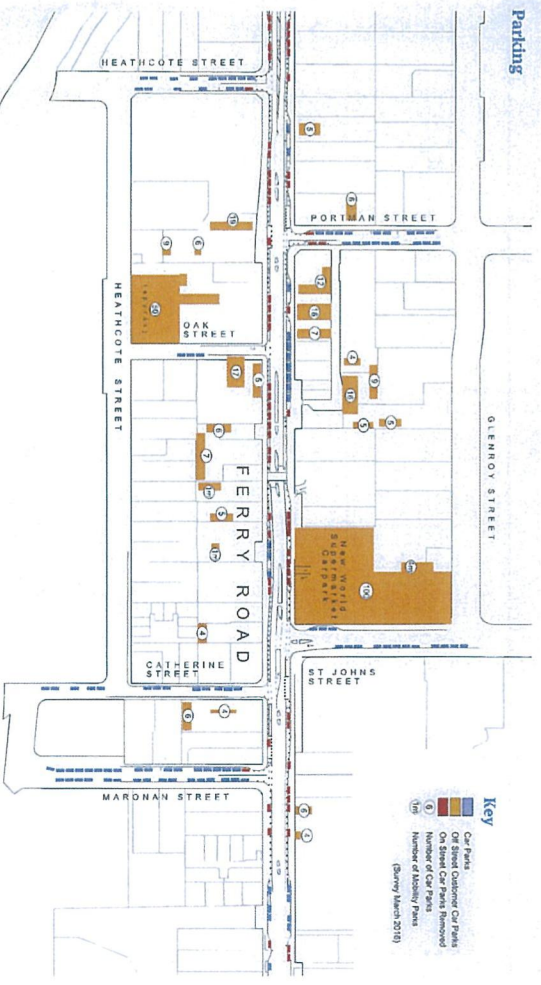
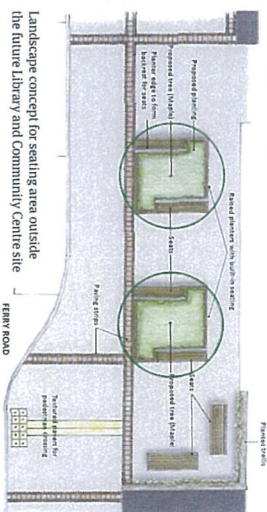


## How people currently get to Woolston Village

The survey showed how frequently each of these groups visited Woolston. Seventy six per cent of walkers visited the shopping area two to three times a week, which is the definition of a regular visitor, as did 75 per cent of cyclists and 67 per cent of bus users. This is compared to 52 per cent of drivers and 38 per cent of car passengers.

Most of the people surveyed were in the area briefly to visit the shops with 75 per cent staying less than 30 minutes. People driving cars indicated that parking was important, however 60 per cent of drivers had no preference between on-street parking and off-street parking. Seventy per cent of drivers indicated that parking restrictions were important. The peak occupancy of parking spaces on Ferry Road during the survey was 56 per cent, with typical occupancy of parking spaces being below 50 per cent.

## Landscape concept



## HAVE YOUR SAY

This concept plan attempts to address the public call for improvements to the village through the Ferry Road Master Plan, while balancing the requirements of a safer and more attractive environment with the need for parking near businesses. It is anticipated that the proposed improvements will attract more people to spend time in the village and therefore benefit commercial activities. It is important that you tell us what you think of the concept plan before we go any further.

Please make sure your comments reach us by 5pm on Wednesday 8 June.

If you give us your contact details on the submission form, we will send you the final plan and a summary of consultation feedback before the decision is made. We will also let you know the date and time of the meeting where this plan will be considered by the Hagley/Ferry Road Community Board.

**COME AND TALK TO US**  
The project team will be available to discuss this project and answer any questions at the St John's Church Hall on Wednesday 25 May. Please come to visit us here any time between 3:30pm and 6:30pm, and there will be a short presentation at 5pm.

## CONTACT

Phillipa Upton, Engagement Advisor  
Christchurch City Council, PO Box 7303, Christchurch Mail Centre, Christchurch 8154  
Phone 941 8808 | Email [phillipa.upton@ccc.govt.nz](mailto:phillipa.upton@ccc.govt.nz)

## FURTHER INFORMATION

[ccc.govt.nz/woolston](http://ccc.govt.nz/woolston)



Need horizontal, happy roads  
if adjacent (road) or when car need happy road.  
Not placed in car.



15 June 2016



**Ferry Road Movement and Streetscape Improvements at Woolston Village – Feedback**

1. This feedback is in relation to the proposed Ferry Road Movement and Streetscape Improvements at Woolston Village (the **Proposal**). Based on independent advice received, Foodstuffs has serious concerns with the Proposal. [REDACTED] consider it critical to the success of Woolston Village that issues raised in this letter are addressed prior to any further Council consideration or planning for the village occurs.
2. [REDACTED] are a retailer owned co-operative company and the wholesale supplier to [REDACTED] and many unaffiliated outlets. [REDACTED] are currently constructing a supermarket for Woolston Village on an existing site in accordance with a resource consent obtained in September 2014. This development required a significant investment in the order of \$15 350 000.
3. The Proposal states that it *"attempts to address public calls for improvements to the village through the Ferry Road Master Plan"*. While the improvement of Woolston Village is generally supported, key changes which are fundamental to the Proposal are of concern:
  - (a) The removal of 73% (or 56) of on-street parking on Ferry Road and directing motorists to alternative parking (on side streets and off-street); and
  - (b) Slowing vehicle speeds through the centre through installing a flush paved median strip along the centre of the road and introducing a 30km/h speed zone.



4. These aspects, and other aspects, of the Proposal, how they are detrimental to the consented New World supermarket development is detailed in this feedback.
5. [REDACTED] is an anchor tenant for Woolston, and will continue to be so once the new supermarket is completed. It draws customers to Woolston, who then spend their money not only on groceries but in other shops too. It makes the centre a more attractive place to conduct business.
6. The resource consent (RMA92024571) for the [REDACTED] development required extensive consideration of the impact of providing less than the number of parking spaces required by the District Plan. The resource consent was granted by Council on the basis of thorough expert assessment of the effects of the activity and there being adequate parking on-street to accommodate any overspill during peak trading times. The Proposal will potentially frustrate the grant of RMA92024571, and undermine a significant investment in Woolston.
7. On-street parking is extremely important to retail success for both motorists and retailers. Insight Economics have estimated that the loss of on-street parks could cost the village \$2 Million dollars in lost sales per year via displaced motorists choosing to shop elsewhere; and consider that given the current health of some village tenants, this loss of sales will be a devastating blow and may cause some shops to close. In short, people won't stop unless there are shops selling what they want to buy.
8. Abley Transportation Consultants have identified actual and potential significant adverse transportation related impacts on the redevelopment of the New World supermarket.
9. [REDACTED] consider the Proposal will not attract more people to spend time in the village and therefore benefit commercial activities as anticipated. There are many inadequacies in the Proposal. The reports provided in support of the project are fundamentally flawed. There does not appear to have been any strategic thinking applied to the question of how to attract and retain business and customers in Woolston, nor consultation with the retailers who would be best to provide input into this. Proposed "improvements" must be capable of being viewed objectively against amenity outcomes in a way that takes account of the practical realities of businesses needing to secure a return on their investment.
10. Future parking and transport needs must be properly considered in conjunction with the retailers who the Proposal will affect the greatest, and in a commercially realistic manner.
11. The Proposal does not reconcile with planning expectations which support business in a fragile post-earthquake environment (such as those contained in the Land Use Recovery Plan and the recently decided Commercial Chapter of the Christchurch City Replacement District Plan).

12. [REDACTED] has previously expressed concern with Council ideas for Woolston Village in front of the Hagley Ferrymead/Community Board on 17 February 2014 in relation to the draft Master Plan proposal for Woolston (including how far it had advanced without input from businesses or acknowledging the redevelopment of the [REDACTED]). It's disappointing that the Council appears to have taken this same approach again.

### *Economics*

13. A report by Insight Economics is **attached** to this feedback. Insight Economics consider that:
- (a) The plan to remove on-street parking will deter a number of car-based visitors, and thereby directly reduce shop turnover. It is highly unlikely that the broader streetscape works planned for the village will elicit enough new trade via other modes (such as walking and cycling) to offset that loss. The overall effect on village trading levels is likely to be negative.
  - (b) Convenient on-street parking is critical to a smaller centre such as Woolston. Insight Economics disagree with the Beca Report on the basis that it ignores the critical importance of parking convenience and incorrectly assumes that motorists will happily park much further away than they currently do. Put bluntly, absent a significant reduction in car-based shopped trips (extremely unlikely), the proposal will simply lead to a wholesale undersupply of car parking spaces relative to demand. This in turn will cause local congestion, increased driver frustration and incentives for shoppers to travel elsewhere (such as Ferrymead).
  - (c) On-going growth in parking demand over time not been considered in the Proposal;
  - (d) While the broader street works will improve aesthetics, the village already achieves quite high rates of visitation via active modes, and the scope for further increase in visitation rates is likely to be limited because many motorists do not wish to walk/cycle. The loss of car-based trade is unlikely to be fully-offset, leading to an overall decrease in centre sales (and hence health/vitality).
  - (e) The cost of the reduced speed zone will be around \$400,000 per annum.

### *Transportation and parking*

14. Abley Transportation Consultants have assessed the Proposal, and identified actual and potential significant adverse transportation related impacts on the redevelopment of the [REDACTED]. The Abley Transportation report is **attached** to this feedback. In relation to traffic and parking it is noted:

- (a) The Beca Report for the Council assessed the accommodation of vehicles to side roads but failed to assess the unimplemented consent at the time of the survey, and factor in an uplift in parking demand associated with improved amenity.
- (b) The removal of 73% (or 56) of on-street parking on Ferry Road within the village has inevitable adverse effects. There will be a reduction in availability of on-street parking to accommodate the overspill from the [REDACTED] carpark at peak times. There are currently 7,000 customers per week visiting the existing very basic [REDACTED], and it is anticipated that there will be 14,000 customers per week with the new store. These customers require sufficient open and accessible carparking to stop there and do a full shop. A significant 25 vehicles will be displaced from parking spaces on Ferry Road which will result in an increase in parking on side streets and associated increase in circulating and manoeuvring. This will include additional parking on Glenroy Street (anticipated within the resource consent as being able to accommodate overspill from the supermarket as it has relatively low traffic volumes, reasonable pedestrian access to the supermarket entrance and a lack of competing demand for on-street parking), a street excluded from assessment in the Beca Report.
- (c) Removal of parking spaces outside other commercial premises on Ferry Road (such as the dairy) will make the [REDACTED] car park attractive for parking for visitors to other businesses due to lack of on-street parking spaces in the vicinity of Ferry Road. As a result, parking demand will exceed supply more frequently than expected.
- (d) Spill-over parking into New World car park will adversely affect customers by reducing parks available, and will have implications for Foodstuffs compliance with resource consent conditions.
- (e) There is potential for an increase in vehicle speeds along Ferry Road due to more open space increasing hazard for vehicles egressing from the car park. A 30km/h speed environment (putting aside its merits) is highly unlikely to be achieved under proposed configuration.
- (f) The removal of the parking, in conjunction with the widening of the central median results in changes to the main supermarket entrance that was envisaged at the time of consent. The configuration will increase conflict between vehicles making a left hand turn into the carpark entrance and following traffic, including cyclists.
- (g) Reverse sensitivity effects from installed paved medians and crossing points are likely to be associated with the supermarket; and landscaped areas have potential to restrict intervisibility for drivers leaving the service vehicle area.

- (h) The function of Ferry Road is compromised due to prevalence of pedestrian crossing points; reduction in speed limit; and the general narrowing of the carriageway. Safety concerns are also raised about bus and bike interactions – the in-line bus stop design will force cyclists into the adjacent traffic lane.
15. There is a real risk that the cars displaced to the side streets will be seen as directly associated with the [REDACTED] and pressure placed on [REDACTED] to rectify the issue. [REDACTED] are concerned that to the extent that overspill deters people from actually visiting the [REDACTED] the Proposal will penalise the centre's most important anchor tenant and reduce the scope for cross-shopping. Considering the significant investment made by Foodstuffs, it's disappointing that none of these matters have been assessed by Council, and it has been left to [REDACTED] to spend time and money identifying these issues.

#### *LURP and Replacement District Plan*

16. The post-earthquake environment has been difficult for businesses, including those in Woolston. The Land Use Recovery Plan prepared under the Canterbury Earthquake Recovery Act 2011 (**LURP**) provided delivery mechanisms necessary to support recovery and rebuilding of suburban and town centres (such as Woolston). The Proposal does not appropriately consider the actions/outcomes sought in the LURP.
17. There is emphasis in the LURP on having clear, reliable and supportive frameworks for business investments. Non-statutory documents such as the Proposal must be consistent with the outcomes sought by the LURP and not act inadvertently to undermine that process.
18. The Christchurch City Plan has recently undergone an intensive process to make it fit for purpose in the post-earthquake environment. The Christchurch City Replacement District Plan (the **Replacement District Plan**) responds to the evolving needs of the community to enable rebuilding, recovery and future growth. Strategic directions and outcomes have been determined for the city, including relevantly:
- Objective 3.3.5 – Business and economic prosperity – the critical importance of business and economic prosperity to Christchurch recovery and to community wellbeing and resilience is recognised and a range of opportunities provided for business activities to establish and prosper.
19. In the Replacement District Plan, Woolston is identified as a Neighbourhood Centre. The type of activities anticipated for a Neighbourhood Centre include comparison shopping, entertainment (café, restaurants and bars) residential activities, small scale offices and other commercial activities. Neighbourhood Centres are anchored principally by a supermarket and in some cases a second anchor store. Neighbourhood Centres typically have high levels of on-street parking.



Woolston Master Plan – feedback from [REDACTED]

20. The media release for the Proposal notes "*The upgrade plan is based on feedback gathered during the Ferry Road Master Plan 2014 process, where people highlighted the need for improvements around the Woolston Village centre*".
21. [REDACTED] previously expressed concern in front of the Hagley Ferrymead/Community Board on 17 February 2014 in relation to the draft Master Plan proposal for Woolston (and how far it had advanced without input from businesses or acknowledging the redevelopment of the New World). Four experts<sup>1</sup> accompanied the Foodstuffs presentation and were available for questions. A letter in support of [REDACTED] position from Woolston business owners was tabled.
22. A number of positive economic effects arising from the presence of the [REDACTED] supermarket were discussed – catalytic effects and centre transformation, patronage impacts (increase by more than 640,000 visitors per annum); direct customer benefits (conservatively 1.2 Mil per annum), benefits to customers of other supermarkets (congestion and reduction in competition), local employment (100 jobs), improved visual amenity and general economic stimulus.
23. The experts identified critical success factors that contribute to the success of smaller centres such as Woolston, and assessed the draft Master Plan and proposed development against them:
  - (a) provision of adequate/convenient parking
  - (b) the existence of effect anchor stores; and
  - (c) financial viability.
24. The Master Plan was considered unlikely to provide sufficient, convenient parking (including sufficient on-street parking, which is very important). As a result, it could undermine the centre's chances of a swift recovery.
25. [REDACTED] recorded concern that the Woolston Master Plan did not address matters raised by Foodstuffs during "consultation", or consider development plans provided. Feedback was selectively documented. There is no mention of matters raised on numerous occasions with the Council consultants about the operational constraints for the proposed supermarket. Despite this, the Master Plan records that it was "developed through extensive consultation with key stakeholders" and [REDACTED] is listed as a stakeholder and submitting organisation.

---

<sup>1</sup> John McCoy (architect) – McCoyWixon; Andrew Burns (urban design) – McIndoe Urban; Tony Milne (landscape) – Rough and Milne; Mark Allan – Aurecon Group

26. There are many parallels with this Proposal, and Foodstuffs remains disappointed with the Council's approach to improving Woolston.

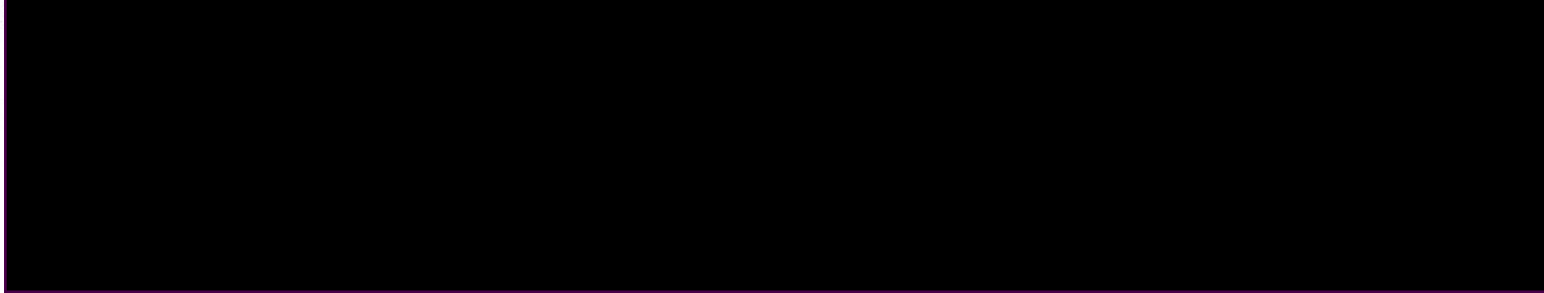
**Conclusion**

27. It's critical to the success of Woolston Village that issues raised in this letter, as well as concerns from Woolston business owners generally, are addressed prior to any further Council consideration or planning for the village occurs.

Yours sincerely







# 167

**Re: Review of Woolston Village Upgrade**

**Purpose**

This letter summarises the likely economic effects of removing most on-street parking in the Woolston Village, as signalled in the Council's recently-released plans.

**Scope**

My review was based around the following four questions:

1. How important is convenient, on-street parking to retail/centre success?
2. What is the likely effect of removing the parking as shown in the plan?
3. Is the proposed street make-over likely to have its desired effect?
4. What is the overall recommendation from an economics perspective?

**Summary of Key Findings**

The following are the key findings of my analysis, each of which is discussed further below:

1. Convenient, on-street parking is critical to smaller centres, and the belief that all on-street parking could be accommodated by side-street and off-street parks is flawed.
2. First, it fails to account for the extreme importance of parking *convenience*.
3. Second, it fails to account for ongoing growth in parking demand over time.
4. Third, it ignores the major pending effects of the soon-to-open New World store, which will fundamentally and permanently alter village parking dynamics.
5. In fact, I estimated that the loss of on-street parks could cost the village \$2 million in lost sales per year via displaced motorists choosing to shop elsewhere.
6. To avoid such unintended consequence, a more detailed analysis is required.
7. While the broader street works will improve aesthetics, the village already achieves quite high rates of visitation via active modes, and the scope for further increases is likely to be limited because many motorists do not wish to walk/cycle.
8. As a result, the loss of car-based trade is unlikely to be fully-offset, leading to an overall decrease in centre sales (and hence health/vitality).



9. I therefore strongly recommend that the Council take a step back and carefully review the situation before undertaking its proposed upgrade of the village.

**How important is convenient, on-street parking to retail/centre success?**

My analysis first reviewed the local and international literature to establish the importance of convenient, on-street parking to retail success. In short, it is extremely important. For example, a detailed 2003 study by the NSW Government noted that one of the five key factors for neighbourhood centre success was convenient parking, including parallel on-street parks.<sup>1</sup>

A similar study by the New Zealand Government in 2009 reached the same conclusion, namely that adequate levels of convenient parking are critical to the success of smaller centres.<sup>2</sup> More recently, Graeme McIndoe completed an assessment of local business zones for Palmerston North City Council, which concluded that providing parking in front of shops was a critical success factor.<sup>3</sup> He noted that shoppers have strong expectations for convenience neighbourhood shopping visits, including the ability to park directly in front of the destination store. Accordingly, he concluded that *“all on-street retail must have managed on-street parking in front of the store.”*

A 2012 report by the Urban Land Institute – an environmental think tank in the USA – also noted the critical importance of on-street parking.<sup>4</sup> For example, it stated that *“On-street parking is critical for some retailers’ success because it is the most convenient type of parking and creates the steady turnover of shoppers needed by stop-and-go retailers.”*

Even more recently, a 2014 study by the UK Association of Town & City Management identified that, while drivers consider a range of factors when choosing where to park, proximity to their destination was the most significant factor.<sup>5</sup>

And it is not just motorists that consider convenient, on-street parking to be critical. So, too, do retailers. For example, a survey of 144 retailers in a 2013 NZTA research report found that on-street parking was the most important design feature for maintaining and supporting their business trade.<sup>6</sup> At the same time, the removal of on-street parking was perceived as the greatest threat.

---

<sup>1</sup> UDAS 2003 Sydney Centres: An Urban Design Analysis of Sydney Town Centres, for DIPNR, Sydney

<sup>2</sup> This is a significant body of research, which is accessible at <http://successfulcities.co.nz/>

<sup>3</sup> Palmerston North City Council Local Business Zone Review - Urban Design Report, McIndoeURBAN, 26 March 2012

<sup>4</sup> [http://uli.org/wp-content/uploads/2012/07/TP\\_NeighborhoodRetail.ashx\\_1.pdf](http://uli.org/wp-content/uploads/2012/07/TP_NeighborhoodRetail.ashx_1.pdf)

<sup>5</sup> <http://thegreatbritishhighstreet.co.uk/pdf/GBHS-What-Works.pdf?2>

<sup>6</sup> Fleming (Allatt), T, S Turner and L Tarjomi (2013) Reallocation of road space. NZ Transport Agency research report 530.



Given these findings, and despite the research's agenda to investigate the merits of removing parks, the authors conceded that:

*"The availability of parking is a major issue for retailers. Transport professionals need to better understand this point of view and to understand the existing use of parking in retail areas, from both the shopper and retailer perspective."*

**What is the likely effect of removing the on-street parking as shown in the plan?**

Having established the importance of on-street parking, I now analyse the likely effects of removing most of the on-street parks on Ferry Road. To understand the rationale for this, I reviewed the parking surveys conducted by Beca on behalf of the Council. Amongst other things, these concluded that *"removal of parking on Ferry Road could be accommodated solely by the side road, but it would likely be a combination of side roads and off-street parking."*

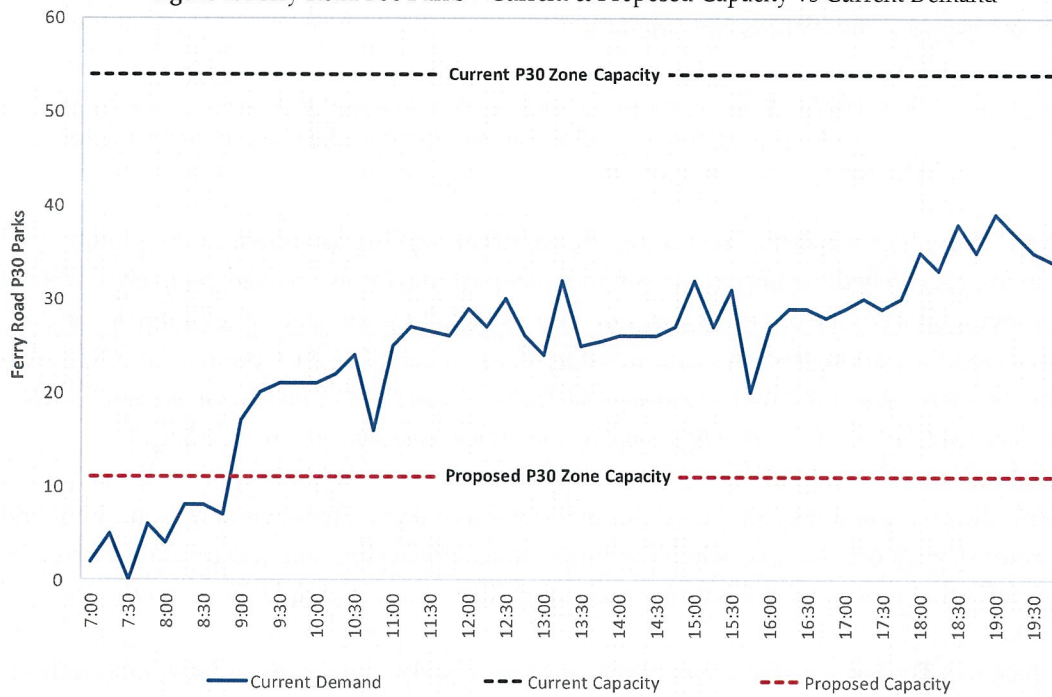
With the greatest of respect, I consider this statement flawed for several reasons. First and foremost, it ignores the overwhelming importance of parking *convenience*, and incorrectly assumes that motorists will happily park much further away than they currently do.

I disagree. The issue is that many of the side street parks in question are several hundred metres from the shops themselves, which many motorists simply would not consider a satisfactory alternative. Accordingly, those drivers will either (i) 'cruise' Ferry Road waiting for a convenient park to open up – often at the annoyance of other road users – or (ii) they will simply keep driving and shop elsewhere. Neither outcome helps Woolston.

To estimate the potential number of drivers displaced by the proposal, I compared the current and proposed future capacity of the most convenient village parks – the Ferry Road P30 zones – with their surveyed demand. The results are shown below, where the dashed black line represents current parking capacity, and the dashed red line represents proposed capacity. Clearly, the pending shortfall is substantial.



**Figure 1: Ferry Road P30 Parks – Current & Proposed Capacity vs Current Demand**



To calculate the potential loss of centre revenues associated with this, I first identified the total parking shortfall for a typical day using the data in Figure 1. It translated to excess parking demand for about 550 vehicles per day.<sup>7</sup>

If we conservatively assume that half of the 550 vehicles displaced by the policy simply choose to shop elsewhere, and that they would have spent \$20 in Woolston otherwise, this effect alone would cost the village \$2 million in foregone revenue per year. Over time, as retail demand grows, so too will these losses.

Given the current health of some village tenants, this loss of sales would be a devastating blow and may even cause some shops to close. To avoid such an occurrence, the village's future parking needs must be assessed in a more realistic manner. The current assessment, in my opinion, fails on this matter.

Another major issue with the parking surveys is that they only represent a snapshot in time, and therefore overlook significant growth in future parking demand. To estimate this, I used our Integrated Retail Model to estimate future retail expenditure by residents of the

<sup>7</sup> Between 9am and 7:45pm, the P30 parks experienced total demand for 1,220 15-minute parking spaces, but total proposed capacity will be only 485 15-minute spaces. This equates to excess demand for 735 15-minute parking spaces. Adjusting for the reported length of stay, this translates to excess parking demand for 550 vehicles.

Greater Woolston area<sup>8</sup>. The results showed that local retail expenditure would increase by more than 40% to 2043. Assuming no significant change in modal shares, this directly translates to a 40% increase in parking demand, which has not been accounted for.

To make matters worse, the much-larger, soon-to-open New World store will cause an increase in village parking demand. Spare side-street and off-street parking capacity identified in the parking surveys will no longer exist. As a result, village parking will fall short of total requirements, with obvious impacts on centre health.

Put rather bluntly, absent a significant reduction in car-based shopping trips, which I consider extremely unlikely, the proposal will simply lead to a wholesale undersupply of parking spaces relative to demand. This, in turn, will make car parks harder to find, causing:

- (a) localised congestion around parking areas;
- (b) increased driver frustration and search time/cost; and
- (c) incentives for shoppers to travel elsewhere, such as Ferrymead.

As a result, the proposal is likely to do more harm than good. Indeed, given the critical importance of parking convenience, the loss of Woolston's most convenient parking could be highly detrimental. Accordingly, any decision to remove those parks must reflect a comprehensive analysis of the potential costs and benefits. At present, however, the proposal appears to lack any robust analysis of its potential effects.

The need to undertake a detailed assessment when making these sorts of decisions was the key message of a recently-released NZTA research report on kerbside reallocations<sup>9</sup>. It identified a range of factors that should be taken into account, including:

- Travel time
- Mode share
- Journey satisfaction
- Existing parking supply
- Occupancy of existing parking
- Use of existing parking
- Capital and operating expenditure
- Public transport patronage
- Business income
- Adjacent land use
- Crashes and perceptions of safety

---

<sup>8</sup> This was defined in a 2006 census community profile as comprising four census area units: Ferrymead, Woolston West, Woolston South, Ensors

<sup>9</sup> Powell, F, C Bowie, L Halsted, J Beetham and L Baker (2015) The costs and benefits of inner city parking vis-à-vis network optimisation. *NZ Transport Agency research report 575*. 117pp.

- Pedestrian usage
- Visitor satisfaction

Based on the information that I have reviewed, the proposal does not seem to reflect such broad considerations. And, one of the most-affected stakeholder groups – the Woolston retailers themselves – do not appear to yet have been properly consulted. As a result, it is difficult to be confident that the proposal will truly serve the best interests of all parties, despite its good intentions.

Finally, I note that the loss of on-street parking is likely to also create significant spill-over parking into neighbouring parking lots, like the New World car park. When this occurs in high volumes, it will adversely affect the supermarket's customers by reducing the number of parks available. To the extent that it deters people from actually visiting the New World, the proposal will penalise the centre's most important anchor tenant and therefore reduce the scope for cross-shopping. As a result, its detrimental economic effects could be significant and far-reaching.



## Is the proposed street make-over likely to have its desired effect?

In short, no.

As discussed above, the plan to remove on-street parking will deter a number of car-based visitors, and thereby directly reduce shop turnover. At the same time, it seems highly unlikely that the broader streetscape works planned for the village will elicit enough new trade via other modes – such as walking and cycling – to offset that loss. As a result, the overall effect on village trading levels is likely to be negative.

The limited scope for attracting more visits from walking and cycling reflects the relatively high rates already achieved relative to similar centres in New Zealand. For example, Table 1 plots the village's usual mode shares with the averages for arterial centres, as reported in a recent NZTA research report.<sup>10</sup> It shows that Woolston's share of cycle-based visits is three times higher than average, while its walking share is 42% higher.

Table 1: Woolston Usual Mode Split vs Arterial Average

Mode	Woolston "Usual" Split	Arterial Centre Average
Car Driver	44%	53%
Car Passenger	5%	14%
Bus	11%	4%
Walk	31%	22%
Cycle	9%	3%
Other	1%	4%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Because the village is already achieving such high rates of walking and cycling, it is likely that those who are willing and able to visit in this way are already doing so. As a result, the scope for increases over time are likely to be modest. Consequently, the loss of car-based trade is unlikely to be fully-offset by increased trade from other modes, leading to negative economic impacts overall.

Over and above the parking issue, I also note that the proposal to slow traffic to 30km/h and install 9 uncontrolled pedestrian crossings will incur significant additional travel time and cost for people travelling through the village. To estimate this, I first identified average traffic counts, using data published by CCC. These showed that about 15,000 vehicles pass through the village each day.

Next, I identified the road length to which the 30km/h zone would apply, which was nearly 600 metres. Assuming a 50/50 split between commuter and non-commuter traffic, and using the travel time values recommended in NZTA's economic evaluation manual, I calculated that the cost of the reduced speed zone would be around \$400,000 per annum.

---

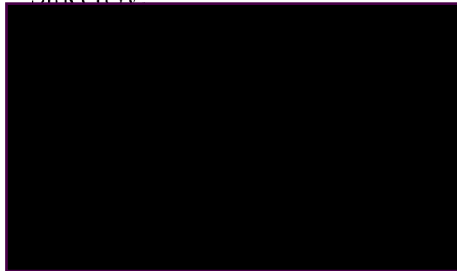
<sup>10</sup> Fleming (Allatt), T, S Turner and L Tarjomi (2013) Reallocation of road space. *NZ Transport Agency research report 530*.

This is why arterial shopping areas are not well-suited to the sort of streetscape works envisaged for Woolston, with most road space reallocations typically occurring in inner cities.<sup>11</sup>

**What is the overall recommendation from an economics perspective?**

Given the significant potential adverse effects identified above, I strongly recommend that the Council take a step back and carefully reconsider its proposal before going any further. This will also enable it to assess how the upgraded New World store will affect overall parking supply/demand, and therefore provide a more informed basis for decision-making.

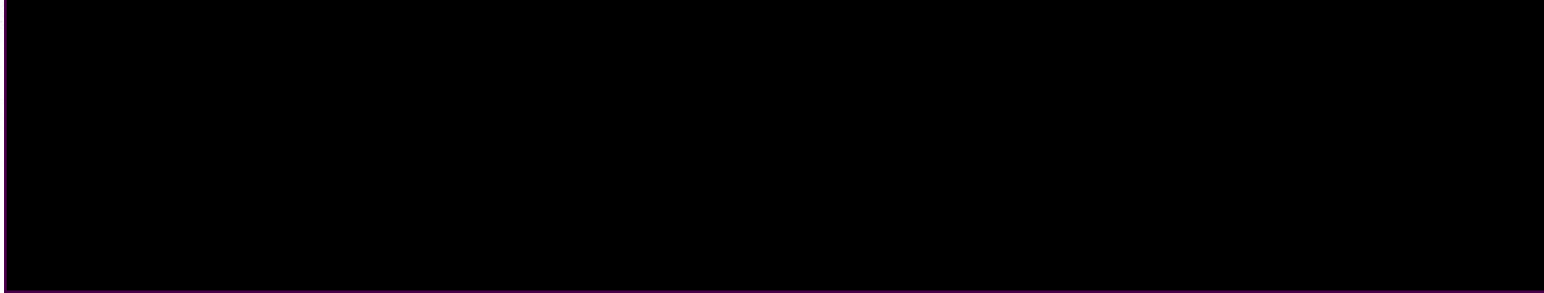
Sincerely



---

<sup>11</sup> Powell, F, C Bowie, L Halsted, J Beetham and L Baker (2015) The costs and benefits of inner city parking vis-à-vis network optimisation. *NZ Transport Agency research report 575*. 117pp





# 167

**Re: Review of Woolston Village Upgrade**

**Purpose**

This letter summarises the likely economic effects of removing most on-street parking in the Woolston Village, as signalled in the Council's recently-released plans.

**Scope**

My review was based around the following four questions:

1. How important is convenient, on-street parking to retail/centre success?
2. What is the likely effect of removing the parking as shown in the plan?
3. Is the proposed street make-over likely to have its desired effect?
4. What is the overall recommendation from an economics perspective?

**Summary of Key Findings**

The following are the key findings of my analysis, each of which is discussed further below:

1. Convenient, on-street parking is critical to smaller centres, and the belief that all on-street parking could be accommodated by side-street and off-street parks is flawed.
2. First, it fails to account for the extreme importance of parking *convenience*.
3. Second, it fails to account for ongoing growth in parking demand over time.
4. Third, it ignores the major pending effects of the soon-to-open New World store, which will fundamentally and permanently alter village parking dynamics.
5. In fact, I estimated that the loss of on-street parks could cost the village \$2 million in lost sales per year via displaced motorists choosing to shop elsewhere.
6. To avoid such unintended consequence, a more detailed analysis is required.
7. While the broader street works will improve aesthetics, the village already achieves quite high rates of visitation via active modes, and the scope for further increases is likely to be limited because many motorists do not wish to walk/cycle.
8. As a result, the loss of car-based trade is unlikely to be fully-offset, leading to an overall decrease in centre sales (and hence health/vitality).





9. I therefore strongly recommend that the Council take a step back and carefully review the situation before undertaking its proposed upgrade of the village.

### **How important is convenient, on-street parking to retail/centre success?**

My analysis first reviewed the local and international literature to establish the importance of convenient, on-street parking to retail success. In short, it is extremely important. For example, a detailed 2003 study by the NSW Government noted that one of the five key factors for neighbourhood centre success was convenient parking, including parallel on-street parks.<sup>1</sup>

A similar study by the New Zealand Government in 2009 reached the same conclusion, namely that adequate levels of convenient parking are critical to the success of smaller centres.<sup>2</sup> More recently, Graeme McIndoe completed an assessment of local business zones for Palmerston North City Council, which concluded that providing parking in front of shops was a critical success factor.<sup>3</sup> He noted that shoppers have strong expectations for convenience neighbourhood shopping visits, including the ability to park directly in front of the destination store. Accordingly, he concluded that *“all on-street retail must have managed on-street parking in front of the store.”*

A 2012 report by the Urban Land Institute – an environmental think tank in the USA – also noted the critical importance of on-street parking.<sup>4</sup> For example, it stated that *“On-street parking is critical for some retailers’ success because it is the most convenient type of parking and creates the steady turnover of shoppers needed by stop-and-go retailers.”*

Even more recently, a 2014 study by the UK Association of Town & City Management identified that, while drivers consider a range of factors when choosing where to park, proximity to their destination was the most significant factor.<sup>5</sup>

And it is not just motorists that consider convenient, on-street parking to be critical. So, too, do retailers. For example, a survey of 144 retailers in a 2013 NZTA research report found that on-street parking was the most important design feature for maintaining and supporting their business trade.<sup>6</sup> At the same time, the removal of on-street parking was perceived as the greatest threat.

---

<sup>1</sup> UDAS 2003 Sydney Centres: An Urban Design Analysis of Sydney Town Centres, for DIPNR, Sydney

<sup>2</sup> This is a significant body of research, which is accessible at <http://successfulcities.co.nz/>

<sup>3</sup> Palmerston North City Council Local Business Zone Review - Urban Design Report, McIndoeURBAN, 26 March 2012

<sup>4</sup> [http://uli.org/wp-content/uploads/2012/07/TP\\_NeighborhoodRetail.ashx\\_1.pdf](http://uli.org/wp-content/uploads/2012/07/TP_NeighborhoodRetail.ashx_1.pdf)

<sup>5</sup> <http://thegreatbritishhighstreet.co.uk/pdf/GBHS-What-Works.pdf?2>

<sup>6</sup> Fleming (Allatt), T, S Turner and L Tarjomi (2013) Reallocation of road space. NZ Transport Agency research report 530.

Given these findings, and despite the research's agenda to investigate the merits of removing parks, the authors conceded that:

*"The availability of parking is a major issue for retailers. Transport professionals need to better understand this point of view and to understand the existing use of parking in retail areas, from both the shopper and retailer perspective."*

**What is the likely effect of removing the on-street parking as shown in the plan?**

Having established the importance of on-street parking, I now analyse the likely effects of removing most of the on-street parks on Ferry Road. To understand the rationale for this, I reviewed the parking surveys conducted by Beca on behalf of the Council. Amongst other things, these concluded that *"removal of parking on Ferry Road could be accommodated solely by the side road, but it would likely be a combination of side roads and off-street parking."*

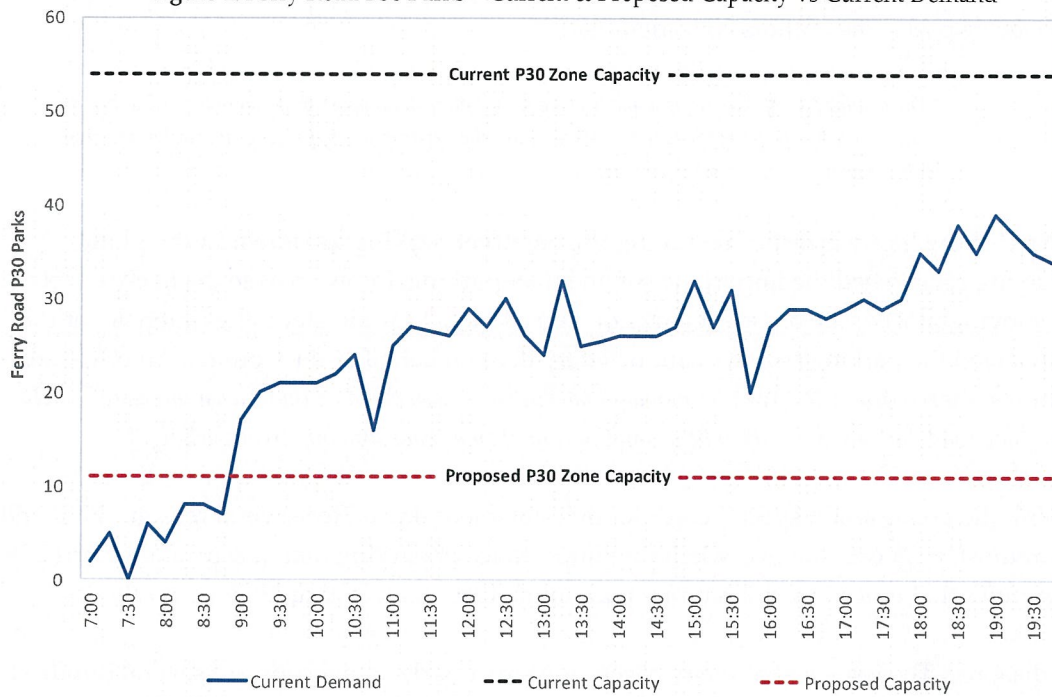
With the greatest of respect, I consider this statement flawed for several reasons. First and foremost, it ignores the overwhelming importance of parking *convenience*, and incorrectly assumes that motorists will happily park much further away than they currently do.

I disagree. The issue is that many of the side street parks in question are several hundred metres from the shops themselves, which many motorists simply would not consider a satisfactory alternative. Accordingly, those drivers will either (i) 'cruise' Ferry Road waiting for a convenient park to open up – often at the annoyance of other road users – or (ii) they will simply keep driving and shop elsewhere. Neither outcome helps Woolston.

To estimate the potential number of drivers displaced by the proposal, I compared the current and proposed future capacity of the most convenient village parks – the Ferry Road P30 zones – with their surveyed demand. The results are shown below, where the dashed black line represents current parking capacity, and the dashed red line represents proposed capacity. Clearly, the pending shortfall is substantial.



**Figure 1: Ferry Road P30 Parks – Current & Proposed Capacity vs Current Demand**



To calculate the potential loss of centre revenues associated with this, I first identified the total parking shortfall for a typical day using the data in Figure 1. It translated to excess parking demand for about 550 vehicles per day.<sup>7</sup>

If we conservatively assume that half of the 550 vehicles displaced by the policy simply choose to shop elsewhere, and that they would have spent \$20 in Woolston otherwise, this effect alone would cost the village \$2 million in foregone revenue per year. Over time, as retail demand grows, so too will these losses.

Given the current health of some village tenants, this loss of sales would be a devastating blow and may even cause some shops to close. To avoid such an occurrence, the village's future parking needs must be assessed in a more realistic manner. The current assessment, in my opinion, fails on this matter.

Another major issue with the parking surveys is that they only represent a snapshot in time, and therefore overlook significant growth in future parking demand. To estimate this, I used our Integrated Retail Model to estimate future retail expenditure by residents of the

<sup>7</sup> Between 9am and 7:45pm, the P30 parks experienced total demand for 1,220 15-minute parking spaces, but total proposed capacity will be only 485 15-minute spaces. This equates to excess demand for 735 15-minute parking spaces. Adjusting for the reported length of stay, this translates to excess parking demand for 550 vehicles.

Greater Woolston area<sup>8</sup>. The results showed that local retail expenditure would increase by more than 40% to 2043. Assuming no significant change in modal shares, this directly translates to a 40% increase in parking demand, which has not been accounted for.

To make matters worse, the much-larger, soon-to-open New World store will cause an increase in village parking demand. Spare side-street and off-street parking capacity identified in the parking surveys will no longer exist. As a result, village parking will fall short of total requirements, with obvious impacts on centre health.

Put rather bluntly, absent a significant reduction in car-based shopping trips, which I consider extremely unlikely, the proposal will simply lead to a wholesale undersupply of parking spaces relative to demand. This, in turn, will make car parks harder to find, causing:

- (a) localised congestion around parking areas;
- (b) increased driver frustration and search time/cost; and
- (c) incentives for shoppers to travel elsewhere, such as Ferrymead.

As a result, the proposal is likely to do more harm than good. Indeed, given the critical importance of parking convenience, the loss of Woolston's most convenient parking could be highly detrimental. Accordingly, any decision to remove those parks must reflect a comprehensive analysis of the potential costs and benefits. At present, however, the proposal appears to lack any robust analysis of its potential effects.

The need to undertake a detailed assessment when making these sorts of decisions was the key message of a recently-released NZTA research report on kerbside reallocations<sup>9</sup>. It identified a range of factors that should be taken into account, including:

- Travel time
- Mode share
- Journey satisfaction
- Existing parking supply
- Occupancy of existing parking
- Use of existing parking
- Capital and operating expenditure
- Public transport patronage
- Business income
- Adjacent land use
- Crashes and perceptions of safety

---

<sup>8</sup> This was defined in a 2006 census community profile as comprising four census area units: Ferrymead, Woolston West, Woolston South, Ensors

<sup>9</sup> Powell, F, C Bowie, L Halsted, J Beetham and L Baker (2015) The costs and benefits of inner city parking vis-à-vis network optimisation. *NZ Transport Agency research report 575*. 117pp.



- Pedestrian usage
- Visitor satisfaction

Based on the information that I have reviewed, the proposal does not seem to reflect such broad considerations. And, one of the most-affected stakeholder groups – the Woolston retailers themselves – do not appear to yet have been properly consulted. As a result, it is difficult to be confident that the proposal will truly serve the best interests of all parties, despite its good intentions.

Finally, I note that the loss of on-street parking is likely to also create significant spill-over parking into neighbouring parking lots, like the New World car park. When this occurs in high volumes, it will adversely affect the supermarket's customers by reducing the number of parks available. To the extent that it deters people from actually visiting the New World, the proposal will penalise the centre's most important anchor tenant and therefore reduce the scope for cross-shopping. As a result, its detrimental economic effects could be significant and far-reaching.





## Is the proposed street make-over likely to have its desired effect?

In short, no.

As discussed above, the plan to remove on-street parking will deter a number of car-based visitors, and thereby directly reduce shop turnover. At the same time, it seems highly unlikely that the broader streetscape works planned for the village will elicit enough new trade via other modes – such as walking and cycling – to offset that loss. As a result, the overall effect on village trading levels is likely to be negative.

The limited scope for attracting more visits from walking and cycling reflects the relatively high rates already achieved relative to similar centres in New Zealand. For example, Table 1 plots the village's usual mode shares with the averages for arterial centres, as reported in a recent NZTA research report.<sup>10</sup> It shows that Woolston's share of cycle-based visits is three times higher than average, while its walking share is 42% higher.

Table 1: Woolston Usual Mode Split vs Arterial Average

Mode	Woolston "Usual" Split	Arterial Centre Average
Car Driver	44%	53%
Car Passenger	5%	14%
Bus	11%	4%
Walk	31%	22%
Cycle	9%	3%
Other	1%	4%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Because the village is already achieving such high rates of walking and cycling, it is likely that those who are willing and able to visit in this way are already doing so. As a result, the scope for increases over time are likely to be modest. Consequently, the loss of car-based trade is unlikely to be fully-offset by increased trade from other modes, leading to negative economic impacts overall.

Over and above the parking issue, I also note that the proposal to slow traffic to 30km/h and install 9 uncontrolled pedestrian crossings will incur significant additional travel time and cost for people travelling through the village. To estimate this, I first identified average traffic counts, using data published by CCC. These showed that about 15,000 vehicles pass through the village each day.

Next, I identified the road length to which the 30km/h zone would apply, which was nearly 600 metres. Assuming a 50/50 split between commuter and non-commuter traffic, and using the travel time values recommended in NZTA's economic evaluation manual, I calculated that the cost of the reduced speed zone would be around \$400,000 per annum.

---

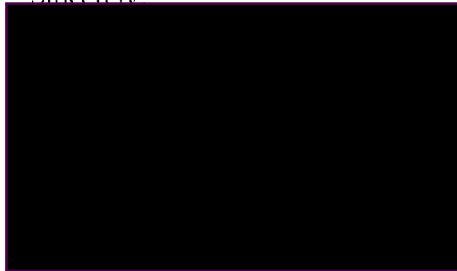
<sup>10</sup> Fleming (Allatt), T, S Turner and L Tarjomi (2013) Reallocation of road space. *NZ Transport Agency research report 530*.

This is why arterial shopping areas are not well-suited to the sort of streetscape works envisaged for Woolston, with most road space reallocations typically occurring in inner cities.<sup>11</sup>

**What is the overall recommendation from an economics perspective?**

Given the significant potential adverse effects identified above, I strongly recommend that the Council take a step back and carefully reconsider its proposal before going any further. This will also enable it to assess how the upgraded New World store will affect overall parking supply/demand, and therefore provide a more informed basis for decision-making.

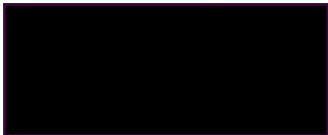
Sincerely



---

<sup>11</sup> Powell, F, C Bowie, L Halsted, J Beetham and L Baker (2015) The costs and benefits of inner city parking vis-à-vis network optimisation. *NZ Transport Agency research report 575*. 117pp





## Technical Note on Proposed Concept for Ferry Road at Woolston Village

Prepared for:  
Job Number:  
Revision:  
Issue Date:  
Prepared by:  
Reviewed by:



### 1. Background

The Christchurch City Council (CCC) has called for comments on their Proposed Concept for Ferry Road at Woolston Village. The Proposed Concept for Ferry Road at Woolston Village (Woolston Village Concept) states that it "attempts to address public calls for improvements to the village through the Ferry Road Master Plan".

Foodstuffs South Island Ltd (Foodstuffs) has commissioned [redacted] to undertake a review of CCC's Woolston Village Concept to establish any transportation related impacts on their redevelopment of the New World supermarket on Ferry Road, which is currently significantly progressed through construction.

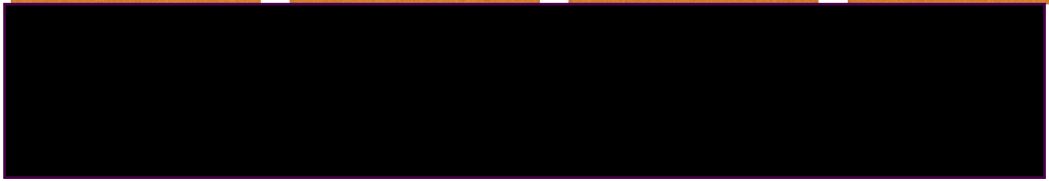
This Technical Note presents the findings of our review in order that Foodstuffs may consider the raising of a submission in response to the Woolston Village Concept.

### 2. Technical Review

#### 2.1 Overview

The intention of CCC's Woolston Village Concept is to enhance the amenity of the area and to improve the safety of those travelling through and across the Ferry Road corridor. At a conceptual level, the intentions of the Woolston Village Concept are supported; however, our review has however highlighted some actual and potential significant adverse impacts on the New World redevelopment that need to be considered further.

We have considered the Woolston Village Concept and supporting evidence in line with the resource consents granted for the New World redevelopment and associated plans. Since there are critical arguments raised in this Technical Note, it is recommended that a submission is raised to ensure the matters are considered fully and resolved in conjunction with the Council in advance of further development work on the Woolston Village Concept.



## 2.2 Critical Issues - Direct Effects on Foodstuffs

### *On-Street Parking Removal*

The Woolston Village Concept proposes the removal of 56 (73%) of on-street parking on Ferry Road within the Woolston Village. This proposal affects the New World redevelopment in several ways (which are described in further detail below) namely:

- 1) Reduction in availability of on-street parking to accommodate overspill from the New World car park at peak times;
- 2) Potential use of the New World car park as parking for other businesses due to lack of on-street parking spaces in the vicinity of Ferry Road located commercial premises; and
- 3) Potential for an increase in vehicle speeds along Ferry Road due to more open space increasing hazard for vehicles egressing from the car park.

### Reduction in On-Street Parking Supply

The resource consent (RMA92024571) for the New World redevelopment required extensive consideration of the impact of providing less than the number of parking spaces required by the District Plan. The proposal was granted on the basis of there being adequate parking on-street to accommodate any overspill parking during peak trading times, particularly in the late afternoon. Any parking unable to be accommodated by the on-site parking supply at the New World redevelopment is likely to be limited to peak trading hours (4pm – 6pm) and likely to be contained to immediate boundaries of the New World redevelopment site, such as St Johns Street, Ferry Road and Glenroy Street.

The Woolston Village Concept significantly reduces the parking availability on Ferry Road. Based on analysis of survey information gathered to inform the Woolston Village Concept, it has been estimated that around 25 vehicles will be displaced from parking spaces on Ferry Road during the peak trading hours of the supermarket (4pm – 6pm). This is shown in **Table 2.1** and **Figure 2.1** which shows the parking zones and is based on a report compiled by Beca<sup>[1]</sup> for the CCC.

The outcome of this displacement is likely to be an increase in parking on side streets at peak times, together with an associated increase in circulating and manoeuvring that will also be generated. Some potential overspill parking on Glenroy Street, which runs parallel with Ferry Road, was originally anticipated as part of the Integrated Transport Assessment (ITA) for the New World redevelopment, as it has relatively low traffic volumes, reasonable pedestrian access to the supermarket entrance and a lack of competing demand for on-street parking spaces. The displacement of yet further parking demand to Glenroy Street, as a result of removal of parking spaces from Ferry Road, may alter its suitability for use.

The Beca report confirms that *“In reality, a removal of on-street parking on Ferry Road would result in parts of this parking demand being allocated to side roads and off-street parking. The combined Ferry Road, side road and off-street parking demand peaked at 211 vehicles, which represents a parking occupancy of 70% on the side roads and off street parking combined. Therefore, the side roads and current off-street parking could accommodate all of the observed peak on-street parking demand on Ferry Road.”* This assessment does not however, consider the future parking occupancy based on unimplemented consents at the time of the survey, such as the New World redevelopment. Neither does it factor in any uplift in parking demand associated with the improved amenity of the area, which is a specific aim of the plan i.e. *“attract more people to visit and spend time in Woolston”*.

<sup>[1]</sup> Beca (2015), Woolston Suburban Master Plan Parking Surveys, Prepared for Christchurch City Council, 11 September 2015



**Figure 2.1** On Street Parking Zones as given in BECA's Parking Survey for the concept plan



**Table 2.1** Calculation of peak time displacement

Source: Beca (2015), Woolston Suburban Master Plan Parking Surveys, Christchurch City Council, 11 September 2015

Zone	Current # of parking spaces (proposed # of parking spaces to be removed)	Over capacity at peak time (4-6pm)?	Occupancy at peak time (4-6pm)	Displacement at peak time (4-6pm)
9	7 (7)	NO	4	4
10	4 (0)	NO	2	n/a
8	7(0)	NO	4	n/a
7	6(0)	NO	1	n/a
6 (Taxi Stand)	2(0)	NO	2	n/a
5	3(0)	NO	1	n/a
4	7(7)	YES	9	9
15	8(4)	NO	7	3
16	7(7)* 8 shown	YES	8	8
3	11(2)	NO	10	1
<b>Total</b>				<b>25</b>



Further information should be gathered to assess the cumulative impact of the proposed reduction in parking through the Woolston Village, the establishment of the New World redevelopment and any other planned developments.

It is established that the reduction in on-street parking from Ferry Road is likely to result in a displacement to side streets. The resource consent decision stated *"consideration needs to be given the amenity of neighbouring residential properties as a result of the potential on street car parking and secondly, to the any effects on neighbouring properties associated with the extension of the median on Ferry Road."* This is not something that seems to have been considered adequately. There is a real risk that any increase in on-street parking demand on side streets may be seen to be directly associated with the supermarket activity and pressure placed on Foodstuffs (either by the CCC or community) to rectify the issue, especially if the parking occurs on streets where parking associated with commercial activities is undesirable. Of particular concern is Glenroy Street, a local road with a mainly residential function that was excluded from the parking surveys undertaken to inform the Woolston Village Concept.

The New World redevelopment and Woolston Village Concept are located within a Neighbourhood Centre which by characteristic should have typically high levels of on-street parking. There is also a concern that the cumulative effect of the lack of on-site parking spaces for the proposal in conjunction with other activities in the vicinity not having sufficient on-site parking spaces will impact the area. The Woolston Village Concept and reduction in on-street parking moves the Woolston Neighbourhood Centre further away from achieving its objective.

#### **Use of New World Supermarket Car Park**

The removal of a significant amount of on-street parking without providing for it elsewhere, such as in a public off-street parking area, will make the highly visible New World supermarket car park a very attractive place for anyone visiting the Woolston Village to park.

Removal of additional parking spaces outside other commercial premises on Ferry Road is expected to lead to the New World car park being used to accommodate parking associated with other commercial premises. Of particular concern is the removal of parking along the Ferry Road frontage of the supermarket, which is a heavily demanded parking area (most likely associated with the dairy at 701 Ferry Road) at peak trading times of the supermarket.

Any parking in the New World supermarket car park that is not associated with that activity may cause parking demand to exceed the available spaces more frequently than expected. The effects of the supply and demand relationship of the supermarket car park with a severely reduced on-street parking supply have not been assessed by the CCC or Foodstuffs. One possible adverse effect not directly associated with parking displacement is an increase in the probability of pedestrians crossing an arterial road to gain access to another commercial activity, which may reduce overall safety outcomes for pedestrians and degrade the movement function of the Ferry Road.

#### **Potential Inverse Speed Effects**

On-street parking is one of the key ingredients to creating side friction and encouraging lower travel speeds. The proposed removal of a significant proportion of on-street parking is likely counteract many of the other features proposed to support the lower speed limit through the Woolston Village.

Removing activity from the edge of the carriageway will increase feeling of space for drivers and naturally result in an increase in driving speeds along Ferry Road. Achieving a 30km/h speed environment will be highly unlikely under the proposed configuration. Higher travel speeds may not be anticipated by drivers exiting commercial properties, including the New World car park, or pedestrians crossing Ferry Road. Both scenarios raise the possibility of conflict occurring rather than minimising it.

### Changes to Operation of Ferry Road Access

The removal of on-street parking along the New World redevelopment frontage on Ferry Road and the widening of the proposed central median results in the loss of a short left-turn lane into the main supermarket entrance that was envisaged at time of the consent. The short left-turn lane was intended to act as a means of separating left turners into the New World from through traffic and users of the cycle lane. The proposed configuration of Ferry Road is likely to increase conflict between vehicles making a left turn into the car park entrance and following traffic, including cyclists. A secondary potential effect is conflict with pedestrians, as drivers may feel pressured to enter the car park at a higher speed to avoid delaying following traffic, which would be detrimental to pedestrian safety.

### Provision of Paved Medians and Informal Pedestrian Crossing Points on Ferry Road

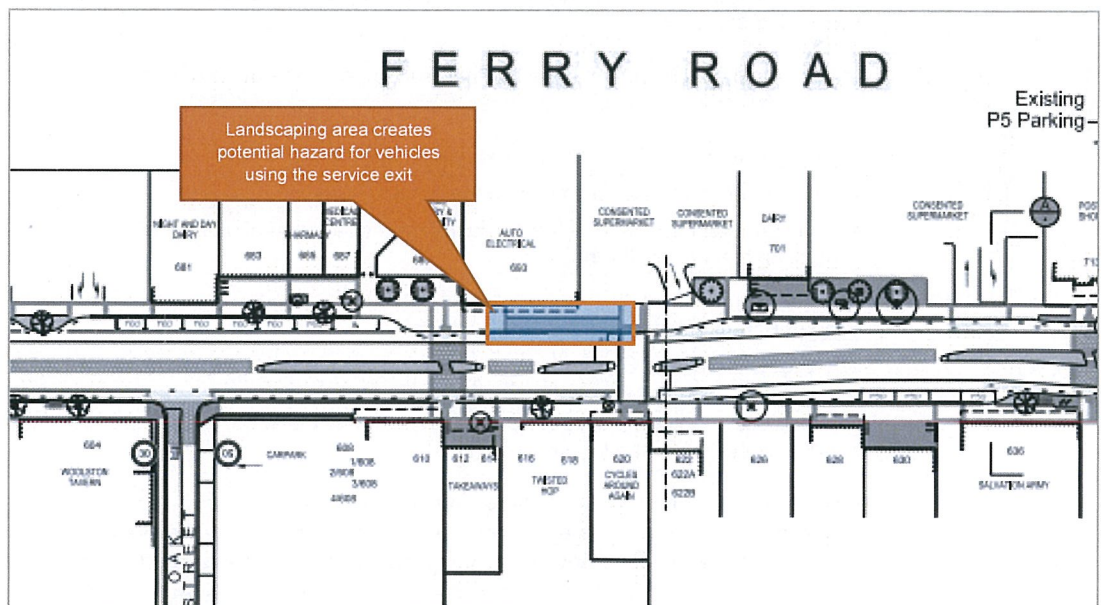
The proposal to install paved medians and crossing points on Ferry Road has the potential to create reverse sensitivity effects that may be associated with the New World supermarket for the following reasons:

- Paving materials are likely to increase road noise when trafficked by Heavy Goods Vehicles. Given that areas adjacent to the New World redevelopment site are residential in nature, this may increase the likelihood of noise disturbance.
- The use of paving blocks for median and informal crossing material is questioned for durability and suitability under high stress environments, such as heavy vehicle turning and braking manoeuvres. This is of particular note around the service vehicle egress to Ferry Road and the right turn bay for St Johns Street, which will be tracked over by a Heavy Goods Vehicles associated with the supermarket.

### Landscaping

The presence of landscaped areas, as highlighted in **Figure 2.2** has the potential to restrict intervisibility between drivers leaving the service vehicle egress and eastbound users of Ferry Road.

**Figure 2.2** Extract from Woolston Village Concept plan depicting potentially conflicting landscaping arrangement





## 2.3 Critical Issues - Indirect Effects

### *Bus - Bike Interaction*

The Woolston Village Concept includes two eastbound and two westbound bus stops. The bus stops are existing; however, the design of the bus stops is proposed to change. At present, the cycle lanes that run the full length of Ferry Road through the Woolston Village are maintained at full width past the bus stops. Under the Woolston Village Concept, an in-line bus stop design is proposed, where the bus stop occupies either all or part of the cycle lane. The proposed design is not appropriate for a 'high-frequency bus corridor', of which Ferry Road is one of five throughout the city.

The use of an in-line bus stop on a high frequency corridor means that cyclists will regularly be forced to move into the adjacent traffic lane to pass a stopped bus. Although Ferry Road is not an identified major cycleway, it does carry moderate numbers of cyclists, meaning the likelihood of cyclists and buses interacting will be high.

### *Function of Ferry Road*

Ferry Road, through the Woolston Village, is classified as a Minor Arterial in the Christchurch City Plan. The City Plan defines a Minor Arterial as "Roads that provide connections between major arterial roads and the major rural, suburban and industrial areas and commercial centres. Generally, these roads cater for trips of intermediate length. They will generally connect to other minor and major arterial roads and to collector roads. Arterial roads provide the most important movement function and as such require the highest degree of movement function protection. They may also define the boundaries of neighbourhood areas."

The key message from the above definition is the importance of the movement function of the corridor. It is acknowledged that Woolston has been identified as a Neighbourhood Centre in the Replacement Plan, as such it has a centre-based 'Place' function. Where a corridor has both an important movement and place function, a trade-off against one of those functions is usually required, as they tend to have competing objectives.

In the Woolston Village Concept, the trade-off appears to have significantly favoured 'Place' over 'Movement'. Examples of this include:

- The prevalence of pedestrian crossing points;
- The reduction in speed limit to 30 km/h; and
- The general narrowing of the carriageway, introduction of additional sections of solid median and blocking effects of the bus stops.

### Prevalence of Pedestrian Crossing Points



The Woolston Village Concept includes eight pedestrian crossing points, seven of which are designed as a pedestrian refuge and one as a signalised crossing. Providing an adequate number of safe pedestrian crossing opportunities is supported. However, in this instance, the number of pedestrian crossing facilities seems excessive for the length of corridor.

The introduction of a pedestrian refuge outside the 'Future Library & Community Centre' at 689 Ferry Road is questioned because of its proximity to the signalised crossing. Providing a pedestrian refuge crossing some 30m from the signalised crossing is considered unnecessary and unsafe. The design should encourage the use of the safest crossing facility – the signalised crossing, especially outside a community facility that is likely to attract a wide mix of people in terms of age, physical ability and cognitive function. Travel in the eastbound direction is most likely to be problematic given the potential for pedestrians to

misinterpret the intentions of a motorist slowing for a red signal at the signalised crossing as an indication from them to cross. The risk associated with the design is unacceptably high and would not pass a safety audit. The pedestrian facility outside 689 Ferry Road should be removed from the design.

The introduction of a pedestrian refuge between a head-to-head bus stop layout to the east of St Johns Street is also questioned. Bus stops should ideally be laid out in a tail-to-tail fashion with the pedestrian crossing located behind the bus stop for the following reasons:

- Pedestrians are encouraged to cross behind the bus where they can see oncoming traffic (crossing in front of a bus blocks visibility),
- The bus driver can pull away from the bus stop as soon as passengers have left the bus, and
- The chances of the bus driver accidentally hitting a pedestrian crossing in front of the bus are reduced.

The above reasoning is extracted directly from the 'Bus Stop Guidelines' report prepared by   for CCC dated 21 December 2015. Again, this aspect of the design would not pass a safety audit.

#### **Bus Stop Blocking of Through Lanes**

The design of the two bus stops that partially encroach in the through traffic lane is concerning and working against the specified movement function of the corridor. In both instances, the bus stops are in close proximity to a physical central island and in a location where the paved flush median could be occupied by a turning vehicle. In these instances, following traffic would be unable to pass, which would further downgrade the movement function of the corridor. Consideration should be given to indenting the bus bays to maintain the movement function of the corridor and to overcome some of the interaction issues with cyclists noted earlier.

## **2.4 Summary of Key Points**

### ***Direct Effects***

- The resource consent (RMA92024571) for the New World redevelopment required extensive consideration of the impact of providing less than the number of parking spaces required by the District Plan. The proposal was granted on the basis of there being adequate parking on-street to accommodate any overspill parking during peak trading times.
- The Woolston Village Concept significantly reduces the parking availability on Ferry Road.
- On-street parking displaced from Ferry Road will take place on side streets, some of which may be incompatible with the adjacent land use i.e. commercial parking taking place on residential streets.
- The parking assessment undertaken for CCC does not consider the future parking occupancy based on unimplemented consents at the time of the survey, such as the New World redevelopment, nor does it factor in any uplift in parking demand associated with the improved amenity of the area, which is a specific aim of the Woolston Village Concept.
- There is a real risk that any increase in on-street parking demand on side streets may be seen to be directly associated with the supermarket activity and pressure placed on Foodstuffs (either by the CCC or community) to rectify the issue, especially if the parking occurs on streets where parking associated with commercial activities is undesirable.
- The removal of a significant amount of on-street parking without providing for it elsewhere, such as in a public off-street parking area, will make the highly visible New World supermarket car park a very attractive place for anyone visiting the Woolston Village to park.
- Any parking in the New World supermarket car park that is not associated with that activity may cause parking demand to exceed the available spaces more frequently than expected. The effects of the



supply and demand relationship of the supermarket car park with a severely reduced on-street parking supply have not been assessed by the CCC or Foodstuffs.

- On-street parking is one of the key ingredients to creating side friction and encouraging lower travel speeds. The proposed removal of a significant proportion of on-street parking is likely counteract many of the other features proposed to support the lower speed limit through the Woolston Village.
- The removal of on-street parking along the New World redevelopment frontage on Ferry results in the loss of a short left-turn lane into the main supermarket entrance that was envisaged at time of the consent. The short left-turn lane was intended to act as a means of separating left turners into the New World from through traffic and users of the cycle lane. The proposed configuration may increase conflict between vehicles making a left turn into the car park entrance and following traffic, including cyclists, as well as reduce the safety of pedestrians using the footpath to cross the access.
- The proposal to install paved medians and crossing points on Ferry Road has the potential to create reverse sensitivity effects for Foodstuffs operations.
- The introduction of landscaped areas has the potential to restrict intervisibility between drivers leaving the service vehicle egress and eastbound users of Ferry Road.

#### ***Indirect Effects***

- The in-line bus stop design proposed will force cyclists into the adjacent traffic lane. This is not appropriate for a 'high-frequency bus corridor'.
- The Woolston Village Concept appears to have significantly valued 'Place' over 'Movement' in the design.
- The proposed pedestrian refuge crossing some 30m west of the signalised crossing is considered unnecessary and potentially unsafe.
- The design of a head-to-head bus stop layout to the east of St Johns Street with a pedestrian crossing located between the two bus stops is unsafe and does not follow CCC design guidance.
- Buses occupying stops that encroach the adjacent traffic lane have the potential to block through traffic when other road users are occupying the paved flush median thus further undermining the movement function of the corridor.