

Number	I / We	Submission Comments Received Note: we have endeavoured to remove any personally identifying information such as, names, addresses etc and replaced with XX
1		<p>Please, please do renew our footpath. We use the path everyday to climb up the steep path to Pompelliar House. It is broken ; Sloping badly for wheel chairs ; our walkers as shown recently to and an inspection ; XX. It is used daily, we all have form of walking problem. More urgent than Rue Lavaud / Rue Viard intersection. As hope you read this letter from a XX years</p>
2	do not support the plan	<p>1. Too disruptive and (ref: all locations) expensive to do. 2. Tactile pavers not helpful for less stable elderly (all locations) 3. New kerbing not needed - just an occasional lowering 4. Have had enough disruption recently 5. All campervans to park in parking area by Rec ground (exception for disable stickered vehicles) Suggestions: 1. IMPLEMENT a lower speed limit for vehicles from main entry to the Village of perhaps 20 kmph ; enforce it White lines for 'No Stopping' OK Any available monies should be allocated to 'day to day' maintenance. RE: Expense Rates already very high</p>
3	do not support the plan	<p>Absolutely ridiculous waste of rate payers money. The cost to date for meetings, hearings ; future traffic management plans ; H/S costs is in my opinion a waste of our monies. As far as I am aware there has not been any one killed or hurt in crossing the road in Akaroa. Traffic rules prohibit parking on a street corner ; maybe you should send an enforcement person over to Akaroa a bit more often if you think this has become a problem. Putting yellow bricks in the road for pedestrians is an absolute waste of money. Money would be better spent on upgrading foot paths.</p>
4	support the plan	

5	have some concerns	<p>General Comments</p> <p>8. The CDHB supports the proposal to upgrade intersections in Akaroa to meet NZTA guidance and ensure pedestrian safety and design standards. Since Akaroa harbour has become the main tourist port for cruise liners in Canterbury, it now experiences high volumes of foot traffic⁴. Ensuring that the area is accessible and caters for walking as a primary mode of transportation is important to improve the amenity of the Akaroa area.</p> <p>9. The street and footpath upgrades provide an opportunity for Akaroa to look wider for other improvements that could enable the town to be marketed as having a fully accessible lower district. The CDHB acknowledges that these wider improvements are out of scope of the current consultation, however such changes should be considered, including accessible, good quality toilets, shopping and accommodation facilities for Akaroa township.</p> <p>10. Walking has significant health, social and economic benefits. Environments which support walking through safe paths and universal design encourage active and healthier lifestyles across all ages⁵. The health benefits of walking are evidenced widely; walking provides cardiovascular exercise and promotes social connectedness, provides additional neighbourhood safety benefits and contributes to local businesses, all of which are key determinants of health. Ensuring that urban design enhances opportunities for walking influences people's opportunities to live a healthy and fulfilling life.</p> <p>11. Ensuring the Akaroa area is accessible for an aging population is key to not only meeting the changing demographic of the Canterbury region but also meeting the needs of cruise ship clientele which tend to be an older demographic when compared to other forms of tourist operators.</p> <p>12. The CDHB supports the proposal and has a number of recommendations for consideration which would further improve health outcomes for the community.</p> <p>13. The CDHB supports the intention of the proposal to ensure intersections are accessible. Considering the needs of users with limited mobility or impaired sight is important to ensure those with disabilities have freedom of movement around Akaroa. The CDHB recommends the use of a universal design approach to ensure that all upgrades meet the needs of the widest range of people without the need for special adaptations.</p> <p>14. The CDHB supports the narrowing of streets at intersection 1 as proposed in the plan. This measure can improve safety by calming traffic and subsequently making crossing safer for pedestrians.</p> <p>15. The CDHB supports use of tactile pavers at all seven intersections identified in the consultation document. Use of these as a measure to improve pedestrian safety, is indicated in the 2015-16 Road Safety Action Plan for Christchurch.</p> <p>16. Additionally, tactile pavers ensure the Akaroa area is accessible for those with visual impairments, incorporating universal design principles which provide sensory feedback alerting users to the approaching road. The CDHB recommends that NZTA's 'RTS 14' Guidelines for facilities for blind and vision impaired pedestrians is referenced to ensure that the design meets best practice guidelines, and consequently the needs of vision impaired users.</p> <p>17. The CDHB recommends use of a raised platform at the pedestrian crossing indicated at intersection 6. This would act as an additional traffic calming measure and would reinforce pedestrian priority at this crossing point.</p> <p>18. As mentioned earlier Akaroa has received the bulk of Canterbury's cruise ship visitors since becoming the primary tourist port following the Christchurch Earthquakes. In 2015/16 Akaroa received 61 of the 73 visiting cruise ships for Canterbury¹⁰. Intersections which adequately maintain pedestrian flow will ensure that the impact of large numbers of tourists converging on Akaroa streets at one time is lessened. ECan, CCC CDHB. 2010. Wider health and wellbeing impacts of transport planning: literature review. Christchurch⁸ https://www.ccc.govt.nz/assets/Documents/Transport/Driving/Christchurch-City-Road-Safety-Action-Plan-July-2015-June-2016. NZTA. 2015. RTS 14' Guidelines for Facilities for Blind and Vision Impaired Pedestrians. NZTA: Wellington. Retrieved from: http://www.nzta.govt.nz/assets/resources/road-traffic-standards/docs/rts-14.pdf https://www.ccc.govt.nz/assets/Documents/Transport/Driving/Christchurch-City-Road-Safety-Action-Plan-July-2015-June-2016.pdf ¹⁰ Christchurch ; Canterbury Tourism. 2016. Annual Report. Retrieved from: Conclusion</p> <p>19. The CDHB does not wish to be heard in support of this submission.</p> <p>20. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.</p> <p>21. Thank you for the opportunity to submit on Akaroa, Pedestrian Safety and Accessibility Improvements.</p>
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6	have some concerns	<p>In the absence of evidence to indicate any significant safety problems in Akaroa the NZAA Canterbury/West Coast District Council questions the value of the proposed expenditure on Safety and Accessibility Improvements. We note that in the past five years there has been only one pedestrian injury accident which would seem to confirm there is no problem or need for these changes. In fact the resulting and unnecessary loss of 29 car parks in Akaroa can be expected to cause further frustration for motorists trying to find already scarce parking, thereby creating an environment for increased pedestrian/cyclist safety accidents. With the narrow streets in Akaroa already keeping the average speed to a safe level, we can see no possible advantages in the proposed changes. Vehicles towing boats, as is often the case in a seaside town, already have trouble left turning from intersections such as Rue Lavaud/Rue Brittan without driving over the centre line. We cannot see how extra line marking and installing Tactile pavers will be of any benefit whatsoever. If there are Health and Safety measures needed, just reduce the speed limit. Even now the average speed through most of Akaroa would be no more than 30kph. With the loss of 29 car parks it can be guesstimated that at peak times up to a thousand visitors a day will be prevented from frequenting local businesses by the lack of sufficient places to stop and alight from their vehicles. As negative experiences with congestion and parking shortages compound increasing numbers of casual out of town visitors will tend to avoid or bypass Akaroa. In the longer term this will require extensive expenditure by the council or community to revive the commercial viability of Akaroa's retailers and providers of visitor services. An alternative could be for the council to invest in providing additional off-street parking to compensate for the culling of kerbside parks. But with the other pressures on council spending we question whether sufficient funds could made be available soon enough to prevent the deterioration in commercial activity we anticipate will be precipitated by the proposed works. We also question the use of yellow Tactile pavers and wonder whether this colour choice is deliberately designed to degrade the visual aspect of a town which bases much of its unique appeal to visitors on its pioneer heritage. Other available options such as black would seem to be preferable to maintain the right atmosphere and ambience. However we do support the proposed change to a Stop sign from a Give Way sign on Rue Lavaud/ Rue Viard. This is good planning.</p>
7	do not support the plan	<ol style="list-style-type: none"> 1. Extra road markings and signage are NOT compatible with Akaroa's unique historic character and charm 2. Any PERCEIVED necessity for DEFACING the current charm of Akaroa will be totally unnecessary once tourist numbers in the town decrease, as a result of Lyttelton's new cruise ship wharf soon to be built. 3. People are attracted to Akaroa because of its 'olde world charm'. Leave it as it is!
8	support the plan	<p>Great to see the inclusion of the tactile ground surface indicators. There is one intersection with challenges as there will be a painted line rather than kerbing to locate the indented crossing point. Can I request to see detailed design plans prior to installation of tgsi at each intersection to support the team installing them? In particular Church Street.</p>
9	do not support the plan	<p>We believe that the proposed roading changes, and considerable parking losses in Akaroa are totally unjustified. The records show that Akaroa does not have a history of accidents in the township, even with the massive increase in numbers created by visiting cruise ships over recent times. With the decrease of visitors as Lyttelton facilities come on stream there will be even less need for the proposed changes to be implemented. The removal of 29 parking spaces unnecessarily in a town already struggling for parking is ludicrous to say the least.</p> <p>Could we also suggest that CCC consider black tactile pavers instead of yellow, as used widely in the Sunshine Coast of Australia. Akaroa is a very valuable asset to Canterbury as a historic destination and deserves better than to be defaced as proposed.</p>
10	support the plan	<p>Overall support the plan. On behalf of the Pompalliers Trust Board we support the plan for Option 1 in particular. Residents of the Rest Home and Villas currently feel unsafe either walking or on mobility scooters with the increasing volume of traffic and poor visibility. While undertaking changes at Option 1, the footpath from cnr of Rue Lavaud, up Rue Viard to the Pompallier Rest Home requires attention.</p>
11	do not support the plan	<p>Why does an historic town such as Akaroa need to have bright yellow studs put at 7 intersections. Surely these raised studs for the blind are there to be felt - not seen. Could we not have these studs in a dark colour doing the same function, but not making the town look like a new garish housing estate. No need to match everywhere else. I do not support any loss of parking in Akaroa as in the summer parking is always at a premium.</p>
12	do not support the plan	<p>I vehemently oppose the CCC initiative to comply with LTNZ 'guidelines' which should not override all the other aspects of Akaroa's unique character and agreed heritage status.</p> <p>It would appear that yet again the Council is ignoring Akaroa's agreed special status, and applying a broad fresh approach to implementation of some new initiative as though we are a suburb of Christchurch - WE ARE NOT.</p> <p>Regarding tactile pavers of course I understand the very worthy provision of devices to aid the safety of the sight impaired, but unlike such people making their way in the familiar surrounding of city streets in a regular routine it is inconceivable that the visually impaired would be in Akaroa without the benefit of a sighted escort.</p> <p>No tactile pavers please, especially yellow ones</p>

13	do not support the plan	<p>I generally do not support the plan as presented. I am completing this submission for myself. I wish to be heard in support of my submission. I wish to support the submission of the Akaroa Civic Trust. My association with Akaroa dates back to 1985 and I have been a resident since 1995. I am a board member of the Akaroa Civic Trust and have served on the Akaroa Design and Appearance Advisory Committee since 1997.</p> <p>The Main Points of My Submission Are: Christchurch City Council has failed to acknowledge the major portion of Akaroa is a registered historic area (NZHPT February 1997).</p> <p>The majority of visitors to Akaroa appreciate the place because of its peace and tranquillity, the beauty of the location, the village atmosphere, the charm of the old colonial cottages, churches, civic buildings, narrow winding streets, bridges and gardens, and the fact that these are still intact and represent a unique architectural and community environment, Historic Area Assessment Under Section 23 Criteria, Gavin McClean, Head of Policy and Senior Historian, NZHPT 15 July 1998.</p> <p>It should also be noted the character of Akaroa has remained largely intact following the devastating earthquakes of 2010 and 2011 and subsequent demolition of most of the heritage fabric of both Christchurch and Lyttelton.</p> <p>In my view: Yellow tactile pavers, kerb build outs, changing Give Way signs, white edge line margins and yellow no stopping lines will not resolve Akaroa's problems with regard to mass tourism. Yellow pavers will only add to the visual clutter of the streetscape.</p> <p>Akaroa's narrow streets are not capable of handling large buses, campervans, trucks and private vehicles. Foot paths are not adequate during peak times to deal with the number of pedestrians.</p> <p>No amount of tactile pavers be they red, yellow or blue will assist the seeing impaired under such circumstances nor will the measures proposed in the Pedestrian and Accessibility Improvements provide adequate safety measures for anyone using Akaroa's streets and footpaths.</p> <p>The Council's approach is simplistic in that it has applied a 'one size fits all' solution to a situation which is far more complex and requires comprehensive measures including traffic, parking and crowd management. A 'Park and Ride' system may be required to take the pressure of Akaroa and to allow residents to go about their daily lives without fear of being run over.</p> <p>The Council has a traffic management plan in place to deal with the immediate area near the wharf and part of Beach Road (although signs hinder traffic ; encroach onto the footpath) during the cruise ship season while ignoring public safety in the rest of the town.</p> <p>The Draft Akaroa Township Public Realm Guidelines (2009) have not progressed since the first draft due to a lack of internal funding and interest. The matter was discussed by the Akaroa Design and Appearance Advisory Committee which recommended that the Banks Peninsula Community Board include the item in its 2017 Annual Plan Submission as a matter of urgency for funding.</p> <p>I fully support matters pertaining to public safety regarding the elderly, seeing impaired, disabled and members of the public but the Akaroa Pedestrian Safety and Accessibility Improvements as presented to fails to address the problem. What has been proposed or approved largely adds an unnecessary degree of visual clutter which makes the situation worse in some areas.</p> <p>Several elderly residents of Pompallier rightly complained to the Council about the difficulty of safely crossing Rue Lavaud on their mobility scooters over the summer months. However, everyone has a difficult time crossing Rue Lavaud during peak times especially over cruise ship season when large tour buses compete with cars, trucks, cyclists, campervans and pedestrians.</p> <p>A logical answer to the problem would be for the Council to install several pedestrian crossings, where traffic must stop, at strategic points for the safety of everyone rather than focusing on the seeing impaired. Pedestrian crossings are international but the Council appears to be set on following national NZTA guidelines even though many visitors are from overseas.</p> <p>It should be noted that tactile pavers sometimes catch the tires of wheel chairs. Individuals pushing wheel chairs and their occupants often find negotiating the uneven surface challenging. The uneven surface can also prove difficult for anyone who is slightly off balance including elderly visitors and residents .</p> <p>In Conclusion If the Council continues to pursue superficial solutions to difficult problems it will quickly turn Akaroa and its highly regarded Historic Area into just another generic suburb of the city.</p>
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14	do not support the plan	<p>Summary</p> <p>Although I work for the Council as Director of the XXXX, and am a member of both the Akaroa XXXX and the Akaroa XXXX, I am making this submission in a personal capacity. I have been resident in Akaroa for 16 years and appreciate its special heritage character. I feel strongly that the introduction of bright yellow tactile pavers to the sensitive heritage streetscape of Akaroa will adversely affect the heritage values of the town. I request and opportunity to present my submission in person. What is so special about Akaroa? Akaroa's town centre retains a remarkably high number of nineteenth century buildings and a streetscape that has undergone only slow and incremental change. It is for this reason that it has been recognised and listed by our national heritage agency as an historic town centre (Heritage New Zealand historic area list number 7443, 1999). This listing alone should justify special consideration for any changes to streetscape but, despite a number of reports over the past decade or so, Akaroa's streetscape continues to be altered by the roll-out of standard street improvements. The reports consistently recommend the avoidance of standard, urban solutions to street surfaces, lighting, paving and street furniture because they are appropriate and detrimental to the special historic village character of Akaroa. How important is streetscape to heritage values? Internationally, the importance of protecting streetscapes is well recognised. Historic England (until April 2015 English Heritage) has published guidelines which advise (with my emphasis): * Paving forms the foreground of almost every street scene. Quality in the design and construction of footways and street surfaces is vital to the character of an area. It provides the context within which the buildings are seen. Relate ground surfaces to the local context; keep paving simple and avoid discordant colours; maintain and restore historic paving and details such as kerbs. Closer to home, Robyn Burgess in her Akaroa Streetscapes Report said: * The width of road and footpaths and the retention of kerbs is part of the historic fabric of Akaroa. (Akaroa Streetscapes Report, R Burgess for Opus International 2005). More recently, the Draft Akaroa Township Public Realm Guidelines (2009) proposed a series of objectives which (if adopted) would contribute to the retention of Akaroa's historic character, including 'the promotion of public realm design that enhances town centre character'. As the consultation document refers, the Guidelines do certainly mention public safety and wellbeing, but this is not their primary purpose - their primary purpose is to maintain heritage values in Akaroa. The Guidelines are still in draft and have not been adopted by Council. My following comments about the current proposal to effect 'accessibility improvements' to the Akaroa town centre are made within this context. Use of yellow tactile pavers</p> <p>Despite the statement in the consultation documents that Council is not considering further feedback on the use of yellow pavers (as opposed to those of any other colour) I submit that consideration should be given to using tactile pavers of a colour other than yellow. Yellow provides a high degree of contrast and visibility, but this also makes the pavers more obtrusive in the streetscape, and detracts from the heritage surroundings. Yellow tactile pavers introduce a bright, urban element into the village streetscape, inappropriate to Akaroa's heritage setting. There is precedent for use of tactile other than yellow: in Christchurch city stainless steel tactile pavers have recently been used at the new earthquake memorial on the riverbank, presumably at the request of the memorials designers or landscape architects, and presumably for aesthetic reasons. In my opinion, the maintenance of heritage values is at least as strong an argument for deviation from national standards as aesthetics. In other parts of the city, other colours have been used, almost any of which would be better suited to Akaroa than yellow. There is good precedence internationally for the use of non-standard colours for tactile pavers in sensitive heritage areas. English heritage (since April 2015 Historic England) recommended in a case study streets for All (2008) that: * Red tactile paving is recommended for use at controlled crossings by the Department for Transport (DfT) in their guidance, except in conservation areas or in the vicinity of a listed building, where relaxation of the colour requirements is acceptable. In these circumstances the tactile surface may be provided in a colour which is in keeping with the surrounding material. Other new features associated with proposed improvements</p> <p>The propose kerb build-outs, changing a give-way sign to a stop sign, and white edge markings would in my opinion have a lesser effect on heritage values of the Akaroa streetscape. However, lowering historically high kerbs, combined with kerb build-outs, is a significant change to the streetscape and should be kept to a minimum, particularly where the traditional high kerbs still exist. The addition of new yellow no stopping lines, and the consequent removal of some parking, is likely to contribute to another of Akaroa's perennial problems, lack of parking. By trying to address one issue, the solution is exacerbating another. Rue Balguerie/Rue Lavaud intersection</p> <p>The intersection of Rue Blaguerie and Rue Lavaud is both the most sensitive in terms of its heritage values and the most dangerous for pedestrians of any of the sites proposed for accessibility improvements. It is reassuring to note that staff have postponed the installation of yellow tactile pavers at this intersection while they more thoroughly investigate the issues at this particular site. In terms of its heritage values, the Rue Balguerie/Rue Lavaud intersection is little changed since 1914, when the youngest building of the four that surround the intersection, the Post Office, was built. Historian John Wilson writes of it: * 'The historic heart of the northern, originally French, end of town is the intersection where Rue Balguerie and Rue Lavaud cross. On the four corners of these crossroads are four</p>

		<p>important buildings. These crossroads have scarcely changed, architecturally, since 1915 when the town's new Post Office was opened.' (Akaroa - Five Historic Walks, Akaroa Civic Trust, 2011)There would hardly be another historic town centre in New Zealand where such an intact set of buildings survive with so little change. The road and footpaths in this vicinity provide the context and setting for these important buildings and the changes proposed would adversely affect the heritage values of the intersection.In my opinion, this is also potentially the most dangerous intersection for pedestrians in Akaroa. Encouraging crossings here, even for the fully-sighted and fleet-footed, would be inadvisable. I suggest instead that consideration be given to installing crossing points further up Rue Balguerie (to the east) and further down Rue Balgarie (to the west) as these locations will be much safer for all pedestrians, but particularly for the elderly, the visually and mobility impaired, or anyone who might need to take longer to get across the road. The intersection itself is a very busy one during the summer season and is not a safe place to encourage people to cross.Other safety measures / optionsI accept that this approach to improving pedestrian safety and accessibility has been endorsed by New Zealand Transport Authority, a representative of the Canterbury Blind Foundation, the Banks Peninsula community board, and was last year adopted by Council as policy. I also acknowledge that this approach to the design of crossings and use of tactile pavers has been widely adopted internationally. However, I don't believe that the introduction of these crossings to Akaroa will necessarily achieve the intended result without looking at the bigger picture.Akaroa is a small town, seasonally overwhelmed by large numbers of visitors, many of them pedestrians. The greatest risk to pedestrians in Akaroa is overcrowded footpaths at peak times, forcing them on to the roadway, and the speed of vehicles. Lowering the speed limit through the town centre would do more to enhance the safety of all pedestrians than the installation of tactile pavers at crossings.ConclusionsI do not generally support the proposal in its current form.The proposal does not sufficiently take account of the special historic character of Akaroa's town centre, recognised by its listing as Historic Area, within which all of these changes will occur.Insufficient consideration has been given to the adverse impact that yellow tactile pavers will have on Akaroa's heritage streetscape. The argument that yellow should be used for national consistency is rather weakened by the use within the city of other colours.The proposal seems to ignore the impact that inappropriate changes to the streetscape can have on overall heritage values, even although this is internationally recognised and specifically referred to in a number of documents and reports specific to Akaroa.I do support council's more in-depth investigation of the Rue Balguerie/Rue Lavaud intersection before installing crossings. The introduction of this type of crossing to the Rue Balguerie/Rue Lavaud intersection would, in my opinion, be a mistake. It is too significant in heritage terms, and unsafe for crossings, by all pedestrians.I would like to see kerb cut-downs and build-outs kept to a minimum. High kerbs are part of the heritage streetscape of Akaroa.</p>
15	do not support the plan	<p>Yes, improvements are required in Akaroa's pedestrian surfaces - but these must be done in a way that does not detract from the town's special heritage character. Akaroa is not part of the 'City' of Christchurch, and different standards need to apply. In particular I note that the local Community Board agreed to the consultation being about the use of yellow tactile pavers - but it did not actually agree to their actual use. It couldn't have done so anyway - the discussion was not at a formal Board Meeting. Yellow studs or pavers are NOT appropriate in Akaroa and its Heritage Area. Technically they would I think count as a 'sign' - which would not be approved for use in Akaroa. If there are to be knobs on the footpaths, then I note that in many other heritage areas around the world different colours are used - and I see that different colours are easily available in New Zealand (eg http://www.totaltactilez.co.nz/site/assets/files/1059/5_tactile_hazard_studs.pdf)</p> <p>If yellow is indeed the only option, then I would ask that the whole project be cancelled - and that the money be spent on fixing trip and other hazards around the town.</p> <p>Yes, if there is a possibility of presenting my views in person I would like to do so.</p>

16	do not support the plan	<p>Summary (original submission 4 pages) Concerned that the leaflet does not refer to Akaroa Historic Area. Incremental changes can erode heritage streetscapes. Provided list of planning documents.</p> <p>Submission. The Trust wishes to bring to the Council's attention the very substantial amount of assessment and planning work that has been carried out by and for the Akaroa community over recent years. The 'upgrades' in the Document are being proposed without regard to this work, or to effects on the character of the Akaroa Historic Area. The Document states that this is the first stage in a process to upgrade facilities overtime. There is no information about the overall scope of the project and what further work is being planned.</p> <p>The Trust considers that there is a wide range of factors that impact on pedestrian safety in Akaroa. The narrow roads and footpaths are simply not able to accommodate the volume of pedestrians and vehicles, especially large buses and campervans, that is being generated by mass tourism. Uneven and unkept surfaces, the proliferation of commercial signs and displays, café furniture that obstructs narrow footpaths, and bus and campervan parking on narrow streets all add to the hazard.</p> <p>Tactile pavers, white lines, yellow lines and kerb build outs will only add to the clutter. In the absence of more comprehensive traffic management measures, they will not improve pedestrian safety and accessibility and may in fact compound problems.</p> <p>The Trust submits that any work that impacts on the streetscapes of Akaroa should be carried out as part of an overall plan that draws on the assessment and planning work already carried out and takes proper account of important heritage values. A piecemeal approach is likely to result in the incremental loss of heritage fabric and character.</p> <p>The Trust agrees that accessibility for all users is important, however the need to provide for this does not override the requirement to protect heritage.</p> <p>In the absence of an overall plan the Trust does not support the proposals. In particular the use of yellow tactile pavers is opposed. These are visually intrusive and incompatible with the current character of Akaroa. The Trust is disappointed and very concerned that the Council is not seeking feedback on the use of yellow pavers. Generic solutions are not necessarily appropriate in Akaroa. The Trust notes the use of grey metal tactile pavers in parts of Christchurch. The Trust is concerned about the loss of parking spaces, as this will only increase traffic congestion and inconvenience for residents. The Trust is not opposed to the installation of cut down kerbs and stop signs where these are needed. The Akaroa Civic Trust wishes to be heard in support of this submission and would welcome further discussion with Council.</p>
17	do not support the plan	<p>The proposed changes to Akaroa's streets seem to me to be largely for the benefit of people with impaired eyesight of whom we don't have many. Akaroa is a heritage village that would be seriously spoiled by the addition of these hideous 'tactile pavers'. We are a caring community and we look after those who have difficulty moving around the pavements. While I support some of the No Stopping proposals I do not agree with these 'tactile pavers'. I believe there would be an outcry if our rates were to be spent on such unnecessary expense.</p>
18	do not support the plan	<p>Because of the very narrow streets in Akaroa kerb buildouts would not be suitable and could be dangerous on some corners for vehicles.</p> <p>See no need to change the existing Giveaway sign to Stop sign as not much traffic on that corner. Also a great deal of effort going in to this corner as although the village will remain the Pompallier Home residents will be moved to the new Akaroa Medical Hub as soon as it is built.</p> <p>White edge line markings would help to delineate road from footpath but no kerb cut downs. The kerb is a safety measure in case of accidents and takes the road drainage.</p> <p>The removal of any parking in Akaroa is not sensible and prevents residents and older people from easily accessing facilities eg a 10 minute park outside the Chemist for urgent prescription pick up is well overdue. Apart from Cruise Ship visitors most people arrive and depart from Akaroa in a vehicle and more parking should be planned for not removed.</p>

19	support the plan	My comments do not fall within the category of the walking safety of pedestrians, rather the safety of us leaving and entering our property XXX Rue Lavaud. The yellow lines outside our property do not give us sufficient visibility if either buses or cars park right up to the designated spaces available. Traffic approaching us from the Museum end of the township is very hard to spot, if there is a bus or car parked as they can now. I request 2 more yellow stripes to be placed on the BNZ side of the existing ones, to give us a clearer view of approaching traffic. There are 3 homes affected by this current situation, all exiting and entering the same drive Rue Lavaud.
20	do not support the plan	These dots are totally unnecessary in Akaroa and will impinge on the historic character of our streets.
21	have some concerns	I feel that a more important safety issue is the lack of any sort of edge protection along Beach Road between the Yacht club and the Main Wharf. At the very least road markings to show a safe path for pedestrians to take, but it would not be a significant job to install a simple balustrade similar to the chain and post system along the main swimming beach. As for the tactile dots, I do not see it as a significant impact on the aesthetic of the town, particularly if it is done in conjunction with appropriately styled bollards.
22	support the plan	We would like to mention another intersection where I twisted my ankle last New Year's Eve. We visited friends on Aylmer Valley Road then walked home to Muter St turning left into Rue Jolie. The corner was very dark and my left foot went right into the gutter as I couldn't see that it was there. By the way I had not had any alcohol! I have been meaning to bring this to the attention of CCC but had not got around to it. I just looked on the map now and there appears to be a street light on that corner but maybe it was not going that night or maybe it's not close enough. I will check next time we are there.
23	have some concerns	While this is helpful, campervans (large) in the small streets of Akaroa are causing many near accidents, parking is a major issue, blocking roads by being too large for the space, but also driving in the middle of the road because the roads are so narrow. A park at the edge of the village (as in Europe) for large vehicles would relieve the problem. Goods vehicles only allowed beyond that point. Local businesses would supply bicycles, small cars etc - a win win.
24	do not support the plan	Please note these forms were not delivered to all households in Akaroa which is disappointing. The Tactile pavers are a very expensive option in general for our town and the money could be spent much more wisely. They could be replaced with painted areas as an alternative. The general loss of parking in our town further limits access for our visitors which brings revenue to our tourist town. If the council is to remove any parking it should have to come up with replacement parks so as not to further limit the number of visitors which we rely on to spend money in our town. Lines and pavers in no way address any of the issues for pedestrians in our town, the issues we face are that our pedestrian areas aren't wide enough to carry the volume of pedestrians forcing them to criss cross the roads directly to access businesses which is more of a danger than the intersections themselves.

25	do not support the plan	I think this plan is unnecessary; will benefit very few, if anyone. The raised tiles looks unsightly ; are annoying to the general walker. They in fact, are more likely to make the trip. I notice this plan has been put in place in parts of Christchurch - it may be fitting for there but Akaroa is a small heritage village ; should be kept that way. Simple lines ; uncluttered footpaths are much more suitable. I can't think of anyone in Akaroa who would find this useful ; it will cost a lot of money . Much better to use the money to maintain the existing footpaths, kerbs ; gutters. The gutters are always blocking ; need widening. This is also just part 1 of a large plan ; we don't know what that is. Please don't do it.
26	have some concerns	Location 2 - very busy corner ; lots of boats turning. Do not narrow this with new kerb also some pedestrian protection would help - especially tourists. New location - pedestrian access onto boats at ramps. Ability of pedestrians to get onto ; off boats is very poor with verticle ladders ; slippery steps. Most other boating areas have floating jetties ; safe access for pedestrians ; boaties.
27	support the plan	Would like to see more foot paths where suitable
28	have some concerns	Summary: Request for a stop control at Bruce Terrace/ Beach Road intersection. Location 7 support proposed changes but suggest a stop sign needed. Rue Lavaud/Rue Viard intersection support change but question the landscaping of kerb when it won't get maintained by Council.
29	do not support the plan	I am very concerned at any plan that is looking at cutting back car parks. The proposed plans will not improve pedestrian safety the council would be better looking at improving car parking, maybe consider locating a special area for parking campervans off the main streets ie on the council land behind the butcher shop. This on its own will help improve congestion on the streets; will help improve pedestrian safety. One of the big issues is the foot paths are not wide enough for all of the pedestrians in Akaroa. What the council is proposing is paying lip service to the real issues which is dealing with mass tourism ; these proposals are a waste of our ratepayers money.
30	support the plan	With the current level of use at all intersections (especially in Summer) this a good start to improve safety for all users.
31		You have missed improving the most dangerous pedestrian area in Akaroa. The area I have circled in red pen on Location 5 is very dangerous. Cars reverse out of the car parks over the footpath with prams and small children being difficult to see when backing. This area is in desperate need of improvement. I always take extreme care in this area when walking/scottering with my family. IT IS NOT SAFE
32	support the plan	1. The most dangerous intersection has not been addressed. It is the most dangerous BRUCE TCE / BEACH RD. Motorists drive from Bruce Tce into Beach Rd without looking, and there have been many near accidents I have observed. Also pedestrians wander anywhere across the intersection. You need a stop sign, and pedestrian direction to the foot bridge provided. 2. RUE BRITTON / RUE LAVAUD Extending the pipe, rather that a cut down kerb will improve pedestrian and wheel chain movements.
33	have some concerns	Support the plan in parts I support the painting of the footpath edges white on the street corners and the kerb cut downs. I do not support the installation of the tactile pavers

34	do not support the plan	<p>Just wonder how many pedestrians have been injured / killed by the present setup. Seems a waste of money. Are the changes as a result of numerous cruise ship visits? If so why change everything for them. Akaroa has a special feel - we don't want it looking like a lot of roads in Christchurch - (i.e. St Asaph etc) Overkill. The footpath width is fine. The parking is difficult at times, don't remove any or make it more difficult to drive through than it is. The 'tactile' paving looks ridiculous - a different texture can make people with less vision trip. I have impaired vision.</p>
35	support the plan	<p>The crossing points mentioned in Location 4 are an excellent idea as it has a high volume of pedestrians by the supermarket. All other ideas we fully agree with</p>
36	do not support the plan	<p>I feel that the proposed improvements may not all be positive and that more thought needs to go into this situation. The proposed ideas seem to be catering very much for the tourist population and not necessarily the local community who live here all year round. To loose car parks along Rue Lavaud at Location 2 is a real concern to me, as this is a place where locals often park to go into the Council office, the shops in that block and also the physiotherapist in the building over the road. It will impact those businesses if people can not just stop outside, and will make it difficult for elderly drivers who are used to being able to stop in this location, without having to walk from further down the road.</p> <p>I am also concerned that the yellow tactile pavings not only look awful, but are difficult for people trying to push prams or wheelchairs over. Many of these pavings around Christchurch are looking tired and worn, and I wonder if some form of cobblestone, more in keeping with our historic village, may be more suited to the atmosphere of our town.</p> <p>Many difficulties arise for pedestrians with the large quantity of sandwich boards that are placed on the footpaths by local businesses. If these were removed then it would be less hazardous for those walking along our streets. Signs could still be placed along fence lines or hung from buildings without extending onto our public walkways.</p>
37		<p>As I am a bit uncertain of what is being proposed for the location 4. I prefer to put a submission in just in case.</p> <p>Rue Balguerie going up is a tricky place to drive in. sometimes especially in front of the church. operating from the shops @XXX Rue Balguerie (picking up ; dropping off clients all throughout the day) I would feel more comfortable not having cars parked on the other side. making it easier for holiday homers to drive their cars ; boats, avoiding traffic jam, avoiding incidents with pedestrians...a no parking zone could be set from intersection to the church or orange house..</p>
38		<p>In support of the plan if it is deemed necessary. I think the situation at present does not in fact require intervention, but if it is deemed essential, then the plan is accepted and in general not too invasive.</p>
39	support the plan	<p>Ban Camper Vans from all parking in the Akaroa Strreets. Ban Boats and Trailer packed in all streets. Our Rue Balguerie is extremely difficult with cars parked on both sides made impossible when cars with their boat trailers are parked. The no parking areas on the right turning out of Rue Balguerie onto Rue Lavand needs to be back further it is a bad blind spot</p>
40	have some concerns	<p>I applaud the intention to lower the kerbs.</p>

41	have some concerns	Good to see thought (; future action) given to these intersections. Some are potentially dangerous for pedestrians as they are now. Perhaps not in the scope of this plan by (as permanent residents of Rue Balguerie) there are several issues that need addressing before a serious accident occurs. 1 Speed 2.parking up street 3.boat trailers creeping in up the street-causing even more parking problems. we have contacted the council on this already-supported by a number of fellow residents
42	have some concerns	Tactile Paving-not to protrude above pavement i.e. let down because should your foot not lift properly it tends to catch and trip you. Proposed kerbs to be wheel chair friendly.
43	have some concerns	
44	have some concerns	
45	have some concerns	Rue Balquerie also needs consideration, all of one side needs yellow no stopping lines, in the summer this becomes a nightmare to get up and down. It used to be prior to upgrade of road yellow lines on one side. It is a health ; safety issue. or no parking prior to 6pm as some home owners need to be able to park cars.
46	have some concerns	Safety for foot traffic in Akaroa is imperative. Good to know it is being addressed
47	support the plan	Fully support any investment in Roading ; footpaths in Akaroa. However I believe that generally footpaths are in very bad repair (potholes etc) and that these pose a greater safety ; accessibility risk than the intersection work outlined
48	support the plan	Unnecessary as a first stage (what are the other stage??) Tactile pavers can actually be a tripping hazard - I don't consider Akaroa has any need for these city-like markings, we're a rural town ; would like to remain so. There are other things the Council could spend our money on.
49	have some concerns	My concerns are about the tactile pavers you are planning to place around these intersections. Although I agree that they are useful and a good safety tool the current yellow colour scheme does little to improve the visual landscape and in the image the pavers look out of place and honestly they look horrible in Akaroa. I propose that you think of an alternative style of paver. Many other sub divisions in Christchurch have similar ones made out of stone or a rock formation of some kind. Find attached. Perhaps the visual landscape of Akaroa would benefit more from a nicer style of tactile paver.
50	support the plan	
51	support the plan	We own the property at XX Watson Street, Akaroa. The proposed plan seems to solve several problems however we are concerned about congestion particularly along Rue Lavard during the busy Christmas season. When the water upgrade was being done the traffic was one way from Rue Brittan to Rue Balguerie and the opposite way coming along Rue Jolie parallel to Rue Lavard. This seemed to work very well and did not appear to cause any inconvenience. Could the Council please consider this suggestion, particularly for the cruise ship season.
52	have some concerns	This is once over lightly as none of these 7 are really problematic except the Rue Balgerie corner which you say needs more thought. Much more of an issue are rue Jolie Aymers valley red, Selwyn ave rue Jolie church street and the entrance to the town. One real issue on the identified corners is beach rd and rue Jolie. It really needs a big notice in beach rd just before the fire station telling visitors how the roads work.
53	support the plan	
54	support the plan	Do not support changing our number from XX Rue Jolie to XX Rue Jolie
55	have some concerns	Location 1 Due to the fact there is currently no pedestrian crossing on Rue Lavaud I would like to see the crossing across Rue Lavaud at 'location 1' become a pedestrian crossing. This will assist with the elderly from Pompallier House and families around the neighbourhood with crossing Rue Lavaud.

56	Support the plan	No comments – received late - 24 May (after compilation of results were done)
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