

## High Street revitalisation submissions and responses

#	Sub ID	Revitalisation of High Street	Project team comments	Name	Name	Business/Org.
1	24135	I work at the (name provided), and have done so for four years. I welcome all the changes especially the lowering of the speed limit.	Thank you for your submission in support of the proposal.	Roger	Dennis	
2	24161	Support in its proposed format. Request native planting	<p>Thank you for your submission.</p> <p>Native planting will be used where appropriate within new landscape areas similar to the planting mix seen in Rauora Park and South Frame. Street trees are selected based on the Christchurch Central Streets and Spaces Design Guide that identifies different species to indicate the central city street hierarchy. High Street and Cashel Street (for the section between Durham and Madras) are identified as unique and therefore have trees not seen elsewhere in the city. For the most part these tree species already exist in the street and this project will replace trees that have been damaged, removed due to earthquake repairs or where there is space to add new trees and continue the existing pattern.</p>	Michele	Dyer	
3	24173	Fully support this plan, especially the 10 km/h speed limit and shared usage for cycles and pedestrians. Should remove more on street car parking and increase fees for the few that are left.	<p>Thank you for your submission.</p> <p>The proposed scheme seeks to achieve a balance between pedestrian amenity and parking / vehicle servicing needs. The proposed parking provides primarily for paid 60 minute car parks, intended to support local businesses. The street design in the two southern blocks provides for flexibility in the use of the car park spaces in the future.</p>	John	Ascroft	
4	24182	<p>I am writing in support of this proposal for the revitalisation of High Street. I really like the priority that has been given to pedestrians, as well as cyclists and other non-vehicle traffic. I think the low speed is a crucial aspect to this and support all the traffic calming measures. These changes will make the area a very pleasant place to visit and spend some time. Not only will they be a significant improvement over the status quo, but it will be an improvement over the pre-quake situation as well.</p> <p>As a regular cyclist who works on the corner of High &amp; Lichfield, I have a few concerns over the cycling provision. As a cyclist:</p> <ul style="list-style-type: none"> <li>- How do I turn right and enter the St Asaph St cycleway at the southern end of High St?</li> <li>- How do I cross Lichfield St to travel along High St? (in either direction)</li> <li>- When heading east along the Tuam St cycleway, do I have right of way over cars entering and exiting High St?</li> </ul> <p>I think there could be much more clarity to ensure cyclists travel safely and predictably without taking over pedestrian spaces or needing to mount the kerb.</p> <p>In addition, I am concerned about the St Asaph / High St intersection. Although I think it is an improvement over the status quo, I would like to see more protection for cyclists on St Asaph to reduce the likelihood of cars turning left into High St without seeing cyclists. My suggestion here would be to extend the raised section back along St Asaph St, so that cars reach the bump before their nose enters into the cycleway. This would mean that cars slow down before cutting in front of the cycleway. Also, although not noted either way on the plan, I hope there will be plenty of signage to make it clear who has right of way. Perhaps some flashing lights could be added to warn vehicles of oncoming cyclists, similar to those located in the cycleway on Tuam St approaching the bus interchange.</p>	<p>Thank you for your submission in support of the proposal.</p> <p>The project team has considered the issue of cyclists entering the St Asaph Street cycle way from High Street and proposes that a cycle crossing be added across St Asaph Street.</p> <p>The Lichfield Street intersection is complicated by the presence of tram tracks. There is insufficient room to create a diagonal crossing at the Lichfield Street intersection without have a significant detrimental impact on the pedestrian safety and connectivity. Cyclists can still cross in two stages.</p> <p>When using the Tuam Street cycle lane, vehicles and cyclists are expected to follow the give way rules. Vehicles left turning into High Street give way to cyclists left turning into High Street, however have priority over cycles who are right turning in. This is the same as at any other intersection in the city.</p> <p>With respect to the High Street / St Asaph Street intersection, we believe you may be referring to the High Street / Tuam Street intersection. Under the proposed scheme, vehicles will not be able to enter High Street from St Asaph Street as it is one-way from Tuam Street to St Asaph Street.</p>	Arthur	McGregor	
5	24189	ok. more of those red maples will add colour in all seasons, than just the oaks, unless the oaks get real big to add personality to the city.	Thank you for your submission.	Craig	Nicholson	

			Street trees are selected based on the Christchurch Central Streets and Spaces Design Guide that identifies different species to indicate the central city street hierarchy. High Street and Cashel Street (for the section between Durham and Madras) are identified as unique and therefore have trees not seen elsewhere in the city. For the most part these tree species already exist in the street and this project will replace trees that have been damaged, removed due to earthquake repairs or where there is space to add new trees and continue the existing pattern.			
6	24193	Yes I believe this is needed and wholeheartedly support the project.	Thank you for your submission in support of the proposal	Jordan	Dyer	
7	24237	Great. Wish it could start sooner.	Thank you for your submission in support of the proposal.	Sabrina	Kunz	
8	24250	<p>On street car parking is very inefficient use of what is limited space on this street. The amount of people that can use this space for parking is much, much less than, for example having wider pedestrian and cycle paths. It also detracts from the general appeal of the street - having wider paths and gardens would make it much more attractive, encouraging people to come to, and spend time in the area. On street parking should be limited to mobility parks only.</p> <p>More native trees should be used. It is old thinking to use European "specimen" trees. We have plenty of beautiful trees native to this country.</p>	<p>Thank you for your submission.</p> <p>*The proposed scheme seeks to achieve a balance between pedestrian amenity and short-stay parking / servicing needs to support local businesses. Mobility parks have been included as well as parks for motorcycles and dedicated loading bays. The street design in the two southern blocks provides for flexibility in the use of the car park spaces in the future.</p> <p>Native planting will be used where appropriate within new landscape areas similar to the planting mix seen in Rauora Park and South Frame.</p> <p>Street trees are selected based on the Christchurch Central Streets and Spaces Design Guide that identifies different species to indicate the central city street hierarchy. High Street and Cashel Street (for the section between Durham and Madras) are identified as unique and therefore have trees not seen elsewhere in the city. For the most part these tree species already exist in the street and this project will replace trees that have been damaged, removed due to earthquake repairs or where there is space to add new trees and continue the existing pattern.</p>	Michael	O'Grady	Michael O'Grady
9	24258	Overall I strongly support the proposed design. However, there are still quite a lot of parking spaces taking up valuable street space. I'd like to see High Street completely pedestrianised with more/all carparks removed. Build Christchurch for humans and not cars!	<p>Thank you for your submission.</p> <p>The proposed scheme seeks to achieve a balance between pedestrian amenity and the parking / servicing needs of local businesses. Mobility parks have been included as well as parks for motorcycles to seek to provide for all users of the street. The street design in the two southern blocks provides for flexibility in the use of the car park spaces in the future.</p>	Lewis	Anderson	The University of Auckland
10	24282	Concerned with the bike lanes merging into the car lane in one direction in stretches of High St. There should be inclusion of bike parking and less focus on car parks on the sides of the road. Ideally it should be fully pedestrianised but a shared space is a step in the right direction.	<p>Thank you for your submission.</p> <p>As the street will be a slow street (10 km/h limit), with anticipated low vehicle movements (all associated with frontage / nearby premises), the use of "sharrow" markings where cyclists share the lane with other vehicles, is considered safe. Examples of this can be seen on Colombo Street north of Lichfield Street. Cyclists are able to occupy the full lane width therefore, aided by the low speed / low traffic flow environment. Bike stands will be included.</p> <p>The proposed scheme seeks to achieve a balance between pedestrian amenity and the parking / servicing needs of local businesses. Mobility parks have been included as well as parks for motorcycles to seek to provide for all users of the street. The street design in the two southern blocks provides for flexibility in the use of the car park spaces in the future.</p>	Nola	Smart	
11	24300	It looks very nice from the concept provided. However I would suggest we go a step further and remove private vehicles from High Street. There is not much benefit in providing vehicle access for the general public nor the provisions for a small number of kerbside parking spaces. This would reduce the need for excessive intersection designs where the street intersects the other parallels.	<p>Thank you for your submission.</p> <p>The proposed scheme seeks to achieve a balance between pedestrian amenity and the parking / servicing needs of local businesses. Mobility parks have been included as well as parks for motorcycles to seek to provide for all users of the street. The street design in the two southern blocks provides for flexibility in the use of the car park spaces in the future.</p>	Alex	Fletcher	

		The removal of private vehicles would also be more pleasant for pedestrians and would not interfere with tram operations.	The anticipated environment is a low speed / low traffic flow environment quite similar to some recently completed sections of Oxford Terrace adjacent to the Avon River.			
12	24306	Please do not be offended by this comment, but talking to people around the town many on losing patience with these never ending roadworks. I just wonder if we all need a break for a couple of years. Its been 10 years now of constant disruption, and people are getting tired. You might want to pass this onto a couple of Councillors?	<p>Thank you for your submission.</p> <p>The work proposed on High Street is programmed to start at least one year from now or possibly later. Installation of the tram extension will require work to be undertaken on the middle block of High Street. This extension is important for the tram operator so that they may begin to use trailers again – and was a planned extension prior to the earthquakes.</p> <p>There is an expectation that with the loop track proposal, patronage of the tram will increase and it will help bring visitors to the restored southern section of High Street. The southern block, between Tuam Street and St Asaph Street, is in need of significant maintenance in the near future and is the last significant street section in the central city not to re-open since the earthquakes. Therefore, the scheme represents an opportunity to upgrade the street at the same time as some significant adjacent building restorations and developments are being completed.</p>	Nick	Hunt	
13	24343	This looks like a plan I'm pretty happy with. Yes; I agree that the lovely corgis need to be moved - this is from someone who managed to trip over one! Please replace the missing ice cream too!! I would like to say that it does worry me a bit when I see all this marvellous landscaping and huge numbers of seats going everywhere in our city but I still strongly feel that what's lacking is cafes actually being permitted to spill out onto the footpaths, as they do everywhere in Europe. If you want an area to be more vibrant this absolutely needs to happen all over the city. I'd love to see more lighting, sculptures and art work in these areas too. I agree with car access and parking. I think it's really important to work WITH shop/ business owners on this proposal. They're the ones who have gone out on a limb to establish businesses in a city which is still very quiet because many of the promises of 'certainty' the government made straight after the city reopened have not been delivered upon as yet. I find this appalling actually because so many businesses are absolutely struggling as a result. I do not blame the cash-strapped City Council for this. I think our successive governments should have stepped up to inject a lot more cash into our city to get big projects over the line. It's tragic and sad that this hasn't happened and that I'm walking around seeing businesses closing down as a result.	<p>Thank you for your submission.</p> <p>We are working with the original sculptor of the corgis and plan to recast the missing ice-cream.</p> <p>This proposal has widened footpaths in a number of locations that allow for greater potential for street dining areas should businesses seek permits for this use. This has happened in a number of restored central city streets and is bringing much needed vitality to them.</p> <p>The project team has engaged with land and business owners, and other key stakeholders from the project's inception to ensure that their aspirations informed the scheme design. Of course, the scheme inevitably represents a balance between practical parking and servicing needs, and the desire to widen footpaths and install landscaping. We believe that the proposed design strikes that balance. The street design in the two southern blocks provides for flexibility in the use of the car park spaces in the future.</p> <p>The project team is considering lighting options for the street in addition to the normal overhead lighting that is essential for a city street.</p> <p>The proposed street design highlights the existing artworks and allows for new artwork to be accommodated in the future.</p>	Ella	Harris	
14	24378	<p>The concept is generally good and I support the majority of the design however there are two aspects that I do not agree with.</p> <p>First the traffic lights at the intersection of high street and Tuam are appalling eyesore. Since Tuam is a one way street the traffic could be controlled at the Manchester Tuam Street intersection eliminating all the traffic lights.</p> <p>Secondly the proposed 10km/hour speed limit is unnecessary and compliance by all road users, cycles, lime scooters, and cars will be very low to non-existent. The existing speed limit is fine for mix of traffic and pedestrians.</p>	<p>Thank you for your submission.</p> <p>The proposal provides for the tram to turn from Poplar Street into High Street north of the intersection with Tuam Street. This will permit the removal of 13 of the existing traffic signal poles. Six traffic lights will remain to create a safe and convenient pedestrian and cycle crossing at what we anticipate will be a busy crossing.</p> <p>The lower speed limit of 10 km/h will help make the street a safer and more pedestrian- and cycle-friendly environment. The street is intended as a destination and the lower speed limit supports this intention. On completion we believe it will look and operate similarly to recently upgraded sections of Oxford Terrace, where reasonable traffic access to local premises has been blended with a much improved streetscape.</p>	Michael	van Ee	

15	24379	I support the proposed changes.	Thank you for your submission in support of the proposal.	Justin	Morgenroth	
16	24380	Brilliant concept. Build it	Thank you for your submission in support of the proposal.	John	Lieswyn	
17	24384	strongly supported, including the cycleway provision and level streets. Good to see the High/Tuam intersection simplified. 10km/h seems needlessly slow for cars: make it 20.  developers and businesses in this area deserve council support, and collaborative design/implementation	Thank you for your submission.  The lower speed limit of 10 km/h will help make the street a safer and more pedestrian- and cycle-friendly environment. The street is intended as a destination and the lower speed limit supports this intention. This speed limit has been adopted for other informal streets within the city. On completion we believe it will look and operate similarly to recently upgraded sections of Oxford Terrace, where reasonable traffic access to local premises has been blended with a much improved streetscape.  The project team has engaged with land and business owners, and other key stakeholders from the project's inception to ensure that their aspirations informed the scheme design. We believe that the recommended scheme represents a good balance between those sometimes competing needs.	Eric	Pawson	
18	24385	We fully endorse these proposals.	Thank you for your submission in support of the proposal.	David	Arnold	
19	24389	I am against the proposal and prefer the status quo. Particularly against spending ratepayers money to benefit a private company by providing the tram extension. Also against the narrowing/removal of car carriageway and parking. Do not see the planting of oaks and increased width of footpaths and cycleways as a net benefit.	Thank you for your submission.  The street has been damaged as a result of the Canterbury earthquakes and significant remedial work is required to enable it to fully re-open. It is the last significant central city street not to re-open since the earthquakes. Extensive public consultation was undertaken after the earthquakes and from this the transport chapter of the Christchurch Central Recovery Plan was adopted by the Government in 2013. High Street has been identified as one of the streets to be reconstructed to help meet the goals of this plan, these goals being: increase access and choice; create safe, healthy, liveable communities, and support economic vitality; and create opportunities for environmental enhancement. The southern block, between Tuam Street and St Asaph Street, is in need of significant maintenance in the near future. Therefore it is an efficient opportunity to upgrade the street at the same time -and to restore access to local businesses.	Tony	O'Donnell	
20	24393	I support the proposed changes, especially the extra street trees and the 10kph limit on part of high street	Thank you for your submission in support of the proposal.	Sally	Provan	
22	24542	As someone who has been tram tracked twice, I support and reference to the Spokes draft submission below.  Thank you for trying to make the best of this congested space. Spokes supports the 10km/h speed limit and appreciates that cycle parking is shown on the plans.  Public Sentiment and City Transport  Share an Idea found wide support for a city inviting to people on foot and bicycles. The vision for the central city was as a shared space where people on foot or bicycle would feel safe and engage in the community.  The Accessible City Plan designates High Street as a priority pedestrian route from St Asaph through to Hereford Street. The section of High Street from Tuam St through to Ferry Road/Madras/St Asaph and connecting to the cycle route through the East Frame is designated as a priority cycle route. No portion of High Street is designated a priority for cars or on street parking.  Council has made efforts to encourage active transport and a commitment to curtail greenhouse gas emissions. This project caters to some merchants' obsession with on street parking. Council needs staff able to present both the international and NZ	Thank you for your submission.  An Accessible City, as the transport chapter of the Christchurch Central Recovery Plan, together with its Streets and Spaces Design Guide, propose High Street as a pedestrian priority street between Hereford Street and Cashel Street, and as a shared street between Cashel Street and St Asaph Street. Both streets (where High Street and Cashel Mall north of Manchester Street remains by legal definition a Pedestrian Mall) are therefore intended to be streets where cyclists, pedestrians and vehicles can mix in a low speed, broadly very low traffic-flow environment, as is evident from many similar successful schemes around the globe and here in New Zealand. The design principle of such streets is therefore that they be designed with a minimal level of marked segregation between the modes, so all road users understand their shared duty of care. The most critical design feature for success is therefore to achieve that broadly self-enforcing slow speed / low traffic-flow environment – which is the primary objective with the proposed scheme. That outcome appears to have been achieved thus far on central city streets such as Oxford Terrace, which was previously a busy traffic route into the central city – now a pleasant river promenade.  With regard to the loss of parking, the consultation plan indicates a reduction of 26 spaces across all three blocks, from the existing 94 spaces. Following consultation the	Grace	Ryan	

	<p>sourced research which finds that on street parking is not the profit centre too many remain convinced it is.</p> <p>Spokes can only assume a deliberate choice was made to exclude cycle lanes between parked cars and the tram from the safety audit done for this project. Pretending a problem does not exist does not make it so.</p> <p>Council's practice of favouring some groups as 'key stakeholders' continues to produce plans which fail the broader community, Council goals and policies and the future by advantaging the status quo.</p> <p>High St Cashel to Manchester</p> <p>This shared space with two sets of tram tracks and on street parking on both sides presents people on bikes with hard choices. Choose to keep left of the tracks to be wedged between cars, trams and on street parking or cross a track to take the lane or avoid the street entirely.</p> <p>Cashel St offers a similar treatment with the added hazards of landscaped pinch points.</p> <p>Please prominently sign both streets as shared spaces.</p> <p>High St Lichfield to Tuam More on street parking on both sides with a shared roadway for north bound cycles and south bound cycles in a narrow painted lane squeezed between parked cars, carriageway and tram tracks.</p> <p>The cross section here has on street parking allocated 2m. This is very narrow. Including wing mirrors many full size cars will exceed this width. Even compacts are generally at least 1.9m wide.</p> <p>The cycle lane hard up against the parked cars is shown as 1.8m with an unspecified buffer between it and the tram tracks whose width is also not specified.</p> <p>Trucks and most SUVs along with poorly parked cars will protrude into the bike lane. With a minimal door swing area of 0.9m the cycle lane is reduced to 0.9m, at best. Handlebar width of typical ebikes, cruisers, utility and comfort bikes are 0.7m+.</p> <p>Under ideal conditions with cars parked hard up against the kerb people on bikes will have 0.2m of free space when dodging a car door opened into their path. People on bikes can hope that the trams and cars are very observant and will only pull out or pass when it is safe. No doubt this hope will be dashed from time to time.</p> <p>Congestion will be increased by on street parking with a 60 minute limit assuring frequent ins and outs to interrupt traffic and further reduce safety.</p> <p>Both the entry and exit points to High St need to be clearly labelled as shared space.</p> <p>Tuam to High St Where both car and bicycle traffic from Tuam come into the shared space on High St it is unsafe for people on bikes coming from the right to give way to cars on their left. Traffic coming from the right is expected to have right of way when entering a shared space. The proposal is counter to road user's expectations. The on street parking on both sides presents an additional and unacceptable hazard.</p> <p>Spokes acknowledges that car traffic from Tuam has little cueing space and may cause a tail back onto Tuam St. It is also acknowledged that on street parking seems sacrosanct</p>	<p>number of parking spaces has been increased by one, a total loss of 27% of parks in the three blocks.</p> <p>The Council must seek to balance the needs of all users of the street and that includes the legitimate servicing and parking needs of local businesses who are investing heavily to bring much needed vitality back to this important area of the central city. The design, however, permits the currently proposed parking spaces to be re-purposed as vehicle use decreases in the area over coming years and so we believe it represents a pragmatic response to the population's changing travel choices.</p> <p>With respect to cycle lanes, the consultation plan provides space in the three High Street blocks for cyclists, and in two blocks for cyclists to pass between parked vehicles and the tram track – which was intended to extend into this important area before the earthquakes.</p> <p>Specifically, the space between car parking and the tram track has been widened in the northern block to facilitate low speed cyclists, even though it remains as a Pedestrian Mall.</p> <p>The consultation proposal provides for High Street and Cashel Street to be slow streets at 10 km/h (similar to a number of other established streets and lanes across the central city), therefore conflicts with moving cars should be minimised as cyclists should not travel faster than this speed, which will apply to all road users.</p> <p>Car park widths are set at 2 m across the central city. Making these wider does not result in vehicle drivers parking further from the cycle paths but typically enables them to park further from the kerb, negating any benefits. As High Street is a slow-speed street throughout, it is therefore expected that the conflict between trams and cyclists will be minimised, and of course there are few trams using the street at one time – constrained to their operating speed of 8 km/h. The interaction between cyclists and the tram has been examined through the scheme's independent safety audits and the design adjusted accordingly. Cyclists would be expected to share the road with trams, and other vehicles and travel at a safe speed.</p>			
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	<p>and worth more than preventing death or injury. Redesign is required.</p> <p>High St from Tuam to St Asaph/Madras</p> <p>Further south where High connects to Madras/St Asaph traffic is offered a 'Y' intersection to choose left to Madras or right to St Asaph. Include sharrow markings on pavement in centre of Y and at stop signs. Ideally the arms to Madras and St Asaph would have a bike lane to access the bike lanes on both streets to reinforce the advantage that cycling offers over driving. This supports Accessible City's safe, accessible and people friendly focus and Council's climate change and active transport goals.</p> <p>Spokes appreciates the cycle infrastructure to the corner to facilitate access for people on bicycles coming on St Asaph from the east and to allow east bound cycles to get to Ferry Road.</p> <p>Council Recommended Alternative To comply with Council's Cycle Design Guidelines for a local cycle way in this setting the project would need to implement section 3.2. (Emphasis added)</p> <p>3.2. Local cycleways through urban commercial centres</p> <p>Local cycleways through commercial centres ideally will be separated cycle paths to provide a comfortable and safe environment for cyclists. Separation can be achieved in a variety of different ways depending on the individual centre and competing needs.</p> <p>Where there is limited street space available other options such as wide cycle lanes or a slow street environment can be considered. A slow street environment is recommended.</p> <p>Due to the limited space alternatives must be considered. The Cycle Design Guidelines 3.3 offers more help.</p> <p>3.3. Local cycleways and residential streets</p> <p>In urban residential streets, local cycleways ideally will be neighbourhood greenways which create a slow, safe environment where bicycles, vehicles and people can comfortably co-exist. The quality of the environment and amenity of the residential street is also enhanced through the design.</p> <p>A slow streets and neighbourhood greenways approach with pedestrian and cycle priority is a far better fit for a narrow street in this densely commercial area with high pedestrian numbers. This is recognized as speed is limited to 10km/h.</p> <p>Unfortunately the tram tracks complicate the street by creating a real hazard for two wheeled vehicles. A standard quiet streets approach providing a wide hazard free shared carriageway is not possible.</p> <p>To provide a safe space on street parking needs to be removed to accommodate cycle lanes, especially for the St Asaph to Tuam section.</p> <p>Benefits</p> <p>The plan recognizes that this is a major route for Ara and for the planned stadium. People will be encouraged to walk noting the dining and shopping options, benefiting High Street merchants. With parking removed merchants will benefit by offering a space with reduced car congestion conducive to strolling, shopping and dining. The</p>				
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		current design leaves people on bicycles in an unsafe zone wedged between unrealistically narrow on street parks, traffic and the trams.				
23	24625	I work on lower High Street and am in support of the proposed revitalisation of High Street. High Street is a street which should be predominantly used by pedestrians with only minor allowance for traffic - similar to the Avon River precinct. Paving the street would be fantastic but understand a big cost implication in this. I am in full support in the reduction of car parks on the street as there is plenty of off street parking options in the near-by vicinity. The works should be carried out ASAP - definitely a lot earlier than the indicated mid-2020.	Thank you for your submission in support of the proposal.	Mark	Bellamy	
25	24648	I fully support this project, it will do wonders for the redevelopment of this area of the city and should go ahead as proposed.	Thank you for your submission in support of the proposal.	Nicholas	Martin	
26	24652	Without a keen look over the plans, all I can say is that I support the plan in principle.	Thank you for your submission in support of the proposal.	Shaun	Bosher	
27	24667	I support this revitalization WITH THE EXCEPTION of the proposed speed reduction; the speed limit should be kept at 30kph or, at most, reduced to 20kph.	Thank you for your submission in support of the proposal.  The speed limit has been chosen to make this a more pedestrian-friendly environment. It is expected that High Street will once again become a destination which a 10 km/h speed limit supports. The 10 km/h speed limit is consistent with a number of similar shared zone streets and lanes now across the central city – which in the majority of cases are working well and achieving a safe, shared environment between cyclists, pedestrians and limited numbers of local access vehicles.	John	de Senna	John de Senna NZ
28	24754	a waste of time and my rates money. Other areas like Worcester st footpath needs fixing among hundreds of others in bad condition.once the new sports stadium is completed then maybe do this.	Thank you for your submission.  The street has been damaged as a result of the Canterbury earthquakes and significant remedial work is required to enable it to fully re-open. It is the last significant central city street not to re-open since the earthquakes. Extensive public consultation was undertaken after the earthquakes and from this the transport chapter of the Christchurch Central Recovery Plan was adopted by the Government in 2013. High Street has been identified as one of the streets to be reconstructed to help meet the goals of this plan, these goals being: increase access and choice; create safe, healthy, liveable communities, and support economic vitality; and create opportunities for environmental enhancement. The southern block, between Tuam Street and St Asaph Street, is in need of significant maintenance in the near future. Therefore, it is an efficient opportunity to upgrade the street at the same time – and to restore access to local businesses. As you identify, one of the reasons for promoting these works now is that these streets will be important approach streets for the new multi-use arena – and therefore they will be fully restored prior to its opening.	Liz	Wagstaff	
29	24760	Yes sounds great, it would be good to see the building around High St have some residential zoning as currently the city feels dead after 8 PM and getting some Urban AFFORDABLE living would defiantly improve the city and help sustain the shops and business that are placed along the streets development. Currently we see zoning in CHCH CBD as retail on the ground floor and above being offices, But changing this up putting residential on the top floors and a mix of offices and retail on the ground floors would defiantly be important in ensuring a greater community developed in the CBD.	Thank you for your submission in support of the proposal.  The zoning surrounding the project area includes three different zones as well as a number of planning overlays. The zones are 'Commercial Central City Business', 'Commercial Central City Mixed Use' and 'Commercial Central City (South Frame) Mixed Use' which all allow for residential uses above ground floor. However, there is no requirement for residential uses.	William James	Hall	
30	24761	How about finish everything else you have started first, let the citizens breath for a bit, before you make further changes? High Street needs to be open to the public first.  Where's the information about the cost to the city and the construction time? is this going to be like another Saint Asaph Street with more than 10 years of road works?	Thank you for your submission.  The street has been damaged as a result of the Canterbury earthquakes and significant remedial work is required to enable it to fully re-open. It is the last significant central city street not to re-open since the earthquakes. Extensive public consultation was undertaken after the earthquakes and from this the transport chapter of the Christchurch Central Recovery Plan was adopted by the Government in 2013. High Street has been identified as one of the streets to be reconstructed to help meet the goals of this plan, these goals being: increase access	Jeremy	Chang	

			<p>and choice; create safe, healthy, liveable communities, and support economic vitality; and create opportunities for environmental enhancement.</p> <p>The southern block, between Tuam Street and St Asaph Street, is in need of significant maintenance in the near future. Therefore it is an efficient opportunity to upgrade the street at the same time – and to restore access to local businesses. The consultation documentation sets out the proposed timeframe for the project. A build time of less than a year is expected, however the start date is contingent on the availability of funding.</p>			
31	24762	<p>Loving the continued emphasis on joining up existing cycling routes and making it safer for cyclists. Before the cycle ways were in place I didn't use to go to the city. I can now bike into the city with my 3.5 year old son on the Quarymans Trail without feeling like a moving target for motorists. The city looks great now.</p> <p>Great work ccc</p>	Thank you for your submission in support of the proposal.	Jonathan	Tunnell	
32	24766	<p>The Road Transport Association of NZ (RTANZ) have no issues with the revitalisation program.</p> <p>I will be great to see this when completed as I am sure the people utilising the area will enjoy the new environment.</p>	Thank you for your submission in support of the proposal.	John	Bond	Road Transport Association of NZ
33	24769	<p>The revitalisation of High Street would mean that it is easier to move between the city and Ara while also connecting the south and east frames. While studying at Ara this was something that was seen as off putting to walk into the city as the access meant there was not an easy way to do so. The proposed entry to the city would change this and make an easy route to cycle into the middle of town and connect with other cycle ways.</p> <p>The reduced speed limit would be good on high street for cyclist in the city and also vehicles as this is a similar speed to what many currently do on high st when looking for a park or for example outside smash palace where they are slowing down where people are walking on the road.</p> <p>The removal of car parks along high street, will help with encouraging people to use high street to access the city due to the reduction of cars that can park elsewhere, this is something I think should be encouraged with the proposed stadium near by and a residential area with air bnbs it would create a friendly route into the city that is welcoming as well with the trees and plants along the street. this is something that should be done in other parts of the city as well.</p> <p>I like the incorporation of a rain garden into the design as it means that not all rain water is going straight down the drain. where possible I would like to see this used more on High Street as it would also help reduce flooding when drains are blocked.</p>	Thank you for your submission in support of the proposal.	Matt	McPherson	
34	24778	<p>We are interested in the future of the sculpture known as the "Woods for the Trees" that is to be removed from its current site as part of this revitalisation project. I understand that this sculpture is CCC owned but naturally DOC has an interest in its future as we had a fair amount of input on its creation both financially and inspirationally. We are wondering what the future holds for this sculpture? Is it to be moved to another location? Stored? Any and all information is greatly appreciated.</p>	<p>Thank you for your submission.</p> <p>The "Wood for the Trees" sculpture is not owned by Council but was installed by Brown Bread who have a licence to occupy with Council. Brown Bread has expressed interest in Council owning the sculpture if the work is structurally sound and can be maintained. The High Street project does not have a location within the project for relocating this artwork. A new location would have to be found if the work is to be reinstalled by either Council or Brown Bread.</p>	Vanessa	Mander	Department of Conservation
35	24793	<p>I am really concerned that this proposal puts the future of Smash Palace at risk.</p> <p>Smash Palace has become an iconic part of post quake Chch and offers and important</p>	Thank you for your submission.	Emma	Shaw	

		<p>place for the community to gather. It is a popular hospitality establishment and shows great success and resilience as a post quake business start up.</p> <p>Please ensure that this development goes ahead in such a way that it will not harm Smash Palace.</p>	<p>The proposed upgrade supports the operation of Smash Palace by providing a pedestrian-friendly environment and the provision of car parking and motorcycle parking in its vicinity.</p>			
36	24821	<p>the further reduction of the speed limit to 10kmph is one more nail in the coffin of easy access to the city centre.</p> <p>can you please come up with something that will reverse [some of] the post-quake exodus to Riccarton Road and the Westfield area. Christchurch is a major city without a beating heart. It just limps along.</p>	<p>Thank you for your submission.</p> <p>The proposed 10 km/h speed limit supports High Street as a pedestrian-friendly environment, thus encouraging people to visit this part of the city and making it one of the unique areas of the central city. It is not intended that High Street be used as a through route for vehicles but that it become a destination where people will want to stay and shop. A similar 10 km/h environment is already bringing vitality to Oxford Terrace and some laneways across the central city, where local businesses are benefitting from that pleasant street environment.</p>	Gordon	Milne	
37	24854	<p>In the project, the segment I'm interested in is that from Tuam St to St Asaph St.</p> <p>I commute by bike from Halswell to my work at Ara, and so use the above section. The proposed set up look good to me. I think that putting bikes in with the cars in the direction toward St Asaph St will work fine, because there shouldn't be much traffic in that direction. The width of the proposed cycling contra-lane (1.8m) looks sufficient.</p> <p>The missing link, however, is to get from the St Asaph St intersection to the bike parking facilities at Ara, off Madras St. As it stands (both at present and in the High St project), the law abiding cyclist must walk along the footpath to the campus entry about 100m along Madras St. In March 2017, I was involved with discussions that included Ara's then Sustainability Manager and City Council's Steve DeJong. A plan was hatched (that I think included detailed design work) for a contra-lane along the section of Madras St concerned. At Ara, we surveyed neighbouring business owners and monitored usage of the affected car parks. We were told that the project was straight-forward from a City Council perspective and would happen that year. It didn't. In my opinion, this project needs to be resurrected and added on to the current High St project. Without it, you have a major employer (Ara) that has worked hard to build sustainability in the travel arrangements of staff and students, stranded as an island that is separated from the city's cycling projects.</p>	<p>Thank you for your submission.</p> <p>The scope of this project is limited to High Street. However, as you have noted, the Council is aware of this missing cycle link from St Asaph Street to the Ara cycle parking facility. Provision for this link is being considered as part of a separate Council project.</p>	David	Hawke	
38	24883	<p>I am overall supportive of the proposed changes, especially keeping low speeds and minimising on-street parking. Any on-street parking increases the risk of conflict zones (car doors) for people cycling, which is of particular note towards the St Asaph St end where people are likely to be biking as it connects with the Heathcote Expressway Major Cycle Route. Keep up the great placemaking work - more varied furniture might be nice to see e.g. benches with bike parking slots on the back of them</p>	<p>Thank you for your submission in support of the proposal.</p> <p>The specific design of seating will be finalised at the detailed design stage.</p>	Natalie	Brodie	
39	24888	<p>I think these are fine proposals am a little worried about the art piece on the corner of Manchester and high st as it holds a stigma with all Christchurch before the quakes. Happy to chat about this via call or catch up</p>	<p>Thank you for your submission in support of the proposal.</p> <p>The proposal retains the artwork at the corner of Manchester Street and High Street.</p>	Tyler	Ashcroft	Tropicana outdoor
40	24950	<p>Please see Attachment 1 below this table.</p> <p>Please find attached a plan with suggested amendments. It is important to maintain as many street car parks as possible in this area as the buildings in this area do not have off street parking. I feel the landscaping can be reduced without compromising the look and feel of the street.</p> <p>I am overseas hence the submission is less formal.</p>	<p>Thank you for your submission.</p> <p>The Hearings Panel will consider your proposal as part of your submission and make its recommendations to Council.</p> <p>The proposed scheme seeks to achieve a balance between pedestrian amenity and a low speed / low traffic flow environment supporting necessary servicing and parking needs of local businesses.</p> <p>The areas you have identified on the plan are unable to provide for additional parking without the removal of two existing trees. Car parking in this location would result in a footpath width of less than 3 m which restricts the accessibility of the footpath and potentially impact on the required verandas as part of district plan matters. The areas</p>	Paul	Dallimore	Sachs Coburg International

			<p>of landscaping also allow for street furniture (such as seating, bins and tram poles) which will be finalised in detailed design.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
41	25050	<p>With 'ample off-street parking available nearby', why do these plans focus so heavily on retaining the unrestricted movement of vehicles and parking? Where are the people focussed spaces like what has been developed through the South and East frame and the Innovation Precinct? Businesses and shoppers aren't going to benefit from an attractive and vibrant street as it is still so heavily dominated by motor traffic.</p> <p>Through the information it refers to multiple options being discussed with stakeholders, more specifically 'business and property owners', but why wasn't this undertaken with a wider group of stakeholders including people who currently use the street and those that ride and walk along these links. So are these plans a given if this is what business owners are ok with even though this is public space?</p> <p>The whole provision for cycling looks like an afterthought and seems very poor for people travelling on bicycles even though it is acknowledged as a key cycle route? In the middle section cyclists travelling north have to cross tram tracks twice and the angle at the north of this section looks severe. In the southern section why do cyclists have to give-way at the vehicle slip lane on to St Asaph Street. Why not retain the exit on to Madras St only and retain the newly created public space?</p> <p>The cycle provisions are not that legible. Was there consideration for a two-way bike facility that travelled on the southwest side of the southern section and then switched to the northeast side of the middle section (only requiring cyclists to cross the tram line once)? This would provide a direct and seamless route from the directional crossing at Ara to the shared crossing at Lichfield St. The connection to Rauora Park on Poplar St has also been missed. The shared space and path through the park provide a much better level of service for people travelling by bicycle north and south it's just a mess at Lichfield Street where on-street parking blocks access to the connections.</p>	<p>Thank you for your submission.</p> <p>The proposed scheme seeks to achieve a balance between pedestrian amenity and a low speed / low traffic-flow environment supporting necessary servicing and parking needs of local businesses. Mobility parks have been included as well as parks for motorcycles. The design outcomes for these sections of High Street are therefore to achieve a similar shared-space environment to that achieved in some central city laneways and the Avon River Precinct.</p> <p>The plan for consultation increases the size of the footpaths in three of the four blocks and maintains the footpath in the other. The proposal will increase the landscaping within the street and the plant species will be selected to match the east and south frames. In addition, it is proposed that High Street will be an informal street with kerbs removed so supporting the lower speed environment of 10 km/h.</p> <p>The stakeholders engaged during scheme design were not limited to business and property owners but included the Central City Transport Liaison Group, representing a variety of stakeholders. The public consultation process sought the feedback of all interested parties, with the consultation outcomes to be presented to the Hearings Panel to consider. The Hearings Panel will make its recommendations to Council. The key cycle route is in the lower section of High Street only, linking the cycle facilities on Tuam Street and St Asaph Street.</p> <p>In the middle block, cyclists heading north have to cross the cycle lane once in the block, and again at the signalised intersection of Lichfield Street. Both of these crossings are at 90 degrees. A bi-directional cycle lane was considered in the middle block. However, installation of this, given that the tram alignment is a fixed point, would have resulted in the loss of all of the parking on the northern side, some of the footpath width and some of the trees.</p>	Gemma	Dioni	

		<p>Why are there no dimensions on the plans or cross-sections? It makes it more difficult for people to understand the space that is being allocated to different users. If a small amount extra was given to cycling, this space shouldn't be taken from pedestrians but for motorists.</p> <p>What considerations have been given to micro-mobility and space for scooters?</p> <p>Hasn't Council declared a climate change emergency, how do these plans align with a low carbon future?</p> <p>There are huge opportunities for the public realm along High Street to support these developments, just seems like it hasn't been taken or discussed with wider stakeholders and users.</p>	<p>The project team has considered the interaction of vehicle drivers and cyclists at the St Asaph Street end of High Street. Vehicles have a stop control at St Asaph Street and will therefore be approaching the intersection carefully. It is expected that all users of the roadway will be aware of each other. Adding a give way control on one of the exit lanes, with vehicles having to give way where the road splits, would add unnecessary confusion on what will be a low volume low speed road.</p> <p>The crossing at Rauora Park is outside the scope of this project, however will need to be picked up with any future works on Lichfield Street.</p> <p>Micro mobility is a growing area of transport and, as you may be aware, is changing rapidly. As far as we are able we have allowed for them in the design through the provisions for cyclists, which scooters can also use. The lower speed environment and larger areas of footpath space also directly support increasing uptake of micro-mobility devices. It is quite possible that the widespread adoption of low speed streets and lanes across the central city is resulting in the enthusiastic uptake of micro-mobility in the central city. We will also be looking to encourage scooter parking, or the parking of other dock-less vehicles, in the furniture zone.</p> <p>During the engagement process business owners identified that the removal of the link to St Asaph Street had made egress from their businesses difficult. As part of those discussions the idea of reinstating that access was raised, on the basis that the street was turned to one-way. The one-way restriction reduces the amount of conflicting movements at this intersection and provides wider benefits to the public space.</p> <p>The Council declared a climate and ecological emergency after the consultation process had begun. Therefore the climate emergency had not specifically been considered as a design point. However, this project focuses on the provision of active transport, water sensitive urban design and increased landscape and is considered to align with that Council declaration.</p>			
42	25091	I am very supportive of the proposed revitalisation. I like the sound of the plans and this will upgrade an area of the city that is still in need of work after the earthquakes, attracting more people to visit and live in the central city.	Thank you for your submission in support of the proposal.	Julie	Robertson-Steel	
44	25108	Yes!	Thank you for your submission in support of the proposal.	Jennifer	Rouse	CDHB
46	25117	Agree with proposal to revitalise this sad area.If the proposed 10kph speed limit is put in place, where do e scooters fit? they are not bound by vehicle speed limits, they need to be banned from area totally. One can imagine the damage they will cause to the paving ,have a look at Margaret Mahey, Victoria Square and the Terrace!!!	Thank you for your submission in support of the proposal.  The 10 km/h speed restriction will apply to all vehicle users and should be observed by cyclists and scooter riders.	Geoffrey	Allison	
47	25140	I support this. I support measures for streetscape revitalisation and believe Chch is headed in an exciting modern direction with these sorts of redevelopments. I wish there was more provisions for safe cycling and walking though - having the streets as through routes will mean it's less safe for people who aren't in cars.	Thank you for your submission in support of the proposal. Designating a 10 km/h speed limit on High Street and making the street appear less like a street through the use of paving and no kerbs, is expected to result in less traffic using High Street. It is intended that High Street will again become a destination – and in functional terms is expected to operate very similarly to a number of new low speed central city laneways and sections of the Avon River Promenade.	Cambell	Miate	
48	25146	Generally the proposal is a big improvement over what is currently in place. However there is a real missed opportunity here to create a genuinely good place for non motorised vehicles and pedestrians to be able to use the space.  Much of this area has been closed to vehicles for a number of years with no detrimental effects so why not make the whole stretch car free? This frees up space for pedestrians, on street space for businesses and provides the opportunity for more cycling and scooter space. In street parking is quite literally a colossal waste of limited space.	Thank you for your submission.  The proposed scheme seeks to achieve a balance between pedestrian amenity and a low speed / low traffic-flow environment supporting necessary servicing and parking needs of local businesses. The proposed 10 km/h speed limit and the paving treatment will make the street more pedestrian friendly - and in functional terms is expected to operate very similarly to a number of new low speed central city laneways and sections of the Avon River Promenade.	Matt	Jackson	

		<p>If Council are serious about implementing measures to fit the climate emergency declared, they should be taking real steps in schemes like this to discourage car use, not perpetuating the same established transport modes.</p>	<p>The southern portion of High Street has been closed since the earthquakes but during this time there were no businesses operating on the street opposite Ara. Now that businesses are opening there, there is a need for service vehicles to access new businesses.</p> <p>The design, as a mostly flush surface, has inbuilt flexibility that will allow for more cycle, scooter space or other uses to be added in place of car parking over time should the demand be demonstrated.</p>			
49	25158	<p>10km per hour! Are you joking. Have the planners ever tried to drive a vehicle at a steady driving speed of 10km. I believe that it is impossible. Maybe council is looking at putting a speed camera on street. What a revenue gatherer that would be.</p>	<p>Thank you for your submission.</p> <p>The proposed 10 km/h speed limit is intended to create a safe street for all users of the street with High Street being a destination street for vehicles. The 10 km/h speed limit is consistent with a number of similar shared zone streets and lanes now across the central city, including many sections of Oxford Terrace, which in the majority of cases are working well and achieving a safe, shared environment between cyclists, pedestrians and limited numbers of local access vehicles.</p>	Paul	Dale	
51	25210	<p>Thank you for trying to make the best of this congested space. Spokes supports the 10km/h speed limit and appreciates that cycle parking is shown on the plans.</p> <p>In this submission specific issues are raised and some suggestions are offered. The real problem is the continued pandering to on street parking regardless of the safety issues created. Safety and support for multi modal transport should always be prioritised over vehicle storage.</p> <p>Public Sentiment and City Transport</p> <p>Share an Idea found wide support for a city inviting to people on foot and bicycles. The vision for the central city was as a shared space where people on foot or bicycle would feel safe and engage in the community.</p> <p>The Accessible City Plan designates High Street as a priority pedestrian route from St Asaph through to Hereford Street. The section of High Street from Tuam St through to Ferry Road/Madras/St Asaph and connecting to the cycle route through the East Frame is designated as a priority cycle route. All city streets should provide a safe environment for cycling. No portion of High Street is designated a priority for cars or on street parking.</p> <p>Council has made efforts to encourage active transport and a commitment to curtail greenhouse gas emissions. This project undermines both by catering to the obsession with on street parking. Council needs staff able to present and act on both the international and NZ sourced research which finds that on street parking is not the profit centre too many remain convinced it is.</p> <p>Council's practice of favouring some groups as 'key stakeholders' continues to produce plans which perpetuate the status quo.</p> <p>High St Cashel to Manchester</p> <p>This shared space with two sets of tram tracks and on street parking on both sides presents people on bikes with hard choices. Choose to keep left of the tracks to be wedged between cars, trams and on street parking or cross a track to take the lane or avoid the street entirely.</p> <p>Cashel St offers a similar treatment with the added hazards of landscaped pinch points.</p>	<p>Thank you for your submission.</p> <p>An Accessible City, the transport chapter of the Christchurch Central Recovery Plan, together with its Streets and Spaces Design Guide, propose High Street as a pedestrian priority street between Hereford Street and Cashel Street, and as a shared street between Cashel Street and St Asaph Street. Both streets (where High Street and Cashel Mall north of Manchester Street remains by legal definition a Pedestrian Mall) are therefore intended to be streets where cyclists, pedestrians and vehicles can mix in a low speed, broadly very low traffic-flow environment, as is evident from many similar successful schemes around the globe and here in New Zealand.</p> <p>The design principle of such streets is therefore that they be designed with a minimal level of marked segregation between the modes, so all road users understand their shared duty of care. The most critical design feature for success is therefore to achieve that broadly self-enforcing slow speed / low traffic-flow environment – which is the primary objective with the proposed scheme. That outcome appears to have been achieved thus far on central city streets such as Oxford Terrace, which was previously a busy traffic route into the central city – now a pleasant river promenade.</p> <p>With regard to the loss of parking, the consultation plan indicates a reduction of 26 spaces across all three blocks, from the existing 94 spaces. Following consultation the number of parking spaces has been increased by one, a total loss of 27% of parking in the three blocks. The Council must seek to balance the needs of all users of the street and that includes the legitimate servicing and parking needs of local businesses who are investing heavily to bring much needed vitality back to this important area of the central city.</p> <p>The design however does permit the currently proposed parking spaces to be re-purposed as vehicle use decreases in the area over coming years, and so we believe represents a pragmatic response to the population's changing travel choices.</p> <p>With respect to cycle lanes, the consultation plan provides space in the three High Street blocks for cyclists, and in the two northern blocks for cyclists to pass between parked vehicles and the tram track – which was intended to extend into this important area before the earthquakes.</p> <p>Specifically, the space between car parking and the tram track has been widened in the northern block to facilitate low speed cyclists, even though it remains as a</p>	Dirk	De Lu	Spokes Canterbury

	<p>Please prominently sign both streets as shared spaces.</p> <p>High St Lichfield to Tuam</p> <p>More on street parking on both sides with a shared roadway for north bound cycles and south bound cycles in a narrow painted lane squeezed between parked cars, carriageway and tram tracks.</p> <p>The cross section here has on street parking allocated 2m. This is very narrow. The cycle lane hard up against the parked cars is shown as 1.8m with an unspecified buffer between it and the tram tracks whose width is also not specified. Submitters are not provided with the information required to comment. Consultation is undermined by lack of information.</p> <p>Trucks and most SUVs along with poorly parked cars will protrude into the bike lane. With a door swing area of 0.9m the cycle lane is reduced to 0.9m, at best. Handlebar width of typical ebikes, cruisers, utility and comfort bikes are 0.7m+.</p> <p>Under ideal conditions with cars parked hard up against the kerb people on bikes will have 0.3m of free space when dodging a car door opened into their path. People on bikes can hope that the trams and cars are very observant and will only pull out or pass when it is safe. No doubt this hope will be crushed from time to time.</p> <p>Congestion will be increased by on street parking with a 60 minute limit assuring frequent ins and outs to interrupt traffic and further reduce safety.</p> <p>Both the entry and exit points to High St need to be clearly labelled as shared space.</p> <p>Tuam to High St Where both car and bicycle traffic from Tuam come into the shared space on High St it is unsafe for people on bikes coming from the right to give way to cars on their left. Traffic coming from the right is expected to have right of way when entering a shared space. The proposal is counter to road users' expectations. The on street parking on both sides  presents an additional and unacceptable hazard.</p> <p>Spokes acknowledges that car traffic from Tuam has little cueing space and may cause a tail back onto Tuam Street. This could be considered an advantage alerting more attentive drivers to slow to 10km/h. Sharrow marking and green paint at this transition point is needed to alert drivers to this hazardous design. People on bicycles will need give way  signage and on street marking to make them aware that their reasonable expectation of right of way has been denied.</p> <p>High St from Tuam to St Asaph/Madras Further south where High connects to Madras/St Asaph traffic is offered a Y intersection to choose left to Madras or right to St Asaph. Include sharrow markings on pavement in centre of Y and at stop signs. Ideally the arms to Madras and St Asaph would have a bike lane to access the bike lanes on both streets to reinforce the advantage that cycling offers over driving. This supports Accessible City's safe, accessible and people friendly-focus and Council's climate change and active transport goals.</p> <p>Spokes appreciates the cycle infrastructure to the corner to facilitate access for people</p>	<p>Pedestrian Mall. The consultation proposals provide for High Street and Cashel Street to be slow streets at 10 km/h (similar to a number of other established streets and lanes across the central city), therefore conflicts with moving cars should be minimised as cyclists should not travel faster than this speed, which will apply to all road users.</p> <p>Car park widths are set at 2 m across the central city. Making these wider does not result in vehicle drivers parking further from the cycle paths but typically enables them to park further from the kerb, negating any benefits. As High Street is a slow-speed street throughout it is therefore expected that the conflict between trams and cyclists will be minimised, and of course there are few trams using the street at one time – constrained to their operating speed of 8 km/h. The interaction between cyclists and the tram has been examined through the scheme's independent safety audits and the design adjusted accordingly.</p> <p>Cyclists would be expected to share the road with trams, and other vehicles and travel at a safe speed.</p> <p>We note the concern regarding sharrow markings at the High Street and St Asaph Street intersection. Detailed design will provide for sharrow markings to ensure safety for cyclists.</p>			
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	<p>on bicycles coming on St Asaph from the east and to allow east bound cycles to get to Ferry Road.</p> <p>Council Recommended Alternative</p> <p>To comply with Council's Cycle Design Guidelines for a local cycle way in this setting the project would need to implement section 3.2. (Emphasis added)</p> <p>3.2. Local cycleways through urban commercial centres</p> <p>Local cycleways through commercial centres ideally will be separated cycle paths to provide a comfortable and safe environment for cyclists. Separation can be achieved in a variety of different ways depending on the individual centre and competing needs.</p> <p>Where there is limited street space available other options such as wide cycle lanes or a slow street environment can be considered. A slow streets environment is recommended.</p> <p>Due to the limited space alternatives must be considered. The Cycle Design Guidelines 3.3 offers more help.</p> <p>3.3. Local cycleways and residential streets</p> <p>In urban residential streets, local cycleways ideally will be neighbourhood greenways which create a slow, safe environment where bicycles, vehicles and people can comfortably co-exist. The quality of the environment and amenity of the residential street is also enhanced through the design.'</p> <p>A slow streets and neighbourhood greenways approach with pedestrian and cycle priority is a far better fit for a narrow street in this densely commercial area with high pedestrian numbers. This is recognized as speed is limited to 10km/h.</p> <p>Unfortunately the tram tracks complicate the street by creating a real hazard for two wheeled vehicles. A standard quiet streets approach providing a wide hazard free shared carriageway is not possible.</p> <p>To provide a safe space some on street parking needs to be removed to improve safety and to accommodate cycle lanes, especially for the St Asaph to Tuam section. Ideally to comply with the pedestrian priority route designation footpaths would be widened.</p> <p>Benefits</p> <p>The plan recognizes that this is a major route for Ara and for the planned stadium. People will be encouraged to walk noting the dining and shopping options, benefiting High Street merchants. With parking removed merchants will benefit by offering a space with reduced car congestion conducive to strolling, shopping and dining.</p> <p>Supplementary</p> <p>Getting people on bikes from the St Asaph St intersection to Ara's bike park off Madras St is a crucial missing link. Doing so legally requires walking a bike on the Madras footpath for 100m to access the facility. Many just ride either in the road or on the footpath. A contra-lane along Madras St to Ara is needed. Council staff had indicated to Spokes in years past that this would soon be delivered. Now is the time.</p>				
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52	25277	<p>Thank you for the opportunity to provide input to the proposed upgrade of High Street. This submission is made on behalf of Generation Zero - a nationwide youth-led advocacy group, with a vision to see New Zealand achieve net zero Greenhouse Gas emissions by 2050.</p> <p>High Street is designated as a key walking link in the An Accessible City plan. It is not singled out to cater for any other modes. The street links the Retail precinct, West End, the convention centre and Cathedral Square with Ara, the Multi Use Arena, Little High and several other shops/restaurants and bars in the area. As such we believe this street should be geared primarily towards pedestrians. The move to a 10km/h speed limit supports this and we strongly support the Council's ambition here. While we appreciate fully pedestrianising the street would be difficult creating a shared space like is seen on the Promenade would create a great environment while still maintaining vehicle access. We note our support for the kerbless nature of the two southern blocks proposed.</p> <p><b>Northern Block</b> The northern block particularly has a great opportunity to become integrated with the bustling retail precinct by extending the shared space. Currently the block contains shops, bars, offices and one (soon to be two) hotels who would benefit from becoming part of the excitement, as well as several empty sites bringing even more potential.</p> <p>The removal of kerbs will give people who cycle and people with mobility impairments or prams more freedom in how they can get around as well as emphasising the shared space nature of the space. This could be further improved by creating a clear path outside of the tram tracks. Some additional cycle parking on Cashel Street would be appreciated.</p> <p>Our understanding is there are no permanent off street car parks requiring access off this block, so we can not see any compelling reason why two-way traffic should be retained in this block. A south to north one way flow would maintain vehicle access and continue to allow buses to pick up/drop off guests right outside the BreakFree on Cashel.</p> <p>In the mornings while people are trying to walk to work, the BreakFree on Cashel often has large groups of guests either waiting to be picked up, getting dropped off or loading/waiting for baggage. A separated drop off/pick up area for buses or even just a wider footpath would reduce this congestion.</p> <p><b>High/Manchester/Lichfield</b> We would appreciate consideration of a Barnes dance crossing at the intersection of High Street/Manchester Street/Lichfield Street as this would allow people to move down the High Street key walking link more easily than they currently can and would be able to in what is proposed.</p> <p><b>Middle Block</b> The middle block seems appropriate to support C1 and Smash Palace with car parking and vehicle access, however we ask for the shared space aspect to be kept obvious to maintain the key walking link.</p> <p>We would ask for one or two more sets of cycle parking towards the centre of the block.</p> <p>Knowledge of sharrows still seems imperfect so explanatory signage for drivers entering the sharrows would be appreciated.</p> <p><b>Southern Block</b></p>	<p>Thank you for your submission.</p> <p>An Accessible City, as the transport chapter of the Christchurch Central Recovery Plan, together with its Streets and Spaces Design Guide propose High Street as a pedestrian priority street between Hereford Street and Cashel Street, and as a shared street between Cashel Street and St Asaph Street. Both streets (where High Street and Cashel Mall north of Manchester Street remains by legal definition a Pedestrian Mall) are therefore intended to be streets where cyclists, pedestrians and vehicles can mix in a low speed, broadly very low traffic-flow environment, as is evident from many similar successful schemes around the globe and here in New Zealand.</p> <p>The design principle of such streets is therefore that they be designed with a minimal level of marked segregation between the modes, so all road users understand their shared duty of care. The most critical design feature for success is therefore to achieve that broadly self – enforcing slow speed / low traffic-flow environment – which is the primary objective with the proposed scheme. That outcome appears to have been achieved thus far on central city streets such as Oxford Terrace, which was previously a busy traffic route into the central city – now a pleasant river promenade.</p> <p>The plan presented for consultation provides a balance for the needs of all users of the street. As you acknowledge, the proposed 10 km/h speed limit and, additionally, the paving treatment will make the street more pedestrian friendly.</p> <p>The kerbs are not proposed to be removed from the northern block as they are in good condition as a result of the street being renewed shortly before the Canterbury earthquakes. The Cashel Street part of this block will retain the existing kerb and have a similar design to the section of Cashel Street to the immediate east (within the East Frame).</p> <p>The two-way traffic flow has been maintained at the request of local businesses and land owners. Restricting the block to a one-way flow would restrict traffic access to Manchester Street.</p> <p>A raised crossing point has been provided to connect to Cashel Mall and High Street Mall.</p> <p>The footpath on the southern side of Cashel Street is widened to provide for more pedestrian traffic so that they can avoid any pedestrian congestion outside BreakFree. A coach park / loading zone is also proposed.</p> <p>Pedestrians using this intersection would benefit from a Barnes Dance. However, there are already quite a significant number of phases at the intersection with the need to provide for the tram and numerous bus services. Adding a Barnes Dance would increase delays on Manchester Street substantially, which would be detrimental to public transport travel times and journey time reliability.</p> <p>We acknowledge your request for more cycle parking in the middle and southern blocks and in Cashel Street. This will be considered during detailed design.</p>	Cameron	Bradley	Generation Zero
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		<p>We appreciate the move to create the southern block one-way for vehicles instead of two-way, again we would ask for the shared space aspect to be kept obvious for this key walking link.</p> <p>It is good to see cycle parking towards the south - one additional set of cycle parking towards the north of the block would complete the puzzle. Again, explanatory signage of expected behaviour in the sharrows would improve driver education.</p> <p>Summary Our requests are summarised below. Throughout the whole scheme, we ask for:</p> <ul style="list-style-type: none"> <li>- The whole area to be acknowledged as a shared space rather than streets with sidewalks;</li> <li>- Explanatory signage for expected behaviour around sharrows.</li> </ul> <p>In the north block:</p> <ul style="list-style-type: none"> <li>- The kerbs to be removed in line with High Street to the north and what is proposed to the south;</li> <li>- A corridor for people who want to cycle/scoot outside of the tram tracks;</li> <li>- An extra set of cycle parks on Cashel Street;</li> <li>- One-way south to north vehicle flow;</li> <li>- A separated bus/taxi drop-off lane outside the BreakFree on Cashel.</li> </ul> <p>At the High/Manchester/Lichfield intersection:</p> <ul style="list-style-type: none"> <li>- A Barnes dance crossing arrangement.</li> </ul> <p>In the Manchester to St Asaph block:</p> <ul style="list-style-type: none"> <li>- Cycle parks in the middle of the block.</li> </ul> <p>In the south block:</p> <ul style="list-style-type: none"> <li>- Cycle parks towards the north of the block.</li> </ul> <p>We believe that these changes would provide a great link for people taking carbon-less active transport into the city, as well as creating a more pedestrian friendly central city environment where future residents do not feel like they need a car. We can see in the long term this scheme would help set the project area up to become an extension of the Cashel Street pedestrian mall and even further shift us away from the private car and towards a more sustainable future.</p>				
53	25309	<p>I would prefer that the vehicle access between Cashel Street and Tuam Street was one-way only. If there are to be spaces available for on-street parking then the roadway space remaining is not sufficiently wide for two vehicle lanes, plus safe cycle movements, particularly when there are tram tracks to be aware of also. The 10kph speed limit is great, but will it be adhered to? This is going to enable a great link for cycles from the Square to the SE, there will be 1000s each day particularly in time, when the Heathcote Express Cycleway is completed. The cycle route access crossing Manchester Street at present, is atrociously difficult. The plan is unclear, but looks little better. This needs to be addressed. Thanks for the opportunity to make this submission.</p>	<p>Thank you for your submission.</p> <p>The project team considered a one-way option for the northern and middle blocks of High Street but this was not pursued. Making northern section of High Street one-way restricts traffic access either to or from Manchester Street. If the middle block of High Street was one-way, two-way cycle facilities would still be needed and thus a contra-flow cycle lane would be required. The space proposed allows for two-way traffic as well as cyclists to travel safely in both directions. Note that the cycle lane is 1.8 m wide on the southwest side of the road.</p> <p>We note your comment regarding cycle access from Cathedral Square. High Street between Hereford Street and Cashel Street is a declared pedestrian mall, which does not directly support cycle use on those sections. North-south cycle movements through the eastern part of the inner core are encouraged to use Manchester Street and Rauora Park.</p>	Robert	Fleming	
54	25310	<p>I fully support the proposals for this part of the city which has its own charm.</p>	<p>Thank you for your submission in support of the proposal.</p>	Kenneth	Henderson	
55	25314	<p>Please see Attachment 2 below this table.</p>	<p>Please see the response to Attachment 2 below this table.</p>	Sam	Crofskey	C1 Espresso

	<p>About us:</p> <p>C1 has been in business on our block of High Street for 23 years. Our longevity is no indicator of our resilience or our ability to weather everything thrown at us. High Street would be the perfect location for a community coffee house if it weren't for the constant disruption.</p> <p>We are one of only two businesses fronting onto our block of High Street.</p> <p>In support of the project:</p> <p>I would like to be able to convince your team to leave our block alone indefinitely to avoid disruption to our business - but it would be a hard argument as the street is clearly broken. Our block of High Street has been characterised by broken buildings, shipping containers, uneven footpaths, closed roads and neglect for the past seven years.</p> <p>Landscaping, paving, trams and shared vehicle spaces - these all are things we would put on a wish list for High Street, because in its current state it is a real mess. We are in full support of the tram rolling down High Street. It would be of benefit to us and the city to have an extended tram route.</p> <p>I imagine that there is an impetus to get in and get the work done now to minimise the effect on future placemakers of the street and to attract future investment.</p> <p>Our concerns of the project:</p> <p>We have observed the continued removal of on street parking which we would really like to keep for our business. We rate on street parking of a very high importance for our business.</p> <p>We have seen easy access to our block impeded following the one way swap - i.e. without intimate knowledge of the city, our block is not an easy find to the uninitiated. We would be very distressed to see this made more difficult. The Central City, High Street and C1 have a perception of being difficult to access. It is this perception that ultimately drives our customers decision making process around where to spend their patronage.</p> <p>We are feeling ill at the thought of continued road works. In particular we have grown tired at the length of time that these works take. We are tired of being held to ransom by the traffic management teams. And we are distressed by the financial concessions we must make to enable the work to be carried out.</p> <p>We do not subscribe to the acceptance that constant disruption is the cost of doing business in the Christchurch CBD. Riccarton Mall built a second floor without anyone noticing. Airports around the world can renovate and operate.</p> <p>We imagine a time in the future when pedestrian priorities will be important - a time when people live, work and play in the central city. We believe that time is in the distant future. We are concerned that these roading changes would be better timed for when the city demands it. Removing carparks or access in the hope people cycle, or walk more will cause immediate and lasting harm to our ability to trade.</p> <p>The length of time and slow progress of roadworks.</p> <p>When roadworks are taking place, we have observed that cost saving measures to the contract are worn by surrounding businesses.</p>	<p>Thank you for your submission.</p> <p>We note your concerns about parking loss in the vicinity of your business. You will note from the consultation plan that three additional car parks have been added on Tuam Street immediately east of Poplar Street and that a loading zone has been added on Tuam Street outside C1. Access to this block of High Street will not be altered, other than simplifying the signalised intersection.</p> <p>Regarding the construction process and time frame, it is our intention to complete the work as quickly as possible and maintain good communication with all business owners throughout the construction period. A contractor will be expected to manage this process so that business owners have no surprises.</p> <p>The "Wood for the Trees" sculpture is not owned by Council but was installed by Brown Bread who have a licence to occupy with Council. Brown Bread has expressed interest in Council owning the sculpture if the work is structurally sound and can be maintained. The High Street project does not have a location within the project for relocating this artwork.</p> <p>The existing location of the corgis has been identified as a tripping hazard. The proposed high street revitalisation will adjust the location of car parking closer to the existing corgis location which compounds this tripping concern. In consultation with the artist we are proposing to relocate the corgis a short distance (approx. 14 m) to improve the safety and flow of all users. This new location will continue to allow for Instagram images to capture the corgis with the post office building in the background.</p> <p>The tram stop is proposed on the opposite side of the street to C1 to maximise parking opportunities outside C1 and to locate it in a position where people exiting the tram, or waiting for the tram, can see along both sections of High Street and not impede the footpath.</p> <p>One loading zone is proposed on Tuam Street outside C1 in addition to a loading zone at the northern end of the middle block of High Street. The paid P60 parks provide for those people who wish to park and stay longer, such as those who wish to dine at C1. Shorter term parking is now proposed outside C1.</p> <p>The consultation plan shows 12 car parks, one mobility park, a motorcycle space and a loading zone in the middle block of High Street. As stated earlier, an additional three car parks and a loading zone are proposed in Tuam Street close to the High Street intersection. The current parking provision in the middle block of High Street is 24 (with barriers removed). Sixteen car parks are proposed in this block and nearby in addition to motorcycle parking and two loading zones.</p> <p>Parking has been removed between 191 and 209 High Street to provide for the proposed verandas there. These extend 3 m from the boundary and therefore a footpath width of at least 3 m must be provided. If parking is also provided then there is insufficient clearance between the proposed cycle lane and the tram track. 211 High Street has a resource consent for a proposal that includes basement car parking with access to High Street preventing the additional P60 car park you have suggested.</p> <p>Mobility parking is included as a priority over regular car parks. One mobility park in this block is considered to be the minimum acceptable.</p> <p>The planting that you maintain in the corner garden plot outside C1 will not be altered.</p> <p>The outdoor area leased by you is not part of the legal road but is reserve land. The</p>			
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	<p>Every day that the contract drags on, will be another day that our business, our team and our family suffers.</p> <p>Evidence in support of this:</p> <p>Contractors parking on the street instead of a paid carpark, reducing patronage.</p> <p>Traffic management is set up at times when no work was taking place, further reducing patronage. was Few to no workers being on site, lengthening the time the contract takes and therefor disruption to our business.</p> <p>Our Request:</p> <p>Work day and night, 7 days a week until the job is done.</p> <p>Our mental health:</p> <p>It has been our experience that during the time the road works take place, I will need to be on site daily to deal with whatever things are thrown our way. During previous works we have experienced service cuts to access, electricity and water a number of times, coupled with attempting to carry out business in the middle of a work site, which our management team are not equiped to deal with. This constant threat of disruption is unhealthy to us as a business and as individuals.</p> <p>After everything we have been through over the past number of years, I am very anxious about these road works and their impact on our health.</p> <p>Our Request:</p> <p>We have only ever experienced lip-service in treating our needs to run our business with minimal disruption. A small street sign saying that it is business as usual, or a point of contact (whom we can not contact) are not enough to show that you are trying to minimise disruption to us. The previous work's treatment of us amounts to nothing short of bullying. We would like to see a big effort that ensures that the upshot of this project is greater than the relief of it being finally over.</p> <p>Woods for the Trees:</p> <p>The removal of this art work appears to be a waste. Is there a possibility that this is repaired and reinstated on the street.</p> <p>Our Request:</p> <p>Apporach business leaders, property owners, Brown Bread &amp; Regan Gentry to see if we are able to raise the funds to keep the work here.</p> <p>The Corgis:</p> <p>Throw us a bone. C1 gets a win through an instagram opportunity by installing them near us. The city gets a win because they will be photographed with a good looking backdrop.</p> <p>Our Request:</p> <p>Place the corgis in front of the High Street Post Office.</p> <p>When will it end?:</p> <p>Our block of High &amp; Tuam Streets have had major construction works over these past and upcoming years:</p>	<p>proposed plan shows that this area will be repaved. The terms of the licence to occupy this area will be for you to negotiate with the Council's property team, separate from this project.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
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	<p>2010 Tram Tracks</p> <p>2011 Tram Tracks</p> <p>2012 CERA Demolition works</p> <p>2013 CERA Demolition works/SCIRT works</p> <p>2014 SCIRT Works/Accessible City</p> <p>2015 SCIRT Works/Accessible City</p> <p>2016 Tuam/High Traffic Lights</p> <p>2020 High Street Project</p> <p>2021 High Street Project</p> <p>Gnarly when you list it out, and even gnarlier to try to do business in the middle of all this. It is hard to quantify a reward for doing business here. And I am unsure of the economic benefit from all this work to either our business or our community. It is emotionally draining to see the street torn up on so many occasions over the years.</p> <p>Tram Stop:</p> <p>It will be very disappointing if the tram stop is placed on the opposite side of the road to C1 and not at it's closest point to our front door. It will mean that after enduring yet another series of road works, we will have neither a tram stop nor car parks. It will have been all for nothing. Although we can accept that this may catalyse development of that corner - in a field of dreams way, a tram stop in front of the High Street Post Office would have better leverage for Christchurch tourism.</p> <p>P10s:</p> <p>Loading zones or short term parking (P5s or P10s) are very important to us. P10s designated at both sides of the street at the intersections of High Street and Tuam and also at the intersection of High Street and Manchester are necessary. This enables those who are passing through the Street to still have an option of a park that is turning over quickly.</p> <p>Reduction of carparks:</p> <p>We are very hesitant to support any roading layout changes that reduces on street parking. It is widely accepted that Christchurch is in fragile state for both retail and hospitality. And those are the two activities that this project is trying to activate in this area. Our business, as a good working example, requires on street car parking.</p> <p>Prior to the earthquakes there were 33 carparks on the Street. The reduction to 12 is tooo large a reduction.</p> <p>It is a big ask from the Council to force change on our business model to facilitate the removal of on street car parking. It is a disappointment to go unheard by a city to whom we have given so much.</p> <p>Evidence in support of this:</p> <p>At the start of the week beginning 10th September 2018, on street parking was removed to enable some works at the Cotter's Building. Our trade for the period was down 30% for the 48 hours that the parking was removed.</p> <p>Worse still (yet harder to measure) is the ongoing effect of those 48 hours - people's perceptions that our business is hard to access are confirmed and customers change</p>				
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		<p>their routines and habits and frequent other businesses. Anecdotally we know this to be true.</p> <p>A downturn, like what we observed at the start of the week, would require us to shed 9 x Full-time jobs from our team. We are facing this when the work is carried out on High Street.</p> <p>Our Request:</p> <p>The removal of on street parks in the area marked #2 on the attached map appears unnecessary. Please do not do this.</p> <p>Please place P10s near the entry and exits of the street. This would help greatly with the perception of parks being available. We require P10s for takeaway customers to be able to frequent us.</p> <p>Please move the accessible park/paraplegic off the street and to the nearest available/permitable place. It is our observation that this park is not utilised.</p> <p>I'm unsure if customers understand a loading zone and would prefer the parks are marked as P10s. We require P10s for takeaway customers to be able to frequent us.</p> <p>Plantings:</p> <p>Any of the plantings around us we would like to be suitable as edibles. Some consultation with us would be great for us to continue with our edible urban garden that we maintain at our corner.</p> <p>Traffic Management:</p> <p>The approach of the traffic management crews amounts to bullying. They have the final word on what ever disruptive behaviour they choose to do in the name of safety. Often the safety areas are that are cordoned off are ridiculous with no work taking place within. The traffic management workers are often combative and defensive in their approach. There is too big an imbalance between the disruption of these crews and our ability to do business.</p> <p>Our Request:</p> <p>Have the work crews stay off the street if they are not working.</p> <p>Have the crews lease private land off the street to store their gear and vehicles.</p> <p>Have the crews only close off carparks when work is taking place.</p> <p>Never close the street.</p> <p>Our Outdoor Lease:</p> <p>We feel anxious about how this would be approached in a way that is not disruptive.</p> <p>We would like to be a part of the plans for this outdoor area to ensure that we have water, power and shade incorporated into the design. This is crucial for our on going success and for the vibrancy of the area.</p>				
56	25320	<p>Looks good. Will it happen quickly enough for the businesses to survive? Please don't push Smash Palace aside for a laneway without offering them the outdoor dining space gratis.</p>	<p>Thank you for your submission in support of the proposal.</p> <p>The proposed laneway is not a Council project but is being managed by the Crown. A wider footpath is proposed outside Smash Palace to facilitate a courtesy crossing.</p>	Justin	Rogers	

57	25329	<p>Cannot see a reason not to pedestrianise High Street. The plans need to be seen through the lens of the Climate emergency, with less emphasis on vehicle movements.</p> <p>Otherwise a good plan</p>	<p>Thank you for your submission in support of the proposal.</p> <p>The proposed plan provides for future change of use of the street such as reducing the number of car parks in the two southern blocks of High Street.</p>	Vince	Eichholtz	
58	25335	<p>There seems to be a lot of lost potential to make this a great pedestrian and cycle environment (and tram).</p> <p>If vehicles must be allowed then I support the 10km/hr.</p> <p>However by trying to fit all modes into a small space the vision of a pedestrian heavy lively environment, with possible on street eating is threatened.</p> <p>I am really looking forward to this link between the cycleway from ferry road and the city being open.</p>	<p>Thank you for your submission in support of the proposal.</p> <p>The proposed plan provides for future change of use of the street such as reducing the number of car parks in the two southern blocks of High Street.</p>	Angela	Walsh	
59	25346	<p>Harrison Grierson acts for Boltbox Limited the landowner of the properties at 198, 200 and 202 High Street, Christchurch (Lots 3, 4, 5 DP 9572) which have frontage to High Street. We have reviewed the High Street Revitalisation and Tram Extension consultation document (the Document) prepared by Christchurch City Council and wish to make the following submission on behalf of the property owner</p> <p>Background</p> <p>Our client's property is held in three separate titles and is currently vacant following post-earthquake demolition of buildings which formerly occupied the site. Our client has plans to redevelop this property in the future as either a single development or a series of separate developments. However, no detailed plans confirming site access, built form, and car park location have been prepared to date. Therefore, our client would like to retain some flexibility about the number and location of vehicle accessways along the High Street frontage of all three separate titles.</p> <p>We note that the Christchurch District Plan requires active frontages and continuous verandahs along this section of High Street while making provision for accessways up to 7m in width. It also enables one vehicle crossing per site set back at least 10m from the intersection with Manchester Street.</p> <p>Submission</p> <p>We support the following aspects of the proposed works:</p> <ul style="list-style-type: none"> <li>- Proposed retention of two-way traffic flow in this section of High Street. This is imperative to maintain vehicle access to properties in this location and also for broader vehicle movements in the area.</li> <li>- Streetscape works including pavement widening, new paving and landscaping to improve the amenity and walkability of High Street.</li> <li>- Upgrade of tram infrastructure including proposals to minimise overhead wiring and associated support structures.</li> <li>- Provision of shared on-road vehicle/cycle lanes rather than separated cycle lanes with raised paving.</li> </ul> <p>We wish to make the following submission in opposition to the following aspects of the works related to High Street (Cashel Street to Manchester Street) as shown on Page 12 of the Document. We are making this submission as our client has not yet finalised their development plan and wishes to retain some flexibility regarding the location of</p>	<p>Thank you for your submission and your support of the proposal for the northern block of High Street.</p> <p>The location of the cycle stands and tree in the vicinity of 202 High Street can be altered during the detailed design phase to make provision for a future vehicle crossing that is likely to be required. Similarly the location of any pole for lighting or tram overheads can be located away from this likely crossing position. We have amended the location of the proposed loading zone outside 198 High Street.</p>	Rachel	Ducker	Harrison Grierson Consultants Limited

		<p>accessway/s to their property. We understand from our recent meeting with City Council staff that we should document this feedback as there is potential to amend the final design. The proposed changes we are seeking to the design of the works includes:</p> <ul style="list-style-type: none"> <li>-The proposed location of cycle stands outside 19, 200 and 202 High Street. We consider that these cycle stands should be relocated within the triangle of open space to the south of Tuam Street in the vicinity of the proposed seating and landscaping planting.</li> <li>- The proposed location of the tree outside 202 High Street. We consider that this tree should be relocated further to the north-west of 202 High Street or an alternative location so that it does not restrict access to our client's properties.</li> <li>- We note that the flyover video shows a pole containing a street-light and flag is proposed outside our client's properties. However, this is not shown on the plan of this section of works on page 12 of the consultation document. We consider that this lamp-post should be relocated to an alternative location so that it does not restrict access to our client's property.</li> <li>- The proposed loading zone, which we understand is likely to be used for buses dropping guest off at the proposed hotel on the corner of High and Manchester Streets, should be located as far as practical towards Manchester Street. This would ensure that it does not limit any vehicular access to our client's property.</li> </ul> <p>We wish to be heard in support of our submission.</p> <p>We understand that Council may not undertake these works for 18 months and we would appreciate being kept informed about the design of the proposed works. Likewise, our client's plans may be developed further in this timeframe and we will keep Council informed of our client's plans.</p>				
60	25347	<p>The idea of reducing the number of street car parks in Middle High Street between Manchester and Tuam Streets will impact heavily on business. There are only two businesses that have opened and survived in that block in the past nine years. Both these businesses rely heavily on street parking. The city has been literally suffocated with cycle ways, so please leave this piece of paradise alone for the customers of Smash Palace and C1 Coffee. The consultation process is obviously a repetition of what we have just experienced in Ferry Road. Business and property owners have no rights, but are expected to pay increased rates demands which in turn pays the salaries of those who are implementing the unworkable designs.</p>	<p>Thank you for your submission.</p> <p>Currently there are 25 car parking spaces in the middle block of High Street, increasing to 27 after existing barriers are removed. The proposed plan provides for 12 car parks, one mobility park, motorcycle parking and a loading zone. In addition to these, three car parks and a loading zone have been added in Tuam Street. The loss of parking space between now and what is proposed is equivalent to four car parks.</p> <p>The plan provides for a widened footpath outside Smash Palace and a courtesy crossing there to encourage pedestrians to access Smash Palace. The extra amenity provided on the street is expected to encourage more pedestrians to use the street. Provision for cyclists is necessary on High Street particularly as this is a frequently used route from the cycleway on Manchester Street to Ara.</p>	Anthony & Joanna	Carey	
61	25351	<p>Please see Attachment 3 below this table.</p> <p>Submitter background: I am an Architect with 17 years running my own company, and round 30 years working as an Architect. Between 2003-2011 I shared an office with Intrados Architecture in the Duncans Building, number 145 before the street was 'cool'. Our office now resides at 134 Southwark St, just round the corner.</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table. The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p>	Andrew	Evans	AE Architects Ltd.

	<p>I cycle to work just about every day and ride mountain bikes often.</p> <p>I am not being paid to do any of the work on Lower High St, im doing it out of love for the street (though I am being compensated some of the work on Middle High St)</p> <p>I have done a lot of work on both new and heritage building on the areas of High St some projects include:</p> <p>1) Lower High St (St Asaph to Tuam): 135 High (Matt &amp; Shaun Stockman)- new build, currently under construction, 153-157 High St (Shaun Stockman, pre-earthquake strengthen &amp; fit out), 145-149 (Kishor Singh) &amp; 159-161 (David Collins): both earthquake repairs/ strengthen between Sept 2010 &amp; Feb 2011, some work for Arts Family at 137-139 High, The new Billens building at 177 High St (for Shaun Stockman)- completed</p> <p>2) Middle High St (between Tuam and Lichfield): 199-201 High St (Shaun Stockman)- Ruby Black new building retaining heritage façade, under construction, 158 High St AKA cotters (Shaun Stockman)- has resource consent, 160 High St (Shaun Stockman)- done concepts</p> <p>3) Northern High St (between Lichfield and Cashel): 225 High St AKA Bonnington House (Shaun Stockman)-fitout &amp; strengthen of heritage building</p> <p>Submission on lower High Street (between St Asaph &amp; Tuam St):</p> <p>1. The attached preferred alternative scheme by DCM Urban Design Ltd (29 parks excluding disabled &amp; loading zone) is very similar to the council scheme (11 parks excluding disabled &amp; loading zone) except it has a decent amount of parking (currently 32 parks) i.e.: it is car 1 way shared with a bike lane the other way, it has an exit to both Madras and St Asaph, street trees on ARA side are retained. There is a wide and well landscaped footpath (6.7m including landscaping) to the retail side of high street for pedestrian use, the council scheme shows 8.2m (including landscaping) — this is overkill, the foot traffic will not increase to mall like proportions, especially if the car parking is vastly reduced the street is boutique and small scale not a pedestrian highway; it is also very much the end of the line for wandering pedestrians from the city.</p> <p>2. The preferred alternative scheme provides pretty much all the amenity of the council scheme, but retains car parks which are critical to retail success as others will discuss in more detail</p> <p>3. Ara/ CPIT/ the Polytech Jazz School has been in place for over 20 years &amp; have used the ground floor of their building as teaching space, recently they have added even more frosted glazing, this discourages shoppers, that side of the street is lifeless, used for people to pass through only and not linger. Ara has shown no commitment to improving things, it is better to judge them on their record and on that side (NE) &amp; provide minimal improvements and emphasise the other side of the street.</p> <p>4. The council own document high level 'Christchurch Transport Strategic Plan' requires A good supply of convenient, secure, well placed and easy to find parking will support economic recovery and the future prosperity of the city. In preliminary discussion with CCC staff they noted that 'parking will be reallocated to convenient off-street locations' &amp; that they consider the Lichfield St. car parking building as a 'convenient off-street location.' Google maps shows Lichfield Car parking building over 550m away (round 3 blocks) and that's to the corner of High &amp; Team, if you on the south end its more like 750m (4 blocks), I'm sceptical about the word 'convenient' being relevant to shoppers, especially if they decide to purchase heavy items. I believe, though not sure that the</p>	<ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p> <p>The Christchurch Transport Strategic Plan 2012 is a non-statutory document intended to identify the greater Christchurch partners' intentions for the top priority, post-earthquakes, transport actions to support recovery and regeneration of the city. An Accessible City, as the transport chapter of the Christchurch Central Recovery Plan (a statutory document), together with its Streets and Spaces Design Guide, propose High Street as a pedestrian priority street between Hereford Street and Cashel Street, and as a shared street between Cashel Street and St Asaph Street. Both streets (where High Street and Cashel Mall north of Manchester Street remains by legal definition a Pedestrian Mall) are therefore intended to be streets where cyclists, pedestrians and vehicles can mix in a low speed, broadly very low traffic-flow environment, as is evident from many similar successful schemes around the globe and here in New Zealand.</p> <p>With respect to your submission's proposal to delay the work in the southern block of High Street, extensive repair work is required to the footpath on the Ara side and storm water / drainage repairs are potentially required if this block is left for a period of up to five years. Provision also has to be made for cyclists to safely use the road to provide the link between the existing cycle ways in Tuam Street and St Asaph Street. If reconstruction of this block was delayed, the access to St Asaph Street would also be delayed.</p> <p>Road levels will be determined at the detailed design stage after Council approval of a scheme.</p> <p>Parking has been removed between 191 and 209 High Street to provide for the proposed verandas there. Therefore, a footpath width of at least 3 m must be provided. If parking is also provided then there is insufficient clearance between the proposed cycle lane and the tram track. 211 High Street has a resource consent for a proposal that includes basement car parking with access to High Street preventing the additional P60 car park you have suggested.</p>			
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	<p>SALT parking building is more for private cars, the Crossing building is closer than the Lichfield car park building but this is private owned, I'm not sure the council could claim this as legitimate off street parking; I also hear rumours the council is trying to shut down the temporary off street car parks round the city which could make things even worse for struggling retailers.</p> <p>5. The central city retail is in direct competition, no matter what the council staff may say, with the malls which provide free and convenient parking, I have friends who never come into the city for this reason (&amp; they are extremely keen mountain bikers) &amp; they are not alone. The proposed alternative designs provide great amenity for ALL users- cyclists, pedestrians &amp; car users (who become pedestrians when they leave their cars) If in 10 years car parks are no longer needed they can be removed, but right now retailers need these parks to survive. Convenience is important (&amp; legally required).</p> <p>6. The preferred alternative scheme has had preliminary review by an independent traffic engineer as being feasible.</p> <p>7. It would be it would be great to defer doing work in this part of High St so that: a) new businesses could establish themselves now that most of Duncans is coming on stream and 135 High is under construction b) there is less hurry as the tram is not going down c) it gives the polytechnic 5 years to create life/ retail on their side (the have already has more than 20 years), if in 5 years they have changed their ways the design could be adjusted to make their side of footpath a bit wider &amp; more comprehensively landscaped d) the capital cost (&amp; therefore rates rises) could be deferred and spread over along period</p> <p>8. Altering the road levels to reduce the flood risk (as per below) would be wonderful</p> <p>9. I support not running the tram up lower High St &amp; simplifying the street poles at the intersection of Tram &amp; High.</p> <p>Submission on Middle High St (between Tuam and Lichfield):</p> <p>I had a look at previous council plans (that they discarded), and the attached pretty much ticks all the boxes with the following changes:</p> <p>1. Add 3 additional parks- parking is essential for retail to work as others will argue 2. Only 1x accessible park adjacent accessible crossing, there isn't demand for 2 x accessible parks. Note that by being adjacent the accessible crossing as it is unoccupied most of the time if provides even more visibility for pedestrians, also it is mid-block and crossing the road is easier for disabled users.</p> <p>3. Due to the RM rule on 200 year flood events floor levels end up being very High on High St, this creates a barrier for shoppers entering shops- either ramps or worse steps up; if the proposed street works can improve by even 100mm that would make a big difference. Middle High St is still not fully developed, there is an opportunity to adjust both the footpaths and maybe the road to both reduce flood risk overall and with a higher footpath at the boundary to buildings. Aim for channel in central of road to lower street to reduce flood risk/ level, sadly lowering tram height not going to happen but maybe raise footpath to reduce ramping/ steps into retail (even outside Cotters) - 100mm or higher (but no more than round 180mm- max level RL 15.085) would be great. At Ruby Black (199-201 High St) raise footpath at boundary to around RL 15.16 would be great, but you might have to infill the ramp at unit 3 (199 high St).</p>				
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	<p>4. Scaling off the drawings it appears the footpath on the south west side is being reduced in width (to round 2.9-3m from current 4.05m wide footpath) to accommodate the bike lane, we have verandahs at 199 &amp; 201 High St that come out at least as wide as the proposed footpath (we come off boundary almost exactly 3m)- the bike lane needs to be as close to absolute minimum tram clearances as its 10kph, trams move in a straight line and don't veer &amp; I suspect will be moving contraflow to bikes. I took my tape measure out and a tram appears to protrude about 0.55m beyond the track (?) scaling off the council plan I get the clearance at 1.1m so reduce clearance by 0.55m and the car parks shunted further north east (or less preferred the landscape strip needs to be a bit longer outside 199-201 High); but other owners at 209 high verandah is coming out at least 2.52m (from old set of Highgate drawings we have) so the footpath cant get too close.</p> <p>In conclusion:</p> <ol style="list-style-type: none"> <li>1) The council should adopt the preferred alternative scheme attached for lower High street</li> <li>2) This scheme provides great amenity for all users- cyclists, pedestrians, retailers and car users.</li> <li>3) Car parking is critical to retail success, especially a block at the very outer edges of pedestrian wandering</li> <li>4) The council should adopt their 'High-Street-Previous-Concepts-Considered' scheme with minor alterations as attached</li> <li>5) I support not running the tram up lower High St &amp; simplifying the street poles at the intersection of Tram &amp; High.</li> </ol> <p>Appendix 1: The Christchurch Transport Strategic Plan</p> <p>(see <a href="https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies/Bylaws/Strategies/ChristchurchStrategyTransportPlan2012.pdf">https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies/Bylaws/Strategies/ChristchurchStrategyTransportPlan2012.pdf</a>) states that "The challenge for Christchurch is to establish and manage a network that will help to improve access to goods and services, increase the reliability of journey times for regional and national freight travel and protect the network for future growth, at the same time</p> <p>balancing this with the need for safe and attractive communities and neighbourhoods."</p> <p>.</p> <ul style="list-style-type: none"> <li>• Further, Action 3.1.3 'Parking' of the Christchurch Transport Strategic Plan states that: Action 3.1.3 Parking</li> </ul> <p>Parking that supports the city's economy</p> <p>Parking is a valuable asset to the network. The provision of parking is a key part of the overall transport network. A good supply of convenient, secure, well placed and easy to find parking will support economic recovery and the future prosperity of the city.</p> <p>And:</p> <p>Re-allocating on-street parking</p> <p>Where a shared priority corridor is identified through the new road classification system, there may be a need to reprioritise road space for public transport and active transport on priority corridors or landscaping where road space is limited. Where there</p>				
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		remains a need for parking in the area, parking will be reallocated to convenient off - street locations.				
62	25361	<p>Please see Attachment 3 below this table.</p> <p>We are very concerned regarding the impact on existing business both during and after upgrades. Do Not support any reduction in on street parking. If it is required, alternative parking within an easy 2 minute walk must be required.</p> <p>We do not support the proposed plan for the block between Tuam and St Asaph Street and attached an alternative plan which has been agreed upon by the property owners and tenants within this block. The proposed reduction from 32 Car parks to 11 in this one block is strenuously opposed.</p> <p>We suggest that any work this this block is delayed as long as possible and when and if it is undertaken it is done as quick as possible.</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The Council will be working with a contractor to ensure that the construction work is undertaken in as short a time frame as possible. We will also ensure that the contractor keeps business owners fully informed of the work to be undertaken and maintains access to all businesses.</p> <p>The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>	Richard	Peebles	Peebles Group Ltd
63	25370	<p>Please see Attachment 3 below this table.</p> <p>I would like to comment on the southern end of the High St revitalisation plan (Tuam st through to St Asaph st).</p> <p>I am strongly opposed to the councils preferred plan.</p> <p>The new proposal reduces the car park numbers from the existing number of around 30 down to 14.</p> <p>This reduction in parking will have serious negative impacts on our tenants, all of whom have expressed serious concerns to us. They all signed up thinking there would be a similar amount of car parks as there were before the earthquakes, so deleting half of them is unacceptable to them.</p> <p>As a property investor, who has invested significant amounts of money into the new CBD, I was horrified to hear that the car parks the council were taking away from High st are effectively being replaced in the Lichfield car park building which is over 500m</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The Council will be working with a contractor to ensure that the construction work is undertaken in as short a time frame as possible. We will also ensure that the contractor keeps business owners fully informed of the work to be undertaken and maintains access to all businesses.</p> <p>The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block –</li> </ul>	Mike	Percasky	Duncans Lane Ltd

		<p>away! Any mall that had car parks 500m away from their shops would never attract any tenants and would therefore go bankrupt, why does the council think that the CBD retail would be any different?</p> <p>I have attached a plan that we understand ticks all of the boxes from a council point of view but also manages to keep 30 car parks. This is the plan I would like to see implemented.</p> <p>Option C proposed alternative plan for lower High Street (Attachment 3)</p> <p>I would also ask that when it comes time to do the work, that it is done as quickly as possible (contractors working nights and weekends) to mitigate negative impact to our tenants.</p> <p>Our tenants are really struggling in post earthquake Christchurch, shoppers aren't coming back in the numbers that make retail sustainable, and the biggest critique from the public seems to be parking.</p> <p>I know there is a real push from the current council to replace all cars with bikes and public transport, but if this is done only in the CBD and not at the malls, all the shoppers will simply drive their cars to malls where they know they can access car parks with ease and walk short distances to the shops. This is not rocket science.</p>	<ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> <li>● Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>● Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
64	25374	<p>Please see Attachment 3 below this table.</p> <p>The proposed plan is not acceptable due to large reduction in carparks We support an alternative plan. Please see attached. A reduction in onsite parks must be accompanied by alternative parking in easy walking distance(Less than 2-4minutes).</p> <p>If and when the work is undertaken it is done urgently and quickly. Working at nights and weekends.</p> <p>We have many concerns over the impact on our business if parks are removed and the impacts on business during the construction.</p>	<p>Thank you for your submission. Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>● Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>● Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>● Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>	Benny	Castles	
65	25375	<p>Please see Attachment 3 below this table.</p>	<p>Thank you for your submission.</p>	Diane	Truscott	Duncans Lane Limited

		<p>I do not support the proposed plan due to the large reduction in car parks. Our city has already lost a significant number of street car parks. If the adopted plan requires the removal of car parks then alternative car parks should be made available which are within easy (2-3 mins) walking distance. Easily accessible car park are vital for the city's businesses. Car parks are already in high demand and essential for the inner city business to succeed. I also feel that once started the work needs to be done with urgency so the businesses are not faced with lengthy disruptions to their trade. I strongly support the alternative plan attached.</p>	<p>Please see the general response to the alternate plan shown in Attachment 3 below this table. The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
66	25378	<p>Please see Attachment 3 below this table.</p> <p>We strongly oppose the Councils proposed plan to upgrade the street, as it will mean a large reduction in the number of carparks. The loss of this parking will be very detrimental to the businesses in the immediate area. There has already been a considerable loss of parking the central city.</p> <p>We support the attached alternative proposed plan - option C. (Attachment 3)</p> <p>The other concern we wish to raise, is the impact on the businesses during any upgrade works. We request that this work be undertaken at night and completed as quickly as possible to limit the impact on the businesses in this area.</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table. The Council will be working with a contractor to ensure that the construction work is undertaken in as short a time frame as possible. We will also ensure that the contractor keeps business owners fully informed of the work to be undertaken and maintains access to all businesses. The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> </ul> </li> </ul>	Rachel	Gould	181 High Limited

			<ul style="list-style-type: none"> <li>o Additional motorcycle parking space located outside 143 High Street</li> <li>o Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>o Cycle crossing across St Asaph Street added.</li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
67	25380	<p>The plans are mostly fine, but sadly unambitious for a council that has recently recognised the existence of a climate emergency and which oversees an urban area in which transport is responsible for more than 50% of carbon emissions. It is sad to see how much room on one of the central routes and meeting places in town is handed over to parking cars. Parking cars or the ability to park my car is not what attracts me to the CBD. Good pedestrian and cycling facilities, an attractive streetscape, and outside gastronomy do attract me (combined with public transport). An ambitious plan would get rid of the parking and make the street more inviting to people, not to cars.</p> <p>The plan currently also has a fundamental flaw as relates to cycling provisions. High St is a major north/south connection for cyclists and even more important given how Colombo St and Manchester St fail to accommodate anybody except for people who like to sit in idling cars. However, the plan does not make it easy for cyclists to cross the Manchester St/Lichfield St/High St intersection. The idea appears to be that cyclists traveling south-east follow High St past the point where cars are directed on a left curve towards Manchester St, for cyclists to then cross first Manchester St, then Lichfield St via the pedestrian traffic lights to end up back on High St.</p> <p>I can predict that many cyclists will be unable to discern that that is the intention. There are no clear markings or on-road cycle lanes combined with shared path markings to direct cyclists that way.</p> <p>Furthermore, a diagonal crossing, like the tram going north-west, is an easier option/desire line and many cyclists in the absence of clear infrastructure will take the easy desire line if it means avoiding having to go through two traffic lights to simply follow the street they are on.</p> <p>Going north-west, a cyclist wanting to cross the same intersection is faced with a similar problem, here propounded by the fact that they would need to cross High St with traffic behind them to get on the right side for the traffic light on the east side of Manchester St to go north.</p>	<p>Thank you for your submission.</p> <p>The plan presented for consultation provides a balance for the needs of all users of the street. The proposed 10 km/h speed limit and the paving treatment will make the street more pedestrian friendly.</p> <p>The project team has worked closely with key stakeholders that use the street regularly and provided a design that enables the road space to be used for different purposes as needs change. This is achieved by creating a single surface from boundary to boundary in the two southern blocks, making possible necessary parking requirements now but having the ability to adapt these in the future.</p> <p>The southern portion of High Street has been closed since the earthquakes but during this time there were no businesses operating on the street opposite Ara. Now that businesses are opening there, there is a need for vehicles to access the street to service the businesses.</p> <p>There is insufficient room to create a diagonal crossing at the Lichfield Street intersection without have a significant detrimental impact on the pedestrian safety and connectivity. Cyclists can still cross in two stages.</p>	Jan Jakob	Bornheim	
68	25382	Trees, shrubs and flowers - a great way to attract people to the area.	Thank you for your submission in support of the proposal.	Valerie	Mayer	
70	25390	<p>Please see Attachment 3 below this table.</p> <p>I support the alternative plan with 30 parallel car parks</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>o Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>o Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>o One additional park for motorcycles located outside 174/176 High Street</li> </ul> </li> </ul>	Kris	Inglis	Duncans Lane Ltd and 181 High Ltd

			<ul style="list-style-type: none"> <li>o Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>o Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> <li>• Southern block – <ul style="list-style-type: none"> <li>o Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>o Additional motorcycle parking space located outside 143 High Street</li> <li>o Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>o Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
71	25391	<p>Please see Attachment 3 below this table.</p> <p>The proposed plan is not acceptable due to large reduction in carparks but am quite impressed by the peebles group alternate plan</p> <p>Like most businesses in the area we are reliant on clients being able to access us and so any reduction in onsite parks needs to be accompanied by alternative parking in easy walking distance. We have invested significantly in being back in the central city and were one of the first tenants in the little high complex and have had regular disruption to access over the last 3 years.</p> <p>On that basis If and when the work is undertaken it is done urgently and quickly. Working at nights and weekends.</p> <p>I would like to think that these concerns are considered from a disruption to business perspective and we don't lose more parking in the area</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>With regard to the loss of parking, the consultation plan indicates a reduction of 26 spaces across all three blocks, from the existing 94 spaces. Following consultation the number of parking spaces has been increased by one, a total loss of 27% of parks in the three blocks.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>o Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>o Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>o One additional park for motorcycles located outside 174/176 High Street</li> <li>o Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>o Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>o Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>o Additional motorcycle parking space located outside 143 High Street</li> <li>o Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>o Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>	Ian	McPherson	
72	25392	<p>Please see Attachment 3 below this table.</p> <p>Following a review of the information for the High Street revitalisation and tram extension, there are some great suggestions and recommendations been made.</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p>	Mark	Macauley	Colliers International

		<p>However is proposed plan is NOT acceptable due to the large reduction of street car parking. The constant removal of car parks from the CBD is only making it more difficult for businesses to survive and for the CBD to flourish. Colliers International is an office tenant located at 181 High Street and our reasons when making the decision to locate to this part of the CBD was good street parking for customers. Our business is pro the CBD, however our customers don't ride the bus or a bike to come to meetings in our offices. Not only do we need car parks, but so do the retail tenants that occupy the shops in the surrounding area. Ultimately if its made to hard for tenants to do business they move to locations which are easier to conduct business.</p> <p>I've have attached the alternative plans which I support as does our business as a tenant that would be affected by the changes.</p>	<p>The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>With regard to the loss of parking, the consultation plan indicates a reduction of 26 spaces across all three blocks, from the existing 94 spaces. Following consultation the number of parking spaces has been increased by one, a total loss of 27% of parks in the three blocks.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
73	25396	<p>Please see Attachment 3 below this table.</p> <p>YOU ARE REDUCING THE NUMNER OF CARPARKS WHICH OUR CLIENTS USE SO WE DISAGREE WITH THIS</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>With regard to the loss of parking, the consultation plan indicates a reduction of 26 spaces across all three blocks, from the existing 94 spaces. Following consultation the number of parking spaces has been increased by one, a total loss of 27% of parks in the three blocks.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> </ul>	ANNA	SMALL	COLLIERS INTERNATIONAL

			<ul style="list-style-type: none"> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
74	25398	<p>Please see Attachment 3 below this table.</p> <p>The proposed plan is not acceptable due to large reduction in car parks and therefore support the alternative plan as attached. We have concerns over the impact on our local business during construction if parks are removed. We request that any reduction in onsite parks is accompanied by alternative parking in easy walking distances (less than 2-4 minutes). We also request that when the work is undertaken it is done urgently and quickly, working at nights and in weekends.</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>With regard to the loss of parking, the consultation plan indicates a reduction of 26 spaces across all three blocks, from the existing 94 spaces. Following consultation the number of parking spaces has been increased by one, a total loss of 27% of parks in the three blocks.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>	Danny	Valentine	D&V Services Ltd
75	25402	<p>Please see Attachment 3 below this table.</p> <p>We are one of the new tenants of the newly established Duncan units in lower High St.</p> <p>We think the proposed plan is not acceptable due to large reduction in car parks.</p> <p>We are highly concerned over the impact on our business if parks are removed. We also are very concerned about the impacts on business during the construction. If and when the work is undertaken, please do it urgently and quickly, including working at nights and weekends.</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>With regard to the loss of parking, the consultation plan indicates a reduction of 26 spaces across all three blocks, from the existing 94 spaces. Following consultation the</p>	Mandy	Klapschuw eit	

		<p>We also suggest a delay in starting any work on our block until the character and business uses for the newly opened street is established. Patching and not doing the upgrade could be an option.</p> <p>We fully support the alternative plan attached.</p> <p>This is an alternative plan for the High Street between Tuam and St Asaph Street which retains most of the parks and still meets the CCC objectives regarding alternative modes of transport and pedestrian use.</p>	<p>number of parking spaces has been increased by one, a total loss of 27% of parks in the three blocks.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
76	25403	<p>Details of submitter</p> <ol style="list-style-type: none"> <li>1. Canterbury District Health Board (CDHB).</li> <li>2. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.</li> </ol> <p>Details of submission</p> <ol style="list-style-type: none"> <li>3. We welcome the opportunity to comment on the High Street Revitalisation and Tram Extension. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.</li> </ol> <p>General Comments</p> <ol style="list-style-type: none"> <li>4. Health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the social determinants of health . The most effective way to maximise people's wellbeing is to take these factors into account as early as possible during decision making and strategy development.</li> <li>5. Transport and urban design have particular influences on the health and wellbeing of New Zealanders. The greatest impact is how the design of streetscapes can encourage or inhibit physical activity. Low physical activity is the 10th leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases which cause the most deaths per year in the developed world .</li> <li>6. The CDHB commends the Christchurch City Council (the council) in the development</li> </ol>	<p>Thank you for your submission in support of the proposal.</p> <p>With respect to the Lichfield Street intersection, there is insufficient room to fit a cycle / tram crossing in this location, due to the need to provide a pedestrian refuge island in the south east quadrant.</p> <p>A Barnes Dance phase cannot be added to this intersection without having a significant detrimental impact on the travel time and journey time reliability for buses.</p> <p>We note your comment about the possibility of closing part of the street for events. The proposed design provides for this possibility if required.</p> <p>Mobility parking for four vehicles has been provided in the three blocks of High Street with other mobility parking available in car parking buildings.</p>	Dr Anna	Stevenson	Community & Public Health, Canterbury District Health Board

		<p>of this concept plan. It clearly incorporates aspects of a Healthy Streets approach , given the emphasis on reduced speed, shared use and an interesting streetscape which will encourage people to stop, rest and relax. As it is anticipated that there will be further retail, hospitality and commercial development in the area, we would also encourage the use of shade and shelter to encourage its use in all weathers.</p> <p>7. The CDHB supports collaboration with Matapopere Charitable Trust to include sites of significance and cultural markers within the project area. As indicated in the consultation information, this street holds significance for both mana whenua and the early settlement of Christchurch city which is important to maintaining cultural connections to the land.</p> <p>8. The CDHB recommends that priority signals at intersections are provided for cycles and trams and that pedestrians are given their own crossing sequence given High Street crosses through a number of busy streets.</p> <p>9. The CDHB strongly supports a 10km/h speed limit throughout High Street to ensure that pedestrian safety is prioritised. This speed limit should be for all modes (cycles, scooters etc.), and clearly marked as such. This will reduce the risk of high speed collisions with vehicles, cycles and e-scooters.</p> <p>10. On-street car-parking should be minimised, as cars pulling in and out of parks can be a hazard for pedestrians and cycles, reducing lines of sight and creating pinch-points particularly when trams may be passing.</p> <p>11. While vehicle access is still enabled it would be ideal if the area was designed in such a way that it could be blocked off for events or carnival type activities. This could also include the use for example, of art or display spaces.</p> <p>12. The CDHB recommends that mobility parking is prioritised over standard on-street parking, given that there are multiple off-street parking facilities close-by which can be easily accessed by those without mobility needs.</p> <p>13. The CDHB supports installation of a tram stop at the Tuam Street loop which includes seating and shelter as proposed.</p> <p>14. The proposed signal changes at the High Street/Tuam Street intersection are supported. The current configuration of 19 signal poles is confusing and overwhelming, therefore reducing their number is likely to improve safety.</p> <p>15. The CDHB recommends that changes in vehicle access and direction are marked very clearly to avoid confusion. This is particularly essential given the wide variation throughout the route.</p> <p>Conclusion</p> <p>16. The CDHB does not wish to be heard in support of this submission.</p> <p>17. Thank you for the opportunity to submit on High Street revitalisation and tram extension.</p>				
77	25407	Please see Attachment 3 below this table.	Thank you for your submission.	Paul	Lonsdale	

		<p>The proposed plan is not acceptable due to large reduction in carparks: I support the alternative plan attached or the original plan developed with the business community through the project teams consultation which was not presented for wider consultation.</p> <p>Any reduction in on-street parks should be accompanied by alternative parking in easy walking distance(Less than 2-4minutes).</p> <p>I also suggest that when the work on this project is undertaken that it is done urgently and quickly. Working at nights and weekends as I have grave concerns on the impact these works will have on local business if carparks are removed and the impacts on business during the construction.</p> <p>I suggest that 18 months is too long a construction timeframe and suggest splitting the project into two parts -</p> <p>Part 1: The Tram Extension Project</p> <p>Part 2: The Lower High Street Upgrade.</p> <p>I further suggest that the lower High Street works be delayed giving time for the newly completed buildings to be tenanted and for those tenants to have enough time to get established.</p>	<p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>With regard to the loss of parking, the consultation plan indicates a reduction of 26 spaces across all three blocks, from the existing 94 spaces. Following consultation the number of parking spaces has been increased by one, a total loss of 27% of parks in the three blocks.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p> <p>The Council will be working with a contractor to ensure that the construction work is undertaken in as short a time frame as possible. We will also ensure that the contractor keeps business owners fully informed of the work to be undertaken and maintains access to all businesses.</p> <p>With respect to your submission's proposal to delay the work in the southern block of High Street, extensive repair work is required to the footpath on the Ara side and storm water / drainage repairs are potentially required if this block is left for a period of up to five years. Provision also has to be made for cyclists to safely use the road to provide the link between the existing cycle ways in Tuam Street and St Asaph Street. If reconstruction of this block was delayed, the access to St Asaph Street would also be delayed.</p>			
78	25417	<p>Please see Attachment 3 below this table.</p> <p>The proposed plan is not acceptable due to large reduction in carparks. I support alternative plan attached as it retains the carparks. I have concerns over the impact on local business if parks are removed and the impacts on business during the construction.</p> <p>I would suggest that any reduction in onsite parks is accompanied by alternative parking in easy walking distance(Less than 2-4minutes).</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>With regard to the loss of parking, the consultation plan indicates a reduction of 26 spaces across all three blocks, from the existing 94 spaces. Following consultation the</p>	Maka	Angyalova	

		<p>If and when the work is undertaken it is done urgently and quickly. Working at nights and weekends.</p>	<p>number of parking spaces has been increased by one, a total loss of 27% of parks in the three blocks.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p> <p>The Council will be working with a contractor to ensure that the construction work is undertaken in as short a time frame as possible. We will also ensure that the contractor keeps business owners fully informed of the work to be undertaken and maintains access to all businesses.</p>			
79	25437	<p>I support the cycle access to the High Street and the increased number of trees; however, I think that the current plan, with so much car traffic and parking, is very unappealing. There are a few reasons for this, which are outlined in the points below.</p> <ul style="list-style-type: none"> <li>- There is already plenty of parking in the CBD and the abundance of on-street parking as shown in the plan is unnecessary. It is ugly; it presents problems for cyclists, pedestrians, and other drivers when it comes to opening doors and manoeuvring in small spaces; and it gives people an incentive to drive in to town instead of walking, cycling, or taking the bus.</li> <li>- The High Street would be much more attractive as a car-free zone. A pedestrian/cycle/tram-only shopping area would encourage people to stay on the High Street longer and to relax; if they feel safe and not rushed, they will do more shopping and even stay somewhere for a bite to eat. There would also be much more space for outdoor dining if room did not have to be made for cars, and cycle lanes heading in either direction could be placed more to one side so that a) cyclists could be farther away from the trams and the tram rails, which are a hazard for bike wheels, and b) cyclists could have a clearly defined space out of the main area where pedestrians are likely to walk.</li> <li>- Making the High Street a pedestrian/cycle/tram-only zone would also solve the problem in the current plan of having cyclists share the south-eastbound lane with drivers. Although the new speed limit would be quite low, it is highly unlikely that most drivers in Christchurch will actually keep to this limit and, based on my personal experience, equally unlikely that they will stay a safe distance behind cyclists. If the</li> </ul>	<p>Thank you for your submission.</p> <p>The plan presented for consultation provides a balance for the needs of all users of the street. The proposed 10 km/h speed limit and the paving treatment will make the street more pedestrian friendly.</p> <p>The project team has worked closely with key stakeholders that use the street regularly and provided a design that enables the road space to be used for different purposes as needs change. This is achieved by creating a single surface from boundary to boundary in the two southern blocks, making possible necessary parking requirements now but having the ability to remove these in the future.</p> <p>The project team is satisfied that the provision for cyclists is safe and meets the current design standards. An independent road safety audit was undertaken and issues raised in that audit have been addressed in the proposed plan.</p> <p>With respect to the Lichfield Street intersection, there is insufficient room to create a diagonal crossing at the Lichfield Street intersection without have a significant detrimental impact on the pedestrian safety and connectivity. Cyclists can still cross in two stages.</p>	Liss	Bornheim	

		<p>proposed set-up were instated on the High Street, I personally would never cycle down it, as I think it looks both stressful and unsafe.</p> <p>- It is unclear to me what is supposed to happen to cyclists moving north up Manchester Street and crossing Lichfield Street; the cycle lane disappears on the west side of Manchester Street, and there is no way for a cyclist to cross Manchester Street to access the shared footpath on the east side of the street without the awkward and cumbersome manoeuvre of crossing Lichfield Street on one light and then waiting to cross Manchester Street on a second light. (This is an already-existing problem that could be solved at this stage; not only is the manoeuvre awkward, but the overly small area intended for cyclists at the light is also not clearly marked and so is often overtaken by pedestrians.)</p> <p>- It is also unclear to me how cyclists are supposed to follow the High Street north-west/south-east and diagonally cross Manchester Street, as there does not seem to be a light system for this. If a similar two-light crossing system is intended, then this is unclear and again is awkward and frankly a disincentive for cycle traffic. Since the tram is intended to make a diagonal crossing, however, then such a crossing should also be put in for cyclists.</p>				
80	25070	<p>Please see Attachment 3 below this table.</p> <p>We are the owners of 139 High St. High Street Partners. We discuss only the lower High Street block- ie from Tuam to St Asaph Street. .We believe that: the city and High Street has not recovered enough to warrant changing the road layout yet it is our observation that this section of High Street is in the very early recovery stage. ( Lower High Street has just re-opened recently after a 8.5 year closure.) .We feel that the plans presented are disruptive to our recovery, unrealistic and bear no resemblance to the reality of trading in a vastly altered city. ie The plans at the moment are not in the best interests of the recovery of the street. .This area will become Mixed Use and destination shopping ie our tenants are service industry similar to pre-earthquake (due to our distance from the CBD). Service industries requires the ability to pick up and drop off. There are only going to be a very limited number of retailers in the lower High Street Block. Approximately 15-20, to survive this far from the central city they will rely on easy access for customers. NB. Lower High Street does not rely on casual foot traffic. .To reflect its Destination status, We would want parking space numbers to remain reasonably similar to the current situation, including a loading zone area and disabled parking. .Retail is currently a challenge due to low foot traffic numbers. (In a traffic/pedestrian count on Friday 24th May from 12.45 to 1.15pm in Lower High St at the St Asaph St end, we counted only 145 pedestrians, 14 bikes and 8 lime scooters. We do not feel that this warrants such drastic measures as proposed by the CCC to turn us into a one way street. We feel that One Way Streets are a failed experiment from the 1960's and overseas they are being removed and the streets reinstated as they were before. "One way streets are confusing for drivers, are less liveable, speeds are higher, and we believe also that two-way street increase visibility." ( Reference: <a href="https://www.citylab.com/transportation/2013/01/case-against-one-way-streets/4549/">https://www.citylab.com/transportation/2013/01/case-against-one-way-streets/4549/</a>) .We do not have retail on both sides of the street. (The polytechnic has since 1998 not established retail stores in it's building in High St, as its consent promised. This situation needs to be resolved.) .We also need constant turn over off car parks. Every 30- 60 minutes maximum ideally. (This needs to be policed much more rigorously than in the past as High Street and St Asaph streets have become easy car parks for the Poly technic students, staff and some retailers as well, this situation continues to this day.</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table. The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p> <p>The street has been damaged as a result of the Canterbury earthquakes and remedial work is required to make the street good again. Extensive public consultation was undertaken after the earthquakes and from this the Christchurch Transport Strategic Plan was approved by Council in 2012. High Street has been identified as one of the streets to be reconstructed to help meet the goals of this plan, these goals being: increase access and choice; create safe, healthy, liveable communities, and support economic vitality; and create opportunities for environmental enhancement.</p>	Nicky	Arts	High Street Partners

	<p>. There is no close alternative parking available, the car park, on St Asaph St behind Little High is already crowded and is struggling to cope with the current situation and there has been a significant loss of easy accessible short term parking on St Asaph street. (Loss of 75 along the full length of St Asaph St). The Lichfield Street car park is at least 8 minutes walk away and overloaded. ( Over 750m away) ie Not convenient.</p> <p>The council's own document 'Christchurch Transport Strategic Plan' notes the importance of car parking (partial extracts below). It states that: 'parking will be reallocated to convenient off-street locations.' &amp; that they consider the Lichfield st car parking building as a 'convenient off-street location.' Further, Action 3.1.3 'Parking' of the Christchurch Transport Strategic Plan states that: Action 3.1.3 Parking .Parking that supports the city's economy.</p> <p>Parking is a valuable asset to the network. The provision of parking is a key part of the overall transport network. A good supply of convenient, secure, well placed and easy to find parking will support economic recovery and the future prosperity of the city. And: Re-allocating on-street parking</p> <p>Where a shared priority corridor is identified through the new road classification system, there may be a need to reprioritise road space for public transport and active transport on priority corridors or landscaping where road space is limited. Where there remains a need for parking in the area, parking will be reallocated to convenient off - street locations. The plan does not state where these reallocated parks are.</p> <ul style="list-style-type: none"> <li>- The council draft plan shows 8.2m (from the current 3.5m) wide foot paths on the West – Duncan's side and 5 m (from the current 3.5) on the east -polytechnic side (including landscaping). The foot traffic will not increase to mall like proportions, the street is boutique and small scale not a pedestrian highway.</li> <li>The polytechnic side is historically dark, cold and not under cover (ie People pass through only and do not linger. ) Pedestrians usually walk on the Duncan's side of the street, under cover of the verandahs where it is more lively.</li> <li>- I would submit that the east side pavement area is left at 3.5m. This would allow for extra space for the North &amp; South bound cycle lanes to be merged as a shared carriage way, separated by street marking or planter boxes and shifted to the Polytechnic side of the street and made wider to accommodate 2 way bike traffic.</li> </ul> <p>We believe the contra flow cycle plan is a major barrier to the frontage of the Historic Duncan's Buildings. ie This removes the visual barrier that the separated cycle lane North creates in front of the Historic Duncan's frontage. As the Street speed is so slow at 10km I feel that this is an alternative option. ( Even cyclists will have trouble with 10kph, especially seeing that the lime scooters are doing 30kmh on the footpaths &amp; ebikes are doing 30kmh.)</p> <ul style="list-style-type: none"> <li>- I would suggest increasing the speed on the street form 10kph to 15kph</li> <li>- No Trees on the Duncan's side: Suggested trees, Quercus robur 'Fastigiata': Growth Rate: Medium Height when mature: 30m(Google)</li> </ul> <p>Duncan's Buildings are approximately 13 m high. It has a beautiful heritage brick facade. It is not logical to obscure the frontages with 30 m high trees sited approximately 3.8 metres from the building. The trees on the Duncan's side of the street need to be removed completely. Given the final size of the proposed trees, even if they reach half the size estimated, they will be too high. Leave the trees on the east side and replace the trees on the south side with a small to medium sized species . (Suggested species including Magnolia, Maple or Flowering Cherry or preferably a low native. (NOT oaks please , they cover the street in leaves that are never swept up from one season to the next).</p> <ul style="list-style-type: none"> <li>- One of the unusual feature advantages of our unit is that we have large opening double doors on our ground floor that allow machinery, stock and vehicles to be moved into the building. This is a useful feature and is being used in the marketing for future service based tenants. We will require unimpeded access to our double doors on the south side of the frontage. ie no trees, benches, signage or cycle stands that can not be removed on the 137 side of the building.</li> </ul>	<p>The proposed plan seeks to achieve a balance between pedestrian amenity and parking needs. It is expected that, with its proximity to the Ara campus, that there will be increased pedestrian activity in High Street once it fully opens to the public. Parking provided in the southern block of High Street is for paid 60 minute parking, loading for service vehicles, and for motorcycle and mobility parking.</p> <p>The Christchurch Transport Strategic Plan 2012 is a non-statutory document intended to identify the greater Christchurch partners' intentions for the top priority, post-earthquakes, transport actions to support recovery and regeneration of the city. An Accessible City, as the transport chapter of the Christchurch Central Recovery Plan (a statutory document), together with its Streets and Spaces Design Guide, propose High Street as a pedestrian priority street between Hereford Street and Cashel Street, and as a shared street between Cashel Street and St Asaph Street. Both streets (where High Street and Cashel Mall north of Manchester Street remains by legal definition a Pedestrian Mall) are therefore intended to be streets where cyclists, pedestrians and vehicles can mix in a low speed, broadly very low traffic-flow environment, as is evident from many similar successful schemes around the globe and here in New Zealand.</p> <p>The one-way street option for this block of High Street has been proposed to permit an exit to be reinstated from High Street to St Asaph Street. The intention is that High Street will be a destination. The 10 km/h speed limit is consistent with other shared streets in the central city such as Oxford Terrace.</p> <p>You make reference to the contra-flow cycle lane and that it will create a barrier to the Duncan's Building side of the street. To clarify, this will be a painted on-road cycle lane and will not be a separated cycle facility. Therefore, it will not create a physical (raised kerb) barrier.</p> <p>The proposed trees on the Duncan's Building side of the street are a reduction in the number of trees that existed prior to the construction work commencing on the Duncan's Building. The proposed plan shows that these will be planted further to the east of the building than they previously were, thus reducing shading and the visual impact on the building.</p> <p>We note your request for clear access to 137 High Street from the roadway.</p> <p>With respect to e-charging points for electric vehicles, we note that provision of these on the street would remove those parks for other vehicles.</p>			
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		<p>(Thus the seating/tree shown on the plan close to 137 High Street needs to be moved either closer to the St Asaph St Rain garden area, or further North, to keep clear our front opening, garage style doors.) This is also relevant if any other plan adopted.</p> <ul style="list-style-type: none"> <li>- Our first preference for Lower High Street is for it to remain 2 Way, it keeps the historic linkages open as it aligns with the 2 other High Street blocks. It also retains the old fashioned and gritty nature of the street. As a slow shared street it would negate the need for separate cycle lanes and be considerably more visually appealing. We submit that the street remains 2 way, as it is now and let's see what develops in 5 years time.</li> <li>ie We would prefer to defer doing any major redesign work in this part of High St so that: a) new businesses can establish themselves now that more of Duncan's units are coming on stream, 135 High is under construction and 141 and 129 High Streets have been sold to new owners. b) there is less hurry as the tram is not going down this section of High Street c) it gives the polytechnic 5 years to create life/ retail on their side.</li> <li>- But, if the 2 way option is not chosen, our fall back position is the plan attached, proposed by Messrs Stockman and Peebles. This option provides pretty much all the amenities of the council scheme, but retains more of the car parks which are critical to retail success.</li> </ul> <p>*The preferred option shown (which has approximately 30 parks excluding disabled &amp; loading Zone) is similar in design to the council scheme except it has a decent amount of parking (currently 32 parks) i.e. It is one way, with a shared bike lane one side, with a separate contra bike lane the other way, it has an exit to both Madras and St Asaph, street trees on ARA side are retained. (I do not like the contra bike lane as mentioned previously as it is a visual barrier to the Heritage frontage of the Duncan's Buildings).</p> <ul style="list-style-type: none"> <li>- There is a wide and well landscaped footpath 6.7m wide including landscaping to the Duncan's side of high street for pedestrian use, and a 4.3 m wide footpath on the Ara side. Both of these are more than ample for the Streets requirements.</li> <li>- I note that the seating on the Ara side in this plan needs to be reassessed, that side of the street does encourage sitting, it is too cold. The nicest place to sit in our end of lower High street is outside 129 High Street as it gets the most winter sun.</li> <li>- Again I feel that the north flowing contra cycle lane is a visual impediment to the Heritage frontage of the Duncan's Buildings.</li> <li>- I would like more attention to be paid to the Heritage grain of our area. I feel this is being over looked in all the plans presented.</li> <li>- To reflect our "bohemian grain" and status as a gritty area, I would like to see an EV charging station. For Bikes and cars.</li> <li>- I support the allowance for loading zones, mobility parking and crossing points.</li> <li>- I would like to see the funky red cycle stands remaining in the street</li> <li>- I support the decision regarding the tram turning back into High St at the old Para site.</li> <li>- I also note that Lower High Street redevelopment has been delayed by 8 plus years, we are still in very early recovery stage, fact there are still major unresolved issues at the St Asaph Street end.</li> </ul>				
81	25440	<p>High St is an obvious biking route into the central city linking to the major cycle route at its SE end. It is also a major pedestrian route linking ARA to the city. It is not a major vehicle route in anyway. However the the proposed layout appears to prioritise vehicle movements over biking and pedestrian movements. The intersection at Tuam St is particularly overly complicated. Problems include:</p> <ul style="list-style-type: none"> <li>- a very sharp turn for cyclists heading NW while trying to negotiate pedestrians on the crossing and other cyclists heading E.</li> <li>- at the point where traffic enters and leaves High St on the northern side of Tuam St there are multiple give ways and it isn't intuitive who has right of way.</li> </ul>	<p>Thank you for your submission.</p> <p>The proposed plan for High Street seeks to balance the needs of all users: pedestrians, cyclists and vehicle users. It also is intended to be a destination street by slowing traffic to 10 km/h.</p> <p>Cyclists travelling northwest have to make two turns when crossing Tuam Street, a left turn after the crossing and then a right turn into Tuam Street. This keeps the cyclists separated from the tram track and the pedestrian area.</p> <p>The giveaway marking will identify who needs to give way and these follow the road user rules.</p>	Chris	Hyslop	

		<p>-A short section where cyclists travel in the opposite direction to the rest of flow on Tuam St.</p> <p>- No pedestrian crossing over Tuam St on the western side of the intersection. People naturally want to cross here to access to/from the laneway to little high.</p> <p>I suggest keeping the intersection layout similar to as it is at the moment but moving the stop lights on Tuam St further west to line up with the laneway from little high allowing for a pedestrian crossing at this point.</p> <p>At the lichfield intersection there is no obvious route for cyclists to diagonally cross the intersection and continue in either direction on High St. At present cyclists use the tram tracks route and cross on the tram signal. This is not ideal and will become less ideal once the tram is running on the tracks. At the drop in session I was told this is intentional to discourage cyclists entering the mall further up High St where it meets Cashel St. However there are bike stands and even bike tyre pumps in the mall so this would seem to encourage cyclists into the mall? Provision for cyclists diagonally crossing Lichfield St is therefore requested.</p> <p>Otherwise in general I support the upgrade especially the increased plantings and rain gardens proposed.</p>	<p>As the two sections of High Street are offset the short length of contra-flow cycle movement on Tuam Street is required. The alternative would be to have the cyclists crossing the tram line unnecessarily which creates more risk and puts them into conflict with pedestrians.</p> <p>The current intersection is designed to accommodate the tram. With the tram not crossing Tuam Street the signalisation of the intersection is unnecessary and over complicated.</p> <p>There is insufficient room to create a diagonal crossing at the Lichfield Street intersection without have a significant detrimental impact on the pedestrian safety and connectivity. Cyclists can still cross in two stages.</p>			
82	25451	Please provide a safe environment for cycling and walking rather than more unsafe on-street car parking.	<p>Thank you for your submission.</p> <p>The project team is satisfied that the provision made for cyclists is adequate and safe. An independent road safety audit has been undertaken and issues raised have been addressed in the proposed plan.</p>	Connie	Christensen	Go Cycle Christchurch
83	25452	Sigh! Please look up the 100,000+ submissions from the original 'Share An Idea' and change this plan to have on-street car parking, as it makes the environment dangerous for everyone, and provide a safer shared environment encouraging people to move by foot, scooter or cycle (this is also shown to increase spending).	<p>Thank you for your submission.</p> <p>The project team has worked closely with key stakeholders that use the street regularly and provided a design that enables the road space to be used for different purposes as needs change. This is achieved by creating a single surface from boundary to boundary in the two southern blocks, making possible necessary parking requirements now but having the ability to remove these in the future. The plan presented for consultation provides a balance for the needs of all users of the street. The proposed 10 km/h speed limit and the paving treatment will make the street more pedestrian friendly.</p>	Connie	Christensen	
86	25459	<p>The Society was established nearly 60 years ago and has a well-established operating tram and trolley bus museum at Ferrymead Heritage Park. Through its subsidiary the Heritage Tramways Trust (HTT) it is the supplier of five of the seven trams now operating on the City Tramway. The HTT also assists Christchurch Tramway (CTL) with major repair and tram refurbishment work. The Society has further unrestored tram bodies in storage, able to be brought back to full operating condition for town operation when required, if and when funds are available.</p> <p>The Council has rightly recognised the need to repair and revitalise these parts of High Street (and also Cashel Street between High and Manchester). The tram already successfully operates in High Street between Manchester and Cashel, this being the only section of double track in the system and where motor vehicles and the trams need to occupy the same road space in both directions. If a one-way motor vehicle option was to be further considered for these blocks of Cashel and High Streets, we suggest it should be in an anticlockwise direction (ie E-W along Cashel, and NW-SE along High. This would result in less potential tram/motor vehicle conflict points than one way in the opposite direction.</p> <p>For High Street between Manchester and Tuam, a one-way option with motor vehicles</p>	<p>Thank you for your submission.</p> <p>The consultation plan provides for two-way traffic between City Mall and Manchester Street. An anticlockwise one-way option was considered by the project team but not favoured by the majority of business owners in the block. A one-way option would also require vehicles exiting the block to turn north along Manchester Street from High Street.</p> <p>The plan also provides for two-way traffic in the middle block between Manchester Street and Tuam Street, again preferred by the majority of business owners there and by other stakeholders engaged during the scheme design process.</p>	Dave	Hinman	The Tramway Historical Society Inc

		<p>travelling north (ie same as the tram) would have the least potential tram/motor vehicle conflict points. For High between Tuam and St Asaph, while the tram will not be in this part of the street at this time, the one way south bound for motor vehicles as proposed, plus cycleway, widened footpath etc, suggest that if the tram were to use this part of High Street in the future, the least disruption to the currently proposed layout would see a south bound only tram track with return to the central city being via another street.</p> <p>The Society wishes to speak to its comments at the forthcoming hearings.</p>				
87	25460	<p>NZAA Canterbury/West Coast District Council Consultation Response to High Street revitalisation and tram extension</p> <p>Overall the design of the proposed redevelopment of High Street between St Asaph and Cashel Streets is impressive and attractive. So it is sad that as a consequence of inadequate parking provision maybe even a majority of Christchurch and Canterbury residents may never visit this precinct.</p> <p>As has been repeatedly confirmed by NZAA surveys and other research, around 85 per cent of Cantabrians still remain largely reliant on private cars for transport to and from the CBD. Despite the decades of determined efforts to persuade shoppers or visitors to the city centre to use other transport modes, such as buses or bicycles, there seems to have been no significant increase in the proportion of the population opting for any of the strongly promoted alternatives.</p> <p>Indeed some of the research we have compiled indicates that fifty years ago less than two thirds of the much larger commuter traffic flows then entering the city each day comprised private cars or single occupant vehicles. If the sustained campaign to bring about a switch to other modes was achieving desired objectives surely buses and bikes would comprise more than a third of the current vehicle flows by now. But in fact the more apparent results have been decreases in pedestrian counts on various central city streets as car owners respond to council strategies designed to keep them out.</p> <p>We suggest consideration be given to restoring at least some of the eliminated kerbside parks in the recommended scheme by reinstating aspects one of the rejected design options. As is required by the Christchurch Transport Strategic Plan the council has an ongoing responsibility to maintain adequate provision of parking options.</p>	<p>Thank you for your submission.</p> <p>The proposed plan for High Street seeks to balance the needs of all users: pedestrians, cyclists and vehicle users.</p> <p>One of objectives of the project is to provide for transport mode change within the central city and to provide a more pedestrian-friendly environment through pedestrian amenity and planting. This has resulted in an overall parking loss of 27% for the three blocks of High Street, following changes made to reflect the consultation outcomes. The central city has a significant amount of off-street parking available to drivers.</p>	Roy	Hughes	The NZ Automobile Assoc
88	25464	<p>Thank you for the chance to make a request or to make a comment about the parking I would personally like a disabled park in the strip of High Street from Tuam to Madras on the side where the shops are i.e. Kennetts, Ara is on the other side of the street so the area is always busy. I'm so grateful for the disabled parking spots as I don't do parking buildings.</p>	<p>Thank you for your submission.</p> <p>The consultation plan indicated the mobility park on the shopping side of the street but unfortunately the mobility park arrow was indicating the incorrect parking space. The mobility park is proposed on the south-western side of the street.</p>	Noelene	Ross	
89	25468	<p>Please see Attachment 3 below this table.</p> <p>The proposed plan is not acceptable due to large reduction in carparks. We feel any reduction in onsite parks should be accompanied by alternative parking in easy walking distance (2 minutes away). If work happens this will effect our business, so we ask the work undertaken urgently and quickly - ie working nights and weekends. The removal of these carparks will have a detrimental effect on our business and the others in this area, and this will have a huge impact on business during the construction times. I would possibly be a good idea to delay the start in work on this block until the character and business uses for the newly opened street is established, maybe a patch up for now could be an option.</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>With regard to the loss of parking, the consultation plan indicates a reduction of 26 spaces across all three blocks, from the existing 94 spaces. Following consultation the number of parking spaces has been increased by one, a total loss of 27% of parks in the three blocks.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p>	Fleur	Calton	Go To Collection

			<ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p> <p>The Council will be working with a contractor to ensure that the construction work is undertaken in as short a time frame as possible. We will also ensure that the contractor keeps business owners fully informed of the work to be undertaken and maintains access to all businesses.</p> <p>It is not expected that work will commence on the street for at least a year from now. If the work was delayed longer then significant work is required to repair the paving, storm water and the footpath on the Ara side of the street in the immediate future.</p>			
90	25470	<p>Revitalisation of High Street (Cashel Street to St Asaph Street)</p> <p>Christchurch Tramway Ltd has no concerns, from a tram operational perspective, with the plans currently suggested for all three of the street blocks the subject of this consultation. While some of the design detail has yet to be done, the general principle of two way operation in the two northern High St blocks (Cashel to Manchester and Manchester to Tuam) and including Cashel Street between High and Manchester, together with the parking layout proposed, appears to be compatible with safe and efficient tram operation. We do however note a couple of existing issues which should be attended to as part of the refurbishment programme. There is currently no effective signage restricting motor vehicle access and parking in the Stranges Lane area (where the current terminus and crossover are located). It is intended that the crossover remain in use to provide operational flexibility and this is also where one of two mobility lifts on the tram system is located, and there are sometimes issues for the tram there, with service vehicles in particular blocking the tram tracks.</p> <p>Also, where the tram in High Street will enter and cross Manchester Street on its return to the central city, current signage facing both directions states "No Entry - Except Authorised Vehicles". This seems to suggest that trams and other vehicles will head south along the northbound tram line! This would be unsafe and should be changed to simply "No Entry". The signage allowing "authorised" vehicles to travel north along the tram tracks should say "no Entry - Except Trams". (See Fig 2 attached). It is good to see the "T" lights are already in operation at this intersection, but although no trams yet operate, they are currently part of a continuous sequence. We would like the Council to consider perhaps operating these signals only when the tram is present but giving some priority to the tram when it is there.</p>	<p>Thank you for your submission in support of the proposal.</p> <p>The signage, with regard to parking and the no entry, will be reviewed as part of the detailed design phase.</p>	Michael	Esposito	Christchurch Attractions & Hanmer Springs Attractions Tourism Group

		<p>Earlier options for the two northern blocks also suggested one-way operation for motor vehicles, and this would also work for the tram should the Council decide to adopt this in either or both streets.</p> <p>Regarding the southern block of High Street (Tuam to St Asaph), as the tram will not at this time be entering this block it will not be directly affected. The favoured one-way option does appear to be more pedestrian friendly than two way and this may be a good thing for tram passengers wishing to experience that part of High Street and its retail and other business offering. Should in the longer-term future a further extension of the tram through this part of High Street become a consideration, some further changes to street design there would be inevitable.</p> <p>Thank you for this opportunity to comment on and support the Council's proposal for High Street and the tram extension. Christchurch Tramway Ltd wishes to speak to this submission at the hearings.</p>				
92	25476	<p>I support this scheme and the continued investment in the central city. It will create a much needed cycling link between Tuam Street and St Asaph Street/Ferry Road. It looks to have a good balance between parking and amenity/safety.</p> <p>It would be nice to have more direct cycling connections between the sections of High Street either side of Lichfield Street/Manchester Street, as well as continuing the formalised cycling facilities further north along High Street past this point. Could the crossing over the tram tracks opposite 188 High Street be angled 30 degrees or so as well?</p> <p>As a regular user of the Tuam Street cycleway, I have some specific comments around the portion of this project along Tuam Street:</p> <p>There is an isolated narrowing of the cycleway on Tuam Street at the High Street intersection. Can this be addressed as part of this project? It looks as if the triangular island to the west of High Street that creates part of the pinch is to remain.</p> <p>It looks unclear as to who has right of way out of cyclists and motor vehicle traffic at the High Street/Tuam Street intersection as all have give way controls. I presume cycleway users will have right of way? It looks overly-controlled, like Ferry/St Asaph.</p> <p>Can a fence, planters or something similar be installed behind the kerb either side of the zebra crossing over the cycleway by the High Street crossing? I find presently that people walk east along the path and suddenly veer onto the cycleway, with no cue to people cycling that they are about to do so. A fence or planters would make pedestrians need to square up a little before crossing, giving everyone a little more time to see each other and react accordingly. It would also stop people from walking onto the cycle crossing from the new tram shelter.</p>	<p>Thank you for your submission in support of the proposal.</p> <p>The cycle crossings proposed in the scheme plan consulted on cross the tram track at 90 degrees to avoid issues of cyclists being trapped in the tram track.</p> <p>There is insufficient room to create a diagonal crossing at the Lichfield Street intersection without have a significant detrimental impact on the pedestrian safety and connectivity. Cyclists can still cross in two stages.</p> <p>Eastbound cyclists have priority at the High Street / Tuam Street intersection. All other movements have to give way to those cyclists. The other movements have give way controls and will be expected to follow the road rules.</p> <p>Your concerns about the present conflict of pedestrians and cyclists will be investigated further.</p>	Benny	Dodgshun	
93	25477	<p>Please see Attachment 3 below this table.</p> <p>The proposed plan is not acceptable due to significant reduction in carparks. Our business is an appointment business where we are a specific destination rather dependent on casual browsing or foot traffic. Our customers will therefore travel by a variety of means to us specifically for their appointment, including by car and therefore require sufficient parking. At peak times such as Christmas, parking is already in short supply.</p> <p>Our customers then support the other local businesses whilst in the precinct for their appointment with us. Therefore adequate parking availability it vital to support our customers and the surrounding business. On this basis we strongly oppose the reduction in carparks. We instead support the alternative option per the drawing attached.</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>The plan presented for consultation provides a balance for the needs of all users of the street. One of objectives of the project is to provide for transport mode change within the central city and to provide a more pedestrian-friendly environment through pedestrian amenity and planting. This has resulted in an overall parking loss of 27% for the three blocks of High Street, following changes made to reflect the consultation responses.</p>	Kelvin	Ovington	Off and On

		<p>If any reduction in onsite parks is unavoidable, then this must be accompanied by alternative parking made available within easy walking distance (less than 2-4minutes).</p> <p>Further as the precinct is now only starting to reach a critical mass of patronage and customers after its regeneration, it is essential that disruption from these works is minimised and if/when any work is undertaken it is done urgently and quickly, working at nights and weekends else the economic value of the area will be stunted, possibly irreparably given its critical embryonic current status.</p>	<p>The Council will be working with a contractor to ensure that the construction work is undertaken in as short a time frame as possible. We will also ensure that the contractor keeps business owners fully informed of the work to be undertaken and maintains access to all businesses. It is not expected that work will commence on the street for at least a year from now.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
94	25484	<p>Please see Attachment 3 below this table.</p> <p>I am Shaun Stockman representing SFT Group 177 Limited as Owner of the replacement Billens building in respect to 177 High Street located in the CBD Christchurch.</p> <p>I am making this submission to the Christchurch City Councillors and/or their representatives on the proposed revitalisation up-grade on the lower section of High Street CBD.</p> <p>I one three cycles/bikes and two motor vehicles, and regularly cycle in the CBD.</p> <p>I currently have in this section of High Street 28 tenants plus their staff being an estimated 70 people in small everyday Kiwi businesses plus visitors to the site.</p> <p>Having studied the Councils preferred plan for this section of High Street I have some serious concerns with it. There are currently 32 carpark spaces in this section of High Street and the Councils preferred plan sees that number reduce to 11 carpark spaces with no right turn out of High Street to allow for further circulation within the CBD. The loss of this many carpark spaces is simply not justified, and spells further decline and or death of the CBD.</p> <p>Car parking costs in the CBD have increased with the weekly costs of a carpark now three times what they were pre quake. It is very clear the demand for car parking is stronger now that ever, which is not surprising given 1/2 of the CBD was acquired for the Frames, with the increased demand in car parking and the costs increasing three times post-quake, I cannot understand the rationale behind Council's motivation in</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The plan presented for consultation provides a balance for the needs of all users of the street. One of objectives of the project is to provide for transport mode change within the central city and to provide a more pedestrian-friendly environment through pedestrian amenity and planting. This has resulted in an overall parking loss of 27% for the three blocks of High Street, following changes made to reflect the consultation responses.</p> <p>The Council will be working with a contractor to ensure that the construction work is undertaken in as short a time frame as possible. We will also ensure that the contractor keeps business owners fully informed of the work to be undertaken and maintains access to all businesses.</p> <p>It is not expected that work will commence on the street for at least a year from now. If the work was delayed longer then significant work is required to repair the paving, storm water and the footpath on the Ara side of the street in the immediate future.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> </ul> </li> </ul>	Shaun	Stockman	SFT Group 177 Ltd

	<p>reducing the current carpark spaces further and creating further upward costs, and confirm the public perception don't come to Town there are no car-parks there.</p> <p>My first preference is that you leave this section of High Street for at least three years and 'patch' it in the interim thus giving the businesses time to establish before the final works are carried out.</p> <p>My second preference in terms of the up-grade plan is attached. This has been a joint effort with all the other active owners and tenants in this section of High Street while consulting with Council staff through the process. I have also engaged a qualified traffic engineer and auditor to assist create this option.</p> <p>The attached plan is not that different to what Councils preferred is other than saving parks, and achieves:</p> <ol style="list-style-type: none"> <li>1. 32 parallel parks for cars</li> <li>2, 24 bike parks</li> <li>3. 1 mobility parking</li> <li>4. 1 loading zone</li> <li>5. Street crossings</li> <li>6. Rain gardens</li> <li>7. Outdoor dining</li> <li>8. Dedicated two way cycle lane</li> <li>9. Existing trees retained</li> </ol> <p>Overall, the plan is balanced.</p> <p>* The reduction from 32 car park spaces to 11 is simply not balanced. The Transport recovery plan states that if Council are going to remove car park spaces from the Road they must supply alternative parks conveniently located.</p> <p>Where are these alternative car park spaces?</p> <p>* The Transport recovery plan also states that Council must consider the economic impact on businesses when removing car park spaces.</p> <p>Have you asked the business owners whose livelihood depends on them being accessible?</p> <p>The amended plan achieves everything the Councils preferred option contains, but retains parking for shoppers which are the life blood of the retailers and hospitality operators, this section of the Street is made up of small Kiwi businesses, many of which are boutique style businesses that require a balance of parking and accessible options for all modes of transport enabling customers and clients the ability to park and shop. The Councils preferred plan does not accommodate this and in my view is a total imbalance, which will result in the further decline and or Death of our CBD.</p> <p>The attached amended plan allows for Loading, accessible parks, Cyclists and parking for shoppers with P60 parking with a friendly 10kmh speed limit.</p>	<ul style="list-style-type: none"> <li>o Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>o Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> <li>• Southern block – <ul style="list-style-type: none"> <li>o Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>o Additional motorcycle parking space located outside 143 High Street</li> <li>o Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>o Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
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		<p>* The ability to turn South on to St Asaph at the end of High Street is critical to the flow of traffic and ability to move within the precinct, my fear is without this people will just head home.</p> <p>* There are currently a few Cycle parks currently at the South end of the Street. But this plan allows for 24.</p> <p>* Christchurch does not want to repeat what they have done in the USA and design Bike Friendly Cities for Wealthy Cyclists - there needs to be a balance refer <a href="https://www.citylab.com/">https://www.citylab.com/</a></p> <p>* I strongly urge Council to be mindful of the timing and manner of works for this project as the businesses that are there currently are fragile and have not had time to establish. Long drawn out construction periods will certainly spell the end for many of these businesses.</p> <p>* I implore you to listen to the needs of the CBD community and adopt a balanced solution it is hard work right now for inner city businesses with the malls and outer shopping hubs all having free car parking and the advantage that the City was closed for 2 1/2 years and is still in re-build mode. Reducing the car parking spaces and making it harder to move around the city will spell death for the CBD.</p> <p>* A balanced plan that caters for everyone ensuring growth and prosperity for the CBD is surely the result the elected members should be seeking.</p> <p>I would like to be granted the opportunity to speak at the up-coming hearing</p>				
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95	25493	<p>Please see Attachment 4 below this table.</p> <p>Summary of submission:</p> <p>The plan is of concern because it prioritises motor vehicle traffic in an area of the city which mostly has pedestrian malls at both ends of the section of High Street covered by this plan. Cyclists are very poorly catered for with little appreciation of the added safety risks they face because of the presence of the tram tracks, particularly in the north block section where there are two tram tracks side by side, and the expectation of car parking being provided on both sides of the street is an unreasonable wastage of the limited space on a relatively narrow thoroughfare.</p> <p>As High Street is not a major traffic route, parts of the section under review should be closed to motor vehicle traffic entirely or their access or the amount of parking provided for, severely restricted. This would be in keeping with the character of the surrounding area. High Street is so close to other roads which are open to vehicle traffic that there would be little inconvenience in limiting vehicle access and parking in the manner described in the detailed submission which follows. For example there is access to a car park in the northern block from an access lane through the Stranges Building complex off Lichfield St. Likewise, premises in the mid and southern blocks are easily accessible from rear access from adjoining Manchester, Lichfield, Madras and Tuam Streets. It is therefore extremely difficult to justify the need for vehicle access onto High Street and car parking (except mobility parking).</p>	<p>Thank you for your submission.</p> <p>Please see additional responses below table in Attachment 4</p> <p>Please see the response to your feedback shown in Attachment 4 below this table. The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>The plan presented for consultation provides a balance for the needs of all users of the street: pedestrians, cyclists and drivers; as well as the needs of business owners. The project team is satisfied that the provision for cyclists is safe. An independent road safety audit of the proposal has been completed and issues that arose during the audit have been addressed.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block –</li> </ul>	Patrick	Dunford	Christchurch Transport Blog
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			<ul style="list-style-type: none"> <li>o Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>o Additional motorcycle parking space located outside 143 High Street</li> <li>o Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>o Cycle crossing across St Asaph Street added.</li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
97	25499	<p>Please see Attachment 5 below this table.</p> <p>Submission on Middle High Street up-grade revitalisation and Tram extension</p> <p>I am Shaun Stockman and I represent SFT Ruby Black Limited in respect to 199-203 High Street, SFT Cotters Lane Limited in respect 156-158 High Street and High Equities Limited in respect to 160-162 High Street in the CBD Christchurch.</p> <p>I make this submission to the Christchurch City Councillors and/or their representatives on the proposed up-grade on lower section of High Street CBD. I own three cycles/bikes and two vehicles and regularly cycle in the CBD. In this section of the High Street once the buildings are completed, these sites will have 33 tenants, mainly small everyday Kiwi businesses, plus visitor to the sites.</p> <p>I have studied the preferred Council plan for this section of the Street and have some serious concerns with it. There are currently 27 carpark spaces in this section of High Street; the Councils preferred plan sees that number reduce to 12. The loss of this many car park spaces is simply not justified, and spells a further decline and certain death for the CBD. Car parking costs in the CBD have increased with the weekly costs of a carpark space now three times what they were pre quake. It is very clear the demand for car parking is stronger now than ever. With the increased demand in car parking and the costs increasing three times, I cannot understand the rationale behind reducing the current carpark spaces further, and creating upward pressure on car parking.</p> <p>The attached option was an earlier option put aside by Council and is my preferred option; however I have modified it to reflect the needs of the Street in a balanced manner.</p> <ol style="list-style-type: none"> <li>1. The addition of four additional car park spaces form the plan.</li> <li>2. Only 1x accessible car park adjacent accessible crossing, there is not the demand for 2x accessible parks, with the accessible park right by the crossing it allows good vision and easier access for the parker, there is also a motorcycle park located in the plan.</li> <li>3. From the scaling of the drawings it appears the footpath on the south west side is being reduced in width (to approx. 2.9-3m from the current 4.05m wide footpath) to accommodate the bike lane. There are verandas at 199 &amp; 201 High Street that come out at least as wide as the proposed footpath (coming off boundary almost exactly 3m). The bike lane needs to belly up to the tram tracks and the car park spaces shunted further north east; or less preferred the landscape strip needs to be a bit longer outside 199-201 High; but other owners at 209 high veranda is coming out at least 2.52m (from old set of Highgate drawings we have) so the footpath can't get too close.</li> </ol> <p>* The reduction from 27 car park spaces to 12 is simply just not balanced. The Transport recovery plan states that if Council are going to remove car park spaces from the Road they must supply alternative parks conveniently located.</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the plan shown in Attachment 5 below this table.</p> <p>The plan presented for consultation provides a balance for the needs of all users of the street. One of objectives of the project is to provide for transport mode change within the central city and to provide a more pedestrian-friendly environment through pedestrian amenity and planting. This has resulted in an overall parking loss of 27% for the three blocks of High Street, following changes made to reflect consultation responses. The number of parking spaces in the middle block of High Street includes 12 paid 60 minute car parks, a mobility park, a park for motorcycles and a loading zone. In addition to these, 3 additional paid 60 minute car parks and a loading zone have been provided in Tuam Street in the immediate vicinity of High Street.</p> <p>The Christchurch Transport Strategic Plan 2012 is a non-statutory document intended to identify the greater Christchurch partners' intentions for the top priority, post-earthquakes, transport actions to support recovery and regeneration of the city. An Accessible City, as the transport chapter of the Christchurch Central Recovery Plan (a statutory document), together with its Streets and Spaces Design Guide, propose High Street as a pedestrian priority street between Hereford Street and Cashel Street, and as a shared street between Cashel Street and St Asaph Street. Both streets (where High Street and Cashel Mall north of Manchester Street remains by legal definition a Pedestrian Mall) are therefore intended to be streets where cyclists, pedestrians and vehicles can mix in a low speed, broadly very low traffic-flow environment, as is evident from many similar successful schemes around the globe and here in New Zealand.</p> <p>The Council will be working with a contractor to ensure that the construction work is undertaken in as short a time frame as possible. We will also ensure that the contractor keeps business owners fully informed of the work to be undertaken and maintains access to all businesses. It is not expected that work will commence on the street for at least a year from now.</p> <p>We note your advice about the location of the verandas.</p> <p>The proposed plan shows that the corgis will be moved across the road to the vicinity of the tram stop. They currently present a tripping hazard to visually impaired pedestrians. They will remain a feature of this block of High Street.</p> <p>We note the alternative plan presented as part of your submission. The Hearings Panel will consider your proposal as part of your submission and make its recommendation to Council.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p>	Shaun	Stockman	Stockman Group Limited

		<p>Where are these alternative car park spaces?</p> <p>* The Transport recovery plan also states that Council must consider the economic impact on businesses when removing car park spaces.</p> <p>Have you consulted with the retailers and hospitality operators what is the result of this consultation on the loss of car-parks for their clients?</p> <p>This section of the Street is made up of small Kiwi businesses, many of which are boutique style businesses that require a balance of parking and accessible options for all modes of transport enabling customers and clients the ability to park and shop. The preferred plan does not accommodate this and in my view is a total imbalance, which will result in the further declined of our CBD.</p> <p>The attached amended plan allows for Loading, accessible parkers, Cyclists, the Tram and car parking for shoppers and clients with P60 car parking, 21 car park spaces down from the current 27 with a 10km speed limit.</p> <p>* I am concerned to see the Corgis are proposed to be moved to another location, as they have been park of High Street for some 30 years. I do not want to see them removed.</p> <p>* The plan also does not have bike parks on it. This is a total imbalance, as they need to be accommodated.</p> <p>* Christchurch down not want to repeat what they have done in the USA and design Bike Friendly Cities for Wealthy Cyclists - there needs to be a balance refer <a href="https://www.citylab.com/">https://www.citylab.com/</a></p> <p>* I urge Council to be mindful of the timing and manner of works for this project as the businesses that are there are fragile and have not had time to establish with long drawn out construction periods will certainly spell the end for the business.</p> <p>* I implore you to listen to the needs of the CBD community and adopt a balanced solution it is hard work right now for inner city businesses with the malls and outer shopping hubs all having free car parking and the advantage that the City was closed for 2 1/2 years and is still in re-build mode. Reducing the car parking spaces and making it harder to move around the city will spell death for the CBD.</p> <p>* A balanced plan that caters for everyone ensuring growth and prosperity for the CBD is surely the result the elected members should be seeking.</p> <p>I would like to be granted the opportunity to speak at the up-coming hearing.</p>	<ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
98	25501	<p>Bit worried about car parks outside businesses having to find a park &amp; walk, put people off sometimes. Especially if an alternative shop is available elsewhere. Used to love High Street &amp; looking forward to new businesses starting up. it is quite narrow, so widening it is probably impossible</p>	<p>Thank you for your submission.</p> <p>The plan presented for consultation provides a balance for the needs of all users of the street. One of objectives of the project is to provide for transport mode change within the central city and to provide a more pedestrian-friendly environment through pedestrian amenity and planting.</p>	Lois	Lee	
99	25531	<p>Please see Attachment 3 below this table.</p> <p>Submission on Lower High Street on Behalf of Duncan's 135 Limited</p> <p>The purpose of this letter is to provide a submission on behalf of Duncan's 135 Limited in relation to the Council's proposed road upgrade works on High Street between Tuam Street and St Asaph Street. Duncan's 135 Limited is the owner of 135 High Street which</p>	<p>Thank you for your submission.</p> <p>Please see the general response to the alternate plan shown in Attachment 3 below this table.</p> <p>The plan presented for consultation provides a balance for the needs of all users of the street. One of objectives of the project is to provide for transport mode change</p>	Ray	Edwards	Urbis Traffic Planning and Development

<p>is part of the heritage listed red brick buildings shown, in pre-earthquake form, on the left-hand side in Figure 1 below and also in Figure 2 on the next page:</p> <p><b>Background to the Submission</b> The Duncan's building was extensively damaged in the Canterbury Earthquake sequence, and has recently been rebuilt whilst retaining as much as possible of the historic building structure. Considerable commercial investment has been made by the various owners of the wider building to retain this special part of Christchurch's historic fabric and character. The Duncan's Buildings original facade has been restored and new buildings built behind for ground floor boutique retailers and 1st floor offices. The property enjoys the benefits of stunning heritage features combined with contemporary design and the mix of fashion and hospitality tenants will create a unique retail experience.</p> <p>This commercial investment decision was not made lightly, and a key influence in the decision to rebuild in the manner undertaken is the availability of parking in this section of High Street. As can be seen in Figure 1, High Street historically had parallel parking along both sides of the road. There was a total of approximately 40 spaces provided along the road and these had various time restrictions placed upon them. Occupancy of these parking spaces was very high because the various retail outlets along the south-western side of this block of High Street had no other convenient parking source at the time.</p> <p>The earthquake sequence caused significant damage to both the buildings and to High Street itself. The parking on the southwestern side of the street converted informally to angle parking, with parallel parking retained as before on the north-eastern side. The parking capacity on this block remained at around 40 spaces and this continued to be very well utilised even though most of the retail tenancies were empty as earthquake rebuilds or repairs progressed.</p> <p>The relatively intensive level of redevelopment that has now occurred along the south-western side of the block means that the demand for on-street parking in this location will only intensify as the Duncan building is progressively tenanted. Given the relative lack of convenient parking facilities elsewhere (noting that the nearby Wilson car park to the south of 'Little High' is frequently operating at capacity) it is therefore critical that a high level of on-street parking is retained in this section of High Street.</p> <p>In relation to the provision of on-street parking, it is noted that the Council's road proposal reduces the amount of on-street parking spaces from around 40- to 11. This is a significant reduction in any area where trade will be specifically derived from passing motorised traffic flow. Any proposal to remove on-street parking within a business area requires consideration on the effects of the loss of this parking on the operation of the businesses alongside. To quote Action 1.3.2 of the Christchurch Transport Strategic Plan:</p> <p>-Parking measures can initiate rapid changes in travel behaviour, but wider effects are complex and must be carefully considered.</p> <p>The submitter is not aware of any Council analysis of the potential impact on neighbouring business as a result of the Council's proposed 29-space parking supply reduction within this block despite such analysis being a specific requirement of the Council's own master planning document.</p> <p>Further the Council's design proposal; has not provided proper recognition of the importance of parking - including on-street parking - to overall business vitality and, ultimately for many, business survival. Objective 3.1: of the Christchurch Transport Strategic Plan it states:</p>	<p>within the central city and to provide a more pedestrian-friendly environment through pedestrian amenity and planting. This has resulted in an overall parking loss of 27% for the three blocks of High Street, following changes made to reflect consultation responses.</p> <p>The pre-earthquake sequence parking in the southern block of High Street was 32 (16 on each side of the street). The proposed parking provision is 11 paid 60 minute car parks, a mobility park, a park for motorcycles and a loading zone. A loading zone will provide for two cars loading and off-loading.</p> <p>The Christchurch Transport Strategic Plan 2012 is a non-statutory document intended to identify the greater Christchurch partners' intentions for the top priority, post-earthquakes, transport actions to support recovery and regeneration of the city. An Accessible City, as the transport chapter of the Christchurch Central Recovery Plan (a statutory document), together with its Streets and Spaces Design Guide, propose High Street as a pedestrian priority street between Hereford Street and Cashel Street, and as a shared street between Cashel Street and St Asaph Street. Both streets (where High Street and Cashel Mall north of Manchester Street remains by legal definition a Pedestrian Mall) are therefore intended to be streets where cyclists, pedestrians and vehicles can mix in a low speed, broadly very low traffic-flow environment, as is evident from many similar successful schemes around the globe and here in New Zealand.</p> <p>The intention of High Street is that it will once again become a destination street. The proposed speed limit and the one-way direction of the southern block will reinforce this intention. The Christchurch Central Streets and Spaces Design Guide identifies the southern block of High Street as a shared street, not as a priority corridor which your submission references.</p> <p>We note the alternative plan presented as part of your submission. The Hearings Panel will consider your proposal and make its recommendation to Council.</p> <p>Following consultation the project team has reviewed the proposed scheme and is recommending to the Hearings Panel the following changes to that scheme:</p> <ul style="list-style-type: none"> <li>• Northern block – <ul style="list-style-type: none"> <li>○ Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing</li> <li>○ Commemorative plaque relocated within corner triangle.</li> </ul> </li> <li>• Middle block – <ul style="list-style-type: none"> <li>○ One additional park for motorcycles located outside 174/176 High Street</li> <li>○ Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking</li> <li>○ Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.</li> </ul> </li> <li>• Southern block – <ul style="list-style-type: none"> <li>○ Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park</li> <li>○ Additional motorcycle parking space located outside 143 High Street</li> <li>○ Street furniture relocated from outside 139 High Street to provide access to the building from High Street</li> <li>○ Cycle crossing across St Asaph Street added.</li> <li>○</li> </ul> </li> </ul> <p>The project team will also present alternative options for the southern block for the Hearings Panel to consider. These are detailed in the report to the Hearings Panel.</p>			
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	<p>- Easy movement of and access to goods and services and Easy movement of and access to goods and services will support the economic recovery and growth of the city.</p> <p>Further the Christchurch Transport Strategic Plan states that:  - The challenge for Christchurch is to establish and manage a network that will help to improve access to goods and services, increase the reliability of journey times for regional and national freight travel and protect the network for future growth, at the same time balancing this with the need for safe and attractive communities and neighbourhoods.</p> <p>It is submitted that the Council's design proposal, which removes the majority of the heavily utilised on-street parking supply in this section of High Street, goes too far towards providing for urban amenity at the expense of business activity that helps to create that amenity.</p> <p>Further, Action 3.1.3 'Parking' of the Christchurch Transport Strategic Plan states that:</p> <p>Action 3.1.3 Parking</p> <p>Parking that supports the city's economy</p> <p>Parking is a valuable asset to the network. The provision of parking is a key part of the overall transport network. A good supply of convenient, secure, well placed and easy to find parking will support economic recovery and the future prosperity of the city.</p> <p>And:</p> <p>Re-allocating on-street parking</p> <p>Where a shared priority corridor is identified through the new road classification system, there may be a need to reprioritise road space for public transport and active transport on priority corridors or landscaping where road space is limited. Where there remains a need for parking in the area, parking will be reallocated to convenient off - street locations.</p> <p>The Council's consultation to date makes no effort to properly consider the effects of the removal of on-street parking will have on the adjoining businesses. The Council has made no effort to address the issue of a compensatory convenient parking supply.</p> <p>The Council Road Redevelopment Proposal</p> <p>Reviewing the Council's design proposal in finer detail, Duncan's 135 supports the redevelopment of High Street in general terms. The road is long overdue for repair, and it is logical that this occurs following redevelopment of the buildings alongside.</p> <p>In relation to the Councils latest proposed road layout, Duncan's 135 Limited supports:</p> <ul style="list-style-type: none"> <li>- The concept of a kerbless road to provide flexibility with future use of the available road reserve area;</li> <li>- The provision of trees, landscaping and artworks within the streetscape.</li> <li>- Reducing the speed limit to 10km/h (although it is questioned how this would be enforced for both motorised and non-motorised traffic along the street);</li> </ul> <p>In relation to the Councils proposed road layout, Duncan's 135 Limited does not support:</p>				
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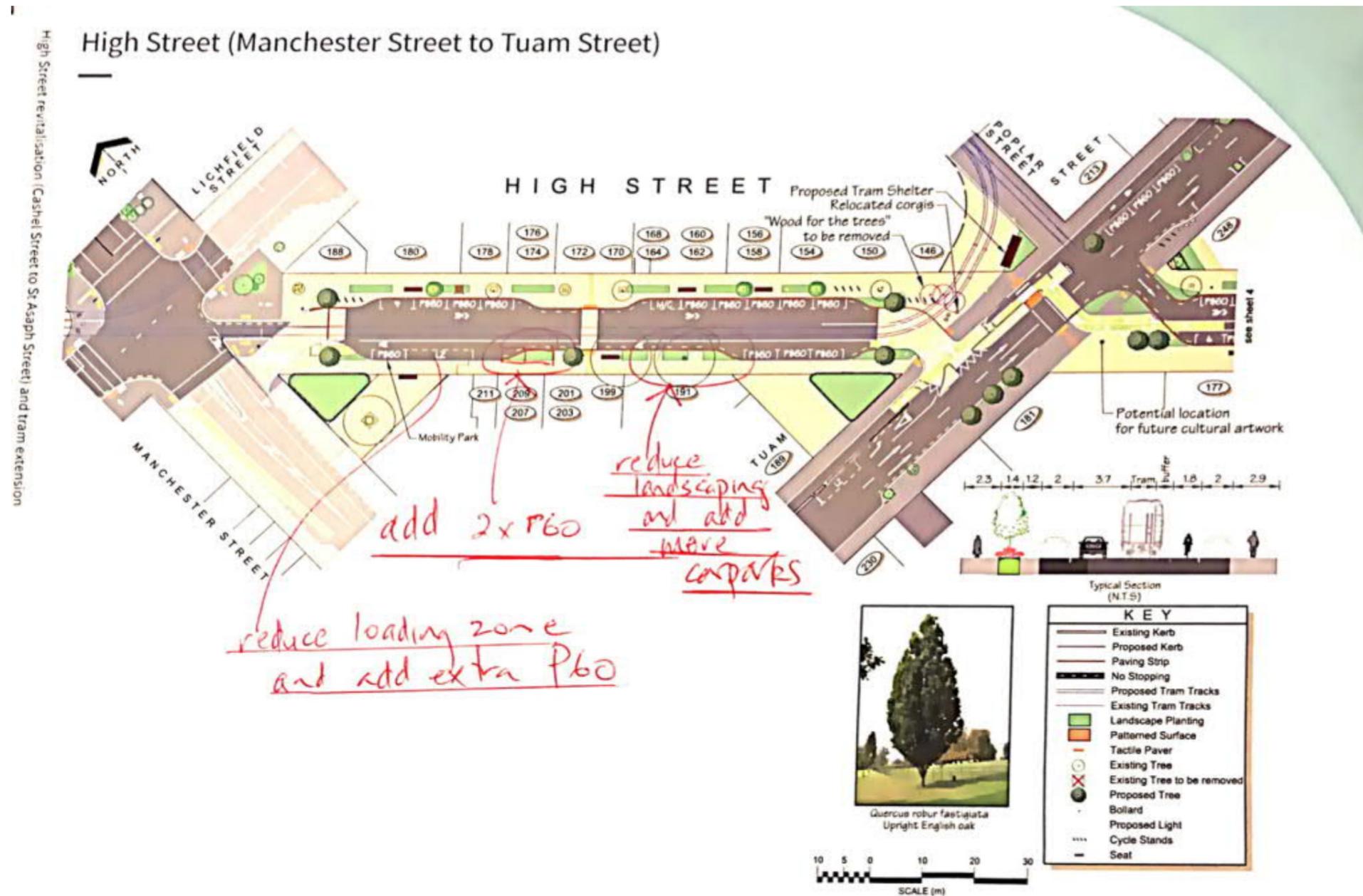
		<p>- The reduction of the number of parking spaces within the block from around 40 to 11. This will have a significant negative impact on the commercial viability of the tenants within the Duncan's building.</p> <p>- The proposal for expansive areas of on-street parking to be converted to pedestrian amenity areas. While this idea has merit for outside food and beverage outlets, these outlets can change location over time such that permanently creating such spaces may not reflect the amenity needs of the block relative to the types of commercial activity operating along it. In any case, within a 20m wide road reserve there is ample room to provide for amenity areas, such as outdoor dining areas, whilst retaining on-street parking along the majority of both sides of the road especially so if the one-way southbound route is adopted.</p> <p>An Alternate Road Redevelopment Proposal As part of the various land owners evaluation of this roading project, consideration has been given to an alternate road layout that adopts the majority of the design concepts in the Council's layout, but relocates the space in order to maintain an on-street parking supply of 30 spaces including accessible spaces. A loading zone and two mid-block road crossing points is also included within the alternate design proposal. A copy of the submitters preferred road layout is attached to this submission.</p> <p>In relation to specific Council design criteria for this type of road it is noted that the alternate design proposal provides:</p> <p>A 'kerbless' cross section design that is adaptable to cater for potential future changes in the use of the road reserve area;</p> <ul style="list-style-type: none"> <li>- Kerb buildouts at the identified pedestrian crossing points. The buildouts themselves have rounded edges to prevent kerbing by manoeuvring vehicles;</li> <li>- Parking space lengths of 5.24m at ends of rows and 6.3m within the rows which is within 200mm of the design lengths often adopted by the Council;</li> <li>- Accessible parking spaces located next to the crossing points so that rear loading vehicles have additional room to unload wheelchair bound passengers,</li> <li>- A 12m long loading zone;</li> <li>- A 12m wide separation between parking spaces and amenity features to provide for car door openings and an accessible route between parked cars and the amenity features.</li> </ul> <p>It is the position of the submitter that the alternate road redevelopment proposal provides a far superior design compromise for the competing demand on the available road space, and at the same time provides an acceptable reduction on the provision of on-street parking such that business viability along the street is not unduly affected.</p> <p>The Business Group wants to work with the Council to achieve this. The submitter wishes to speak at the hearing where the Council deliberates on this project.</p>				
100	25812	<p>Thank you for providing Ōtākaro Limited (Ōtākaro) with the opportunity to comment on the proposed High Street Revitalisation project released for public consultation on the 14th May 2019.</p> <p>The Council's proposal aims to 'redefine the transport links and add to the special character of High Street' by widening footpaths at some points, adding crossing points,</p>	<p>Thank you for your submission.</p> <p>The plan presented for consultation provides a balance for the needs of all users of the street. The street will have a similar feel to the Avon River Precinct promenade with a single surface from boundary to boundary in the majority of the two southern</p>	Lizzie	Pearson	Ōtākaro Limited

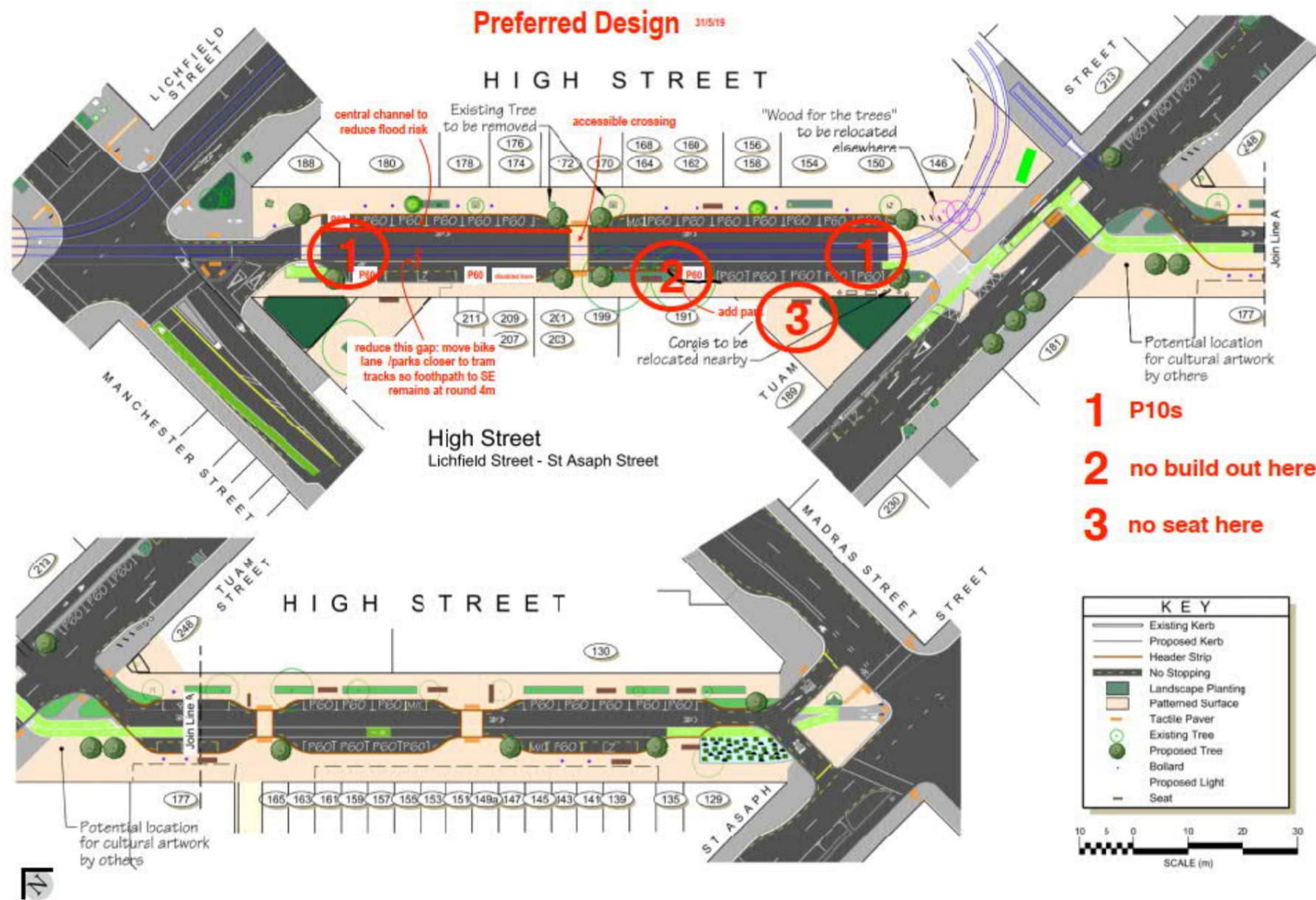
	<p>new paving and landscaping, including a cycleway on the section of High Street between Tuam and St Asaph Streets, and making this section one-way to people travelling in vehicles and on bicycles.</p> <p>Ōtākaro supports the Council's goal of revitalising this part of the central city, and have the following suggestions for Council to consider if they wish.</p> <p>A 'Slow / Shared Street'</p> <p>The Transport chapter of the Christchurch Central Recovery Plan (CCRP) identifies High Street as a key pedestrian route and the Christchurch Central Street and Spaces Design Guide classifies High Street as a 'Slow / Shared Street'. These shared routes in the slow Core provide opportunities to design environments that are conducive to pedestrians, vehicles and cyclists sharing street space and where cycle separation is less important due to the limited number and slow speeds of vehicles.</p> <p>Ōtākaro considers that there is an opportunity to enhance and reinforce High Street's reputation as a popular and unique retail destination by creating a Shared Zone (like the Avon River Precinct) or a pedestrian mall (like Cashel Street).</p> <p>The diagonal orientation of High Street and the relatively low-rise of adjacent buildings means that the street is comparatively sunny all year. A Shared Zone pedestrian mall would enable local businesses to take full advantage of the character of the area, utilise the space for dining, cafes, and support other activities such as events and busking. Improving the amenity and emphasising the pedestrian route, will increase pedestrian safety and enjoyment of travelling this route, increasing footfall for businesses and creating a point of difference for the retail experience. The 350 space SALT District carpark building and The Crossing's 634 space carpark building both provide parking for people in vehicles within a 5-minute walk of High Street.</p> <p>Ōtākaro would support Council taking this future step now, however, we understand that financial constraints and the wishes of current business tenants may not support this. If Council does want to limit the current works to tidying up the Street we recommend that Council consider implementing a consistent treatment across all the sections of the Street (for example, making the layout of the bottom section between St Asaph and Tuam the same as the other two sections of street - a cycleway may not be necessary here given low traffic volumes and slow speeds, and it is not identified in the Streets and Spaces Design Guide).</p> <p>South Frame Anchor Project</p> <p>High Street provides an important connection to the eastern end of SALT District and the South Frame. Ōtākaro would like to request that surrounding South Frame laneways are shown on future consultation material/project plans for the High Street revitalisation project so that the context of the street can be seen.</p> <p>Ngāi Tahu Narrative and Placemaking Initiatives</p> <p>Ōtākaro considers that it is important to incorporate mana whenua narratives into the proposal design (for example, through the inclusion of indigenous flora in the vegetation mix, or the incorporation of Ngāi Tahu design into the upgrade works). Alongside placemaking initiatives, this will ensure that the city's unique values are celebrated. Currently the proposal lacks detail on how it will address these considerations.</p> <p>General comment</p> <p>These comments are just suggestions for Council to consider, and as always, we would be more than happy to discuss any of the above</p>	<p>blocks (except in areas where parking reduces the footpath width to three metres or less). Whilst not a technical slow street it will have an 'informal street' definition.</p> <p>The Transport Chapter of the Christchurch Recovery Plan identifies the block between St Asaph and Tuam as a walking and cycle street connecting Ferry Road to the St Asaph and Tuam separated cycle ways.</p> <p>The consultation plan shows all existing lanes. The design has sought to integrate into the laneway network with crossing points near Little High Lane and a mid-block crossing point near Smash Palace (that can link into the proposed Butcher's Lane) the proposed tram loop also creates a new space that links into Poplar Street and the network of smaller lanes nearby.</p> <p>Matapopore Charitable Trust have been engaged to provide expertise as the design detail progresses.</p>			
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101	25813	Overall love the design. We do have one comment we would love to be considered at the submission regarding the space directly in front of 141 High street. We feel this area has been negatively impacted by the design twice. By having a loading zone AND a bike stand in front of it it therefore makes it the narrowest area of pedestrian footpath in the whole block. This would negatively impact commercial opportunities (e.g. less favorable for hospitality - outdoor seating) proportionally more than at other sites eg 151 High Street as an example.	Thank you for your submission in support of the proposal.  The location of cycle parking / seating and street furniture will be reviewed in detailed design. The location of street furniture is being used to avoid the need for bollards by the loading / parking areas.	Charlotte	East	
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Attachments

Attachment 1 – Proposed changes to mid block – Paul Dallimore. Submission 40





Project team comment –

The proposal includes three additional car parks on the south west side as well as changes to the layout of the parking. One of these proposed spaces is located over a consented driveway and cannot be constructed. The other two spaces require a reduction in the proposed landscaping and the removal of one existing tree.

The proposal includes the use of P10 parking spaces. The project team will investigate the option of providing shorter-term parking in this area.

The option includes a requirement to narrow the buffer next to the cycle lane, however this buffer is provided to protect cyclists from the trams and therefore should not be removed.

The underlying plan also includes a number of additional car parks. On the western side of the street these additional car parks result in a footpath width of less than 3m which restricts the accessibility of the footpath and potentially the required verandas as part of district plan matters. The consultation plan has reduced the location of car parking near to the building line and instead only located them adjacent to the triangles where there is more space. On the eastern side of the street, the additional car parks have been added that reduce/eliminate the landscape planting at the thresholds of the street and crossing point. The project seeks to balance all aspects including landscaping, pedestrian amenity and parking needs.

The location of seating will be considered further during detailed design.

Attachment 3 – Proposed alternative plan for southern block

Submissions 61, 62, 63, 64, 65, 66, 70, 71, 72, 73, 74, 75, 77, 78, 80, 89, 93, 94, 99



A. PLAN VIEW (SCALE 1:400)



B. SECTION - ELEVATION FACING NORTH SIDE (NTS)

**30 PARALLEL PARKING BAYS**  
+ 1 Loading zone (incl. 1 mobility) + 24 Bike parking spaces

LEGEND

- A Landscape planting with a mix of low growing natives and exotics
- B Existing trees retained on the North side of the street
- C Proposed street trees on south side of the street to be small to medium sized. Suggested species including Magnolia, Maple or Flowering Cherry
- D Crossing and safety splays with patterned surface to create a 'courtesy crossing'
- E Open landscaped parklets (6x3m) with seating and glass panels to provide barrier from the road
- F Bike parking space (6x3m) - 8 spaces each
- G Tactile Paver at crossing points
- H Mobility parking bay
- I Loading zone
- J 300mm Dish channel to capture runoff
- K 150mm flush kerb to allow ease of movement across street
- L Cycle lane - with 200mm dividing line between cycle lane and carparking
- M Rain garden

client / project name: HIGH STREET  
drawing name: HIGH STREET PROPOSAL - OPTION C  
designed by: Dave Compton / Ileen / Will Todd  
original issue date: 28 MAY 2019  
scales: NTS

revision no:	amendment
A	Client comments
B	Client comments
C	4m north side 7m south side
D	Client comments 4.3m north side 6.7m south side

approved	date
DCM	04.06.2019
DCM	05.06.2019
DCM	08.06.2019
DCM	10.06.2019



DCM URBAN DESIGN LIMITED  
3/329 DURHAM STREET NORTH  
CHRISTCHURCH 8013  
WWW.DCMURBAN.COM project no / drawing no: 2019\_054/ 0001  
021 114 0337

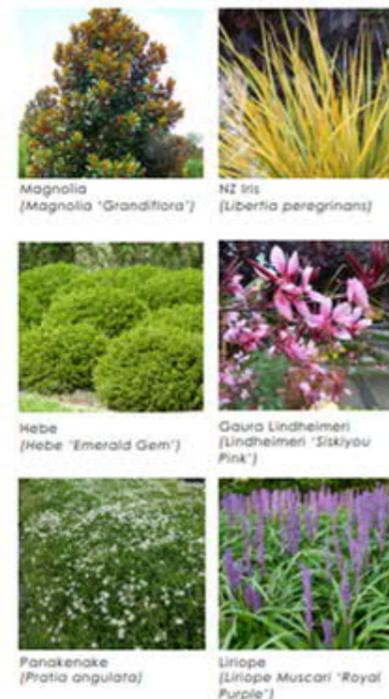
revision:



**LEGEND**

- A** Canopies on the South side of the street, Soffit at 2.8m from footpath level, 2.8m from buildings boundary, 500mm tall
- B** Bench seating and Landscape strip planted with a mix of low growing natives and exotics and lancewoods to add a vertical element on North side of the street

**PLANTING PALETTE**



**C. SECTION - ELEVATION FACING SOUTH SIDE (NTS)**

**30 PARALLEL PARKING BAYS**  
+ 1 Loading zone (incl. 1 mobility) + 24 Bike parking spaces

client / project name: HIGH STREET  
 drawing name: HIGH STREET PROPOSAL - OPTION C  
 designed by: Dave Compton / Iain / Will Todd  
 original issue date: 28 / MAY 2019  
 scales: NTS

revision no:	amendment	approved	date
A	Client comments	DCM	04.06.2019
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project no / drawing no: 2019\_054/ 0002

revision:

**Project team comment –**

The proposal includes 32 car parking spaces (a loading zone being counted as two car parks), which is the same as currently exists in the southern block, Tuam – St Asaph, after the removal of all barriers.

The proposal includes three crossing points, one at either end of the street and one mid-block. These include build-outs to provide pedestrian visibility around the parked cars. However the kerb returns on these are not designed to standard and would make it difficult for people to use car parks. The build-outs shown in the proposed plan are essentially the same as those used on St Asaph Street with a small rounding used. These regularly get damaged by cars parking in the adjacent space, people find them hard to use and Council has received significant complaints about these. While it is accepted that this is a level surface and therefore vehicles can drive over the 'kerb' it still needs to provide protection for pedestrians waiting to cross the road and separate manoeuvring vehicles from the waiting pedestrians.

Typically the kerb returns used in the central city have a radius of five metres on the inside and three on the outside, this allows drivers to safely and conveniently access the space. This is an important difference as it has a significant impact on parking. The kerb returns shown in Attachment 3 take up approximately 2.5 metres, whereas ones that should be used take up around 4.5 metres. This would result in the loss of approximately six car parking spaces, reducing the number of spaces in this option to 26.

The proposal includes an increase in parking spaces above that which was previously proposed in the Council's consultation plan. On the Duncan's Building side of the road this will lead to more vehicles driving over the contra-flow cycle lane which will increase the risk of conflict with cyclists. It will also increase the risk of cyclists having car doors opened into their path of travel. Typically it is the driver side door which is opened into the cycle lane but in this instance it would be the passenger

side door. People exiting the vehicle on the passenger side will be less likely to expect cyclists as it would not be the norm for them. The plan which went to consultation included a buffer adjacent to the cycle lane of approximately 0.8 metres to overcome this door issue. We note that this has been removed in the plan forming Attachment 3 with a smaller 200 mm buffer provided and a narrower cycle lane provided at 1.6 metres. These widths are not sufficient for a contra-flow cycle lane. The total width of parking space, traffic lane, cycle lane and buffer should not be less than 9.8 m (i.e., 2 x 2 m parking space, 3.2 m traffic lane, 1.8 m cycle lane, 0.8 m buffer).

The available width for pedestrian footpath, landscaping and amenity is 10.3 m (based on the road width being 20.1 m). The preferred minimum footpath movement corridor is 3 m within the central city. Therefore, the resulting space for landscape and amenity is 4.3 m. Where landscaping / street furniture is provided the minimum distance between an adjacent car park and this must not be less than 1.2 m, to provide for door opening space. If amenity / landscaping is provided on both sides of the street at the same location along the street then the available space for the amenity / landscaping is therefore 1.9 m, which is insufficient space.

If the complying widths for cycle lanes and buffer are included as well as a minimum 3 m movement corridor alongside the building (and under the verandas) there would only be 1.9 m for outdoor amenity space and landscape which limits the ability for that amenity space to be created, and places trees closer to buildings.

The Christchurch Central Streets and Spaces Design Guide, informed by significant public feedback, identifies the southern block of High Street as a key walking and cycling street. The aim of the project is to create a street that provides this amenity and appearance. The predominance of vehicle parking in the proposed plan detracts from this objective.

#### Attachment 4 - Christchurch Transport Blog – Patrick Dunford. Submission 95

Northern Block – Cashel Street to Lichfield Street.



The proposed treatment includes:

- Two way traffic
- Two tram lines (which are already installed). Whilst these lines are properly the two sides of the loop, there is a one-way crossover (it can be entered by the left hand line in either running direction) between the two lines next to Strange's Building.
- Widening the footpath on the south side only, to 5.5 metres

- Two raised crossing areas for pedestrians which are also intended to slow vehicle traffic.
- Seventeen P60 parking spaces.
- A loading zone near the Manchester Street intersection.
- 10 km/h speed limit for vehicles.

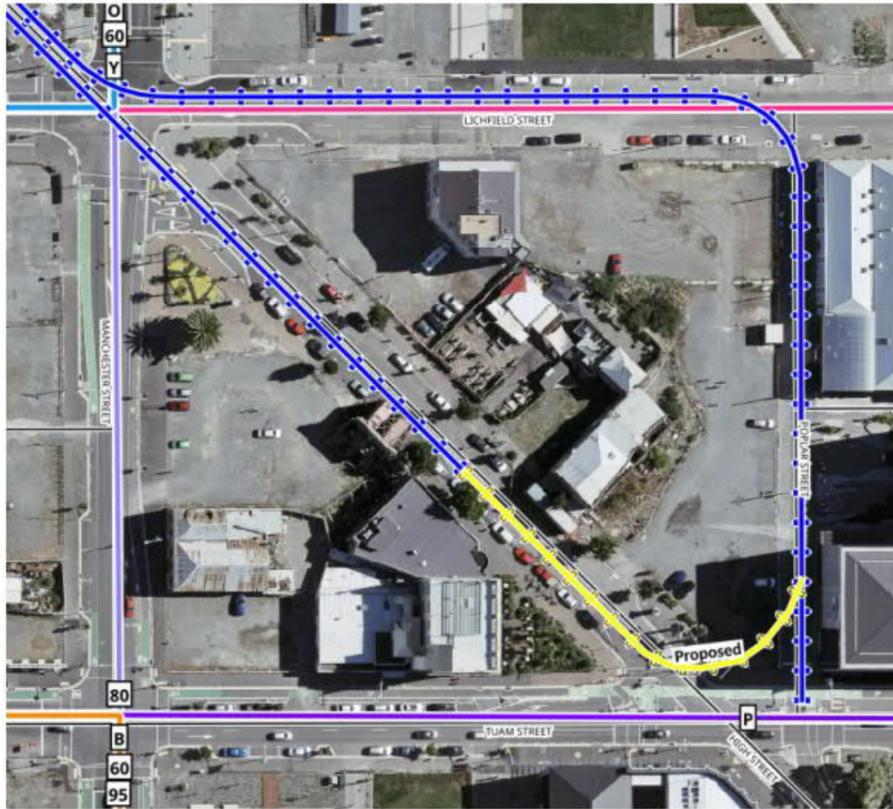
General features / observations of this area:

- Because of the tramlines, this is a narrow street section.
- Because of this narrowness, it is hazardous for cyclists to pass down the street when having to pass cars and avoid the tram lines. Perhaps this is why the proposal make no special mention of cycles.
- The actual driveable section for vehicles along the tram tracks is only about 100 metres long.
- The section outside Strange's Building is currently reserved for pedestrians, and I presume this will not change.
- At the Manchester Street end, the street is left in left out only for traffic. I presume this will not change.
- The section of High Street immediately north of this is a pedestrian mall.
- There is a large block which used to be the Centra Hotel site and which can clearly be seen as an empty area to the right of the Cashel Street – High Street intersection. I do not know what is planned for this area, such as whether the hotel is proposed for rebuilding.

My thoughts / proposals:

1. There is no compelling need for full vehicle access along this short section of the street, part of which is already reserved for pedestrians.
  1. Cyclists accessing the street will find it difficult, as they already do, to dodge cars which are pulling in or out of parks along the sides of the street, because of the tram tracks, which are hazardous when crossed on a shallow angle.
  2. It is only 100 metres long.
  3. Its proposed speed limit of 10 km/h will discourage its use by through traffic in any case. However, this could be difficult to enforce.
  4. There is a carpark adjacent to the H&M building. This appears to have partial access from a laneway off Lichfield Street opposite the bus exchange.
2. Vehicle access should therefore be limited to:
  1. The slip road at the south end (intersecting with Manchester Street) should become a dead end section, with the rest of the street becoming a pedestrian mall. This section is already proposed for a loading zone, that should remain as such.
  2. There may be a need for an exit from the off street carpark next to H&M and this being the case, this should be a one way lane onto Cashel Street. It is unclear if this carpark is a permanent feature of the area or is intended to be built on in future.
  3. If a hotel is proposed to be rebuilt on the Centra site, coach / PSV access should be reasonably well catered for on the dead end section of Cashel Street.
  4. Any mobility parks or motorcycle parking.
3. The raised crossing humps pose questions about how they can be made to work with tram tracks crossing through them, maintaining enough clearance under the tram through which four tram rails must pass, and without creating additional trip hazards for pedestrians. Obviously if the street is closed to traffic, these humps will not be necessary.

## Mid Block – Lichfield St to Tuam St



The proposed treatment includes:

- Two way vehicle traffic, maintaining the existing intersection with Manchester Street.
- High Street / Tuam Street intersection, which is currently fully signalised, is proposed to be signalised only for cycles and pedestrians. (The signalisation of this intersection was previously widely ridiculed for having no fewer than 19 signal poles, partly because of the provision for extension of the tram tracks through the intersection, and partly because of the Tuam Street cycleway)
- A cycle lane painted on the road for northbound traffic only. Southbound cyclists share the existing roadway with vehicles. Carparking is retained in this northbound section.
- Tram line extension to form a loop onto the existing tram line running down Poplar Street. This is subject to purchasing a piece of land that the curved part of the extension crosses at the Poplar Street / Tuam Street intersection. A tram shelter will be added at this corner for a passenger stop if the extension proceeds.
- Twelve P60 parks, mobility park, motorcycle parking and loading zone.
- 10 km/h speed limit.

General features / observations of this area:

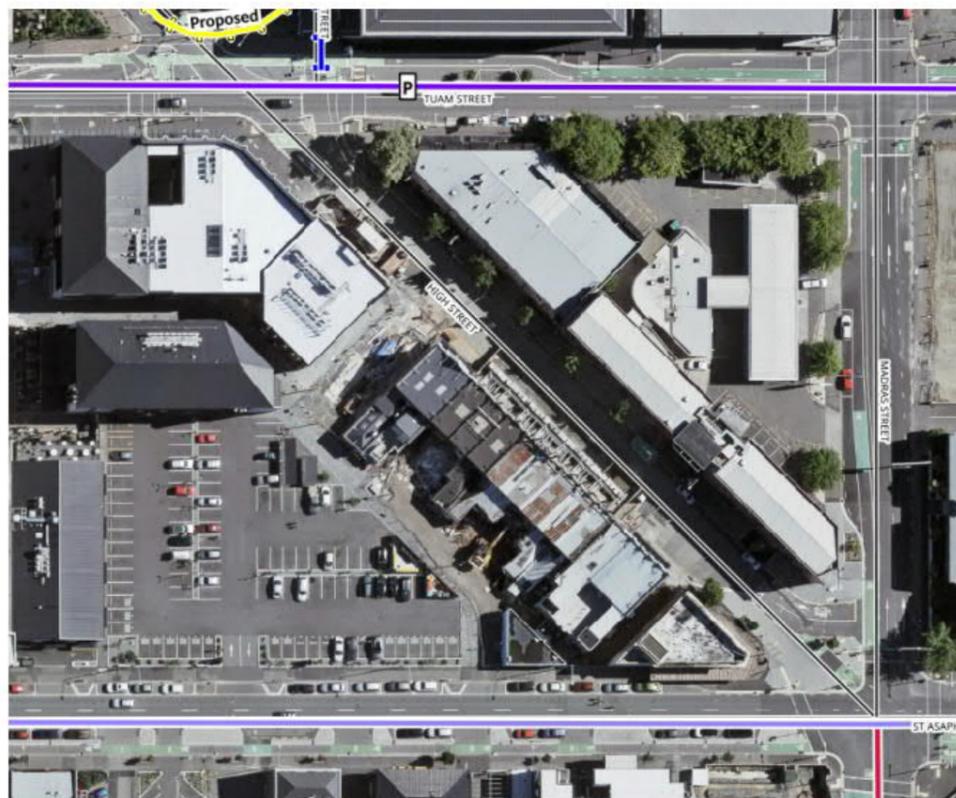
- This area has only one tramline along the northward side of the street.
- This makes the northward side of the street hazardous for cyclists with cars manoeuvring around the carparks.

- How does the Council propose to enforce speed limits? These speed limits appear to be a cop out because of the hazards that are highlighted due to the difficulty of accommodating all the different modes with tram tracks running through these areas creating additional cyclist hazards.
- Both ends appear to be left in left out for vehicle traffic and I presume this will not change. This is one of the reasons the intersection on Tuam Street can be simplified.

My thoughts / proposals:

1. Due to the narrowness of the northbound side of the street with the tramlines posing hazards to two wheeled vehicles, this section should be closed to vehicles entirely.
  1. This affects four P60 parks and a loading zone.
  2. The cycle lane proposed should be separated from the footpath and tram lines, instead of being painted on.
2. This section of High Street should therefore be one way only, on the southbound side, insofar as motorised traffic is concerned.
3. This area currently has many empty sites which have yet to be developed. Planning should ensure that these sites provide adequate offstreet parking for their business needs, leaving the on street parking on the south side only, for mobility, loading zone, motorcycle and a small number of car parks.

Southern block



The proposed treatment for this section includes:

- One way vehicle traffic southbound only
- A painted cycle lane for northbound cyclists only. On the southbound side cyclists will share the vehicle lane.
- Widened footpaths, cycle stands, rain garden etc.
- Eleven P60 parks, mobility parking, loading zone, motorcycle parking.
- 10 km/h speed limit.

General features / observations of this area:

- No tram tracks
- Cyclists along their lane will still have to dodge vehicles using the loading zone and two carparks despite vehicles not being permitted to drive along this section.
- There are bound to be motorists driving in the cycle lane northbound to access these areas despite the restriction on vehicle access which present a hazard to cyclists.
- Two vehicle exits at the St Asaph Street end.
- This area is the most built up with the existing Duncans buildings along the northbound side and the Ara Institute music school at the southern end.

My thoughts / proposals:

1. Remove the parking and loading zone along the northbound side
2. Build the cycle lane as off-road. These two measures combined will ensure the safety of cyclists using the cycle lane along this side of the street.
3. Ensure off street parking is required/provided for all businesses

Project team comment –

Northern block:

The project team considered an option to create a one-way street; however, the local businesses and landowners did not support this option because of access issues. It also would limit access to Manchester Street from High Street with the preferred one-way direction being anti-clockwise – vehicles exiting High Street would only be able to turn north into Manchester Street.

The proposal does not include any speed bumps or raised table across the tram track.

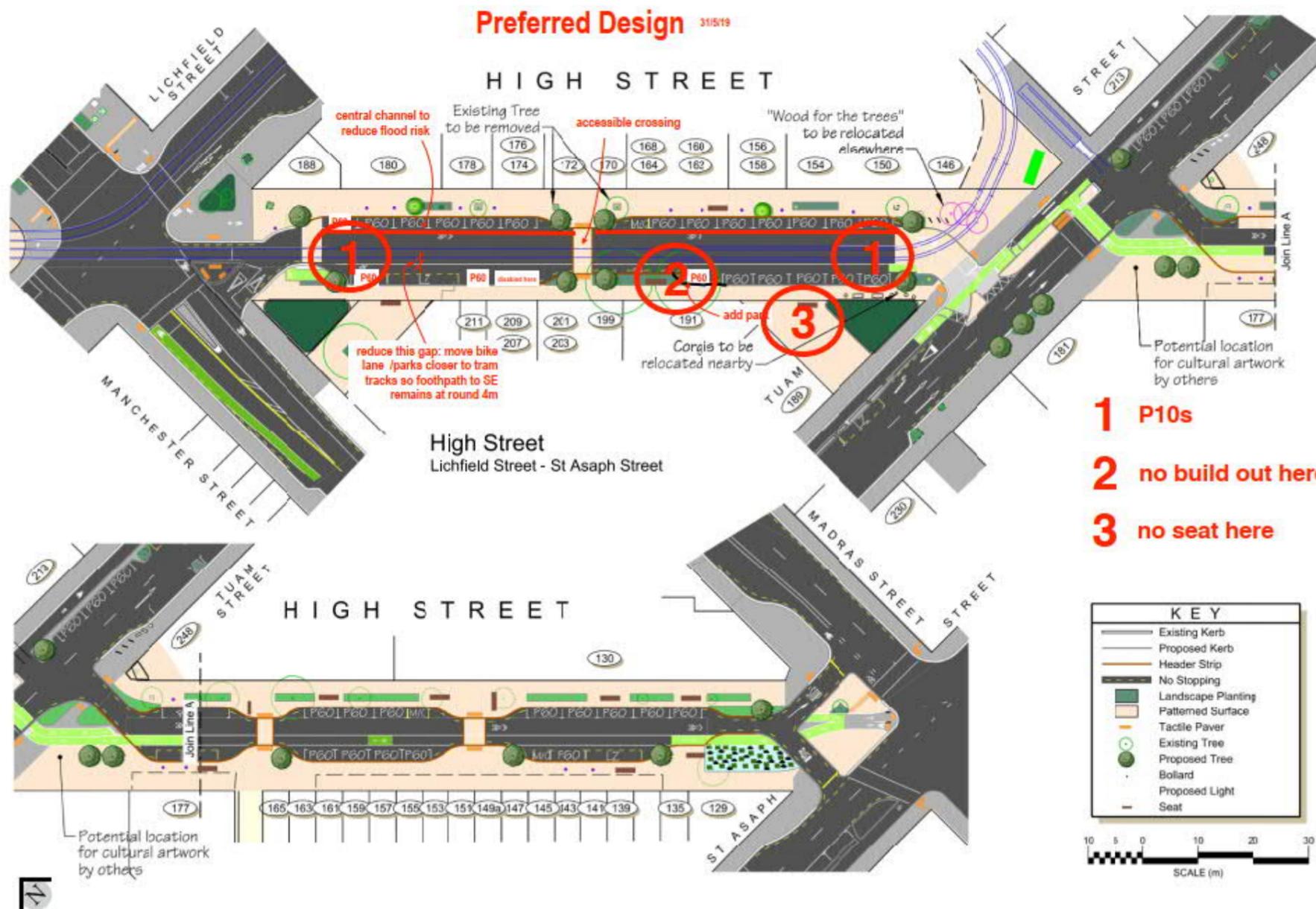
There are locations for coach pick-ups in this area or for passenger service vehicles.

Middle block:

To help control traffic flow through this block, the project team considered making this block one-way from Tuam Street to Manchester Street. However, the local businesses and landowners did not support this as a viable option. Retaining a two-way direction for this block with a slow-speed environment is acceptable.

Southern block:

The proposed parking provides a balance between creating a pedestrian-focused street, providing for cycles and the needs of the local businesses and landowners.



Project team comment –

The proposal includes three additional car parks on the southwestern side as well as changes to the layout of the parking. One of these proposed spaces is located over a consented driveway and, therefore, cannot be constructed. The other two spaces require a reduction in the proposed landscaping and the removal of one existing tree.

The option includes a requirement to narrow the buffer next to the cycle lane, however this is provided to protect cyclists from the trams and should not be removed.

The underlying plan also includes a number of additional car parks. Locating additional car parks on the western side of the street will result in a footpath width of less than 3 m, which restricts the accessibility of the footpath and potentially the required verandas as part of district plan matters. The consultation plan has reduced the location of car parking near to the building line and instead only located them adjacent to the triangles where there is more space. On the eastern side of the street, additional car parks have been added that reduce/eliminate the landscape planting at the thresholds of the street and crossing point. The project seeks to balance all aspects including landscaping, pedestrian amenity and parking needs.