

## Victoria Street re-engagement submissions

#	Sub ID	I / We	Feedback	What do you like about the upgrade of Victoria Street?	How could the plan be improved?	First name	Last name	Business/ Organism.
Yes – support the upgrade								
7	23520	Yes - support the upgrade		Tidier footpaths, better lighting and greener spaces make for a safer feeling street. I work in the area and would much appreciate this.	Further look into the Bealey ave, Papanui Rd, Victoria st intersection – it's very very busy and dangerous for pedestrians and people riding Lime scooters.	Islay	Macdonald	
11	23529	Yes - support the upgrade	Great to hear that this project is going ahead. As a land owner with several properties in close proximity to the development, I am excited about your plans for the betterment of the area. At present ,after dark and late at night, it has become a haunt for antisocial drunken behaviour. With the input of your plan things will change for the better,Im sure.	Everything		Gordon	Bennett	Bennett Property
16	23548	Yes - support the upgrade				Tom	Williams	
24	23588	Yes - support the upgrade	Let's get on with it!	It's critical, as "the driveway" to the central city.	1. More trees (we're "the" Garden City) and green landscaping.  2. More specialist landscape lighting (under-lit trees). Smart lighting (not just ordinary overhead street lamps) changes, warms, and improves the city. The existing clock tower on Victoria Street is a great example of good lighting.	George	Forbes	Rhodes & Co
27	23840	Yes - support the upgrade	I was a member of the Victoria Streetscape Committee, a group formed after the EQs and consisted of business owners and residents. We were briefed several times about the planned upgrade and were able to give feedback at that time. I continued as the contact point for the Victoria Neighbourhood Association and have discussed the plans many times. From a resident's standpoint, I am very positive about the planned upgrade and would like the full enhancement program to proceed. I understand from the 5 May public drop-in session that one approach is to upgrade the street on a block-by-block basis (to minimise disruption to businesses), starting at the southern end. That seems like a good idea, especially if the businesses agree.	(1) totally support the pedestrian 'build out' at the Dorset St corner. Residents have been advocating for a safety island for years, but I understand why this is not possible given the width of the street. The 'build out' seems a good compromise.  (2) love the idea of more trees--the more the better, given how many have been lost in this area because of the more intense building (residential & commercial). This would make Victoria St very special, as well as being ecologically wise.  (3) the other configurations shown on Sheet 2---to give the street a more user-friendly, welcoming appearance--also a good idea.  (4) as a cyclist, I like as many streets as possible to be cycle friendly. However, I understand why a separate cycle lane our shared footpath wouldn't work on this street. Even just a identified lane for cyclists to use (next to the traffic) would be welcomed, as there is now.	The other thing residents have raised several times is a more pedestrian-friendly, safe way of crossing the Salisbury - Montreal - Victoria St intersection. It is very difficult--depending on which you're coming from (or going), it can take 3 cycles of the lights to get there. There must be a better way to organise this, especially as more people are attracted to the street (when Town Hall is reopened and the new hotels finished). To go to all this work to make Victoria St a special place, it's self-defeating to make it difficult to get there by foot.	Marjorie	Manthei	
30	23912	Yes - support the upgrade		The revitalisation plan for Victoria Street is excellent. I like the way that it will happen in stages so that it will not be too disruptive for business owners and residents. The planting plan is great. I love those trees.	My main proposal for improvement is to improve safety for pedestrians crossing at the intersection of Salisbury, Victoria and Montreal. It's very risky for pedestrians crossing across Victoria / Montreal from Salisbury on the north side if the intersection. Maybe	Sue	Allard	

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				The narrowing of Victoria Street in places will enable pedestrians to cross the road more easily.	a red arrow for turning cars? Or a Barnes Dance type of crossing for the whole intersection.  Another point I'd like to make is the the "no parking" yellow dotted line on Montreal Street from the corner of Peacock Street heading south is very short. The visibility, when trying to turn right from Peacock Street out onto Montreal Street, is very limited. Especially so, if there is a large SUV parked at the edge of the yellow lines. I usually have to just take an educated guess as to whether there is a car on Montreal heading north as I can't see the left hand lane on Montreal at all.			
37	24270	Yes - support the upgrade	It definitely needs tidying up & softening	Trees, calming, raised crossing areas	Some more islands to stand on for pedestrians as we are often crossing the road (live nearby)	Wendy	Ferguson	
42	24335	Yes - support the upgrade				Jaeden	Martin	
52	24649	Yes - support the upgrade				Nicholas	Martin	
59	24693	Yes - support the upgrade	After viewing the plan, and realizing the impact of the upgrade will have little impact on overall costs of a simple repair, I fully support this upgrade. Pedestrian safety has always been paramount for others living in this area and for the elderly living in the local rest home. Although there is no central safety island the raised section and the limited 30 km speed will help in this regards.	The trees and beautification are fully supported, more important I believe for local businesses, than the loss of a few carparks There are a large number of carparks available in this area, if they are all available for public parking in the weekend this should help businesses.	Improving the crossing for pedestrians at the CNR Victoria, Montreal and salisbury street. The lights need to be improved to allow pedestrians to cross safely as both the one way system, turning into Montreal and pedestrians crossing Montreal have the green light at the same time. The chance of death will be further increased once the hotel is up and running and tourists are not aware of this. AS well as a red turn left filter, decreasing speed to 30 km for all traffic would help.  Prevent any LED signs, advertising businesses in Victoria street intruding into the residential area in Montreal street , further impacting on the quality of life for local residents.	Sheila	Hailstone	
60	24696	Yes - support the upgrade	As from the earlier submission the Victoria Neighbour Association, representing some 170 residents living close to Victoria street, agreed at a recent AGM to continue to support the upgrade of Victoria Street. Their concerns were:  1. A strong desire for pedestrian safety  2. a more user friendly crossing at the Victoria/ Montreal/ Salisbury intersection  3. Opposition to turning Victoria street into a pedestrian mall in weekend evenings  4. Support for adding more trees and other beautification measures  5. Concern LED signage creeping into the residential area, this is commercial intrusion into a residential area  6. Difficulty for residents turning into Montreal street	Raised areas slowing traffic allowing improved pedestrian crossing  Trees and beautification	Improving safety issues and residential amenity further see points above.  1. Slowing traffic  2. Better and safer crossing at Montreal street  3. Banning bright LED signage that intrudes into residential areas at night  4. Increasing length of no parking areas in Montreal street	Sheila	Hailstone ( Chair VNA)	Victoria Neighbour hood Association

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			safely, due to increase in traffic and yellow no parking lines at a minimal length preventing clear vision of traffic					
63	24707	Yes - support the upgrade	<p>Help us make Victoria Street amazing</p> <p>In our submission we will be calling for:</p> <p>a. Pedestrian prioritised crossing facilities to allow employees, residents and visitors to cross the road safely, perhaps zebra crossings on the speed bumps;</p> <p>b. A lowered speed limit to signal to cars, as well as people on bikes and scooters, that the street's primary function is to cater for the employees, residents, and visitors of the area; and</p> <p>c. A plan to allow short term, temporary testing, showcasing and measurement of the effects of different potential future changes to the street, such as:</p> <p>In-lane bus stops which let buses keep their place in queues of traffic when dropping off/picking up employees, residents and visitors;</p> <p>Different street configurations which allow for subtle changes in cycle lane, pedestrian space and car parking arrangements;</p> <p>Turning the street into a shared space/pedestrian mall like Oxford Terrace, Cashel Street or High Street.</p> <p>We don't think any of these are unreasonable things to ask for. If you agree with us, please take 15 minutes to write a submission on the current proposal.</p> <p>Additional comments submitted (#4)</p> <p>I don't think you're going far enough in providing some leading edge solutions, while perhaps radical to some, may be exactly what we need.</p>	<p>anything that will make it less of a through street and more of a pedestrian friendly place for residents to relax and enjoy.</p> <p>Additional comments submitted More pedestrian and bicycle friendly...space for cafes to have tables on footpaths...make it less car centric...please</p>	<p>Have some courage and don't let big money and retail businesses intimidate you. Those opposing some changes fear that their business will suffer. In reality, if CCC has courage to make some bold changes then more people will hang out. Just take a look at the Terrace to see how retail businesses there have profited from the development there. Be daring. Think of future generations. Make our Victoria Street something really special and not just a place for cars to drive through. Remember that there are many of us who live in the city centre who want some vision coming from our council.</p> <p>Additional comments submitted Make it less friendly for cars with wider footpaths for pedestrians and room for cafes to have tables. Have courage and do something creative and innovative without caving into big monied interests.</p>	Larry	Beck	Align International Recruitment Ltd.
81	24767	Yes - support the upgrade	<p>The Nelson Diocesan Trust Board, which owns 66 Victoria Street supports your proposal to upgrade Victoria Street.</p> <p>Trustees are encouraged with improved street lighting, repairs to the road, and a proposal to lay cobblestones on the footpaths. Whilst we are sorry to note some carparks will go, the replacement landscaping including trees will enhance the "look" of the street.</p> <p>Given there has been uncertainty as to the eventual configuration of Victoria St, we see merit in the timely communication of Councils plans and the completion of</p>			Clark	Nicholson	Nelson Diocesan Trust Board

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			the proposed work.  If we can be of further assistance, please let us know.					
Generally support the upgrade but have some feedback								
1	23501	generally support the upgrade but have some feedback	The timing of these works and the phasing of them needs to be looked at closely. 2019 has been challenging for all retail businesses and we cannot afford to have the street out of action - I am not exaggerating that with business confidence at an all time low, and terror attacks, we will not survive as a business if we have works that are similar to Manchester or St Asaph. We had 2 weeks of works with electrical cabling upgrade right outside 137 Victoria Street recently and our foot traffic was down 60%, and sales down 45%.		It could be delayed until 2021, and the businesses should have a seat on the project committee. I see no value in having a project committee that does not have those immediately impacted by the works on it. We should be able to hold contractors and Council accountable for meeting timelines.	ANDREW	HAMILTON	CORCOVAD O FURNITURE & HOMEWAR ES
2	23502	generally support the upgrade but have some feedback	Vehicles continue to drive over the 30km/h speed limit, so what is being done to slow traffic down? This is a designated bus priority route, but private vehicles continue to use it as a thoroughfare, so what is being done to discourage using this route as a thoroughfare and encourage using alternative routes?	Better kerb design. Better location of bus stops. Inclusion of cycle parking facilities - though not enough, as non-bicycles get parked there too (e.g. motorbikes, motorised and electric scooters, etc.). More trees.	More bicycle parking facilities in safe locations (where drivers can't mount the kerb and hit the bikes). Wider cycle lanes - the "standard" width is not wide enough, especially when drivers are incapable of parking within the designated areas due to incompetence or driving large vehicles. Also, when traffic is backed up, the "standard" width cycle lanes make it difficult for faster cyclists to overtake slower cyclists.	Fiona	Bennetts	
3	23503	generally support the upgrade but have some feedback	Not a lot of actual change here - its mostly going to be whinging about lost carparks and the long term effect of tree roots.	Its about time!  I just want to cross the road easier - Its quite hard to get over sometimes, so the pedestrian davenport will help, as long as they have lowered kerb/curb edges	Needs dedicated space for rental scooter parking, as opposed to Lime's method of dumping them on the footpath.  The traffic island on Montreal Street just north of Salisbury Street means bikes have to ride in the lane when coming from Montreal or Salisbury. This needs to be wider, or have the whole lane painted green/sharrows. To address the parking whiners, threaten to remove all on-street parking completely, and "acquire" some of the vacant land as a council carpark (NOT A WILSONS CARPARK!!!)	Craig	Falconer	Verizon Connect
5	23507	generally support the upgrade but have some feedback		It will tidy up the street-scape.	This a non-specific submission :  If Victoria Street is going to thrive for both businesses and the people in general then a lot of thought needs to be given to ensuring the "car-customers" have a "certain-certainty" in their heads that they can find parking within easy distance to their destination.  The key maybe Victoria Street itself plus the other close by streets eg Montreal.  It needs to clearly defined where parking is available and where to walk from there.	Philip	Hall	

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9	23526	generally support the upgrade but have some feedback	This is a disappointing plan, nowhere near as good as the original and would do little to attract me to see this street as a destination. For that matter I am so annoyed by the businesses on this street from their lobbying against the original plan that I stopped supporting them. Same goes for Ferry Road. There are much nicer destinations in Christchurch CBD now.	A few extra trees.	Go back to the original plan, reduce the traffic flow, reduce the car parking, priority bus lane, safe cycling, make it a nice place to go instead of a sewer for cars.	Olly	Powell	
18 (32)	23559	generally support the upgrade but have some feedback	The original plan was much better. More priority should be given to cyclists and pedestrians. Cars do not need to be here, Durham/Montreal are perfectly good alternatives.  Should be less car centric and more like the original original plan. Should have a separated cycle lane and reduced on street parking. Victoria St should not be a car thourofare, they can use the one ways.	Nice landscaping  Nice landscaping. Some removal of on street parking	Provide a separated cycle lane and remove all on street parking  Remove more on street parking. Restrict car turns in and out. Reduce the speed limit to 20 km/h.	John	Ascroft	
19	23560	generally support the upgrade but have some feedback	I support the upgrade of Victoria Street, but only under the condition that safe cycling infrastructure is included. Motor vehicle use has been solely subsidized through single-use infrastructure for too long in this city. In light of climate change we need safe alternatives, such as cycling, to give the next generation a chance at their turn on this planet. Streets are public spaces, not just subsidized car storage, so please do make them safe for all users including cyclist.		Include separated, safe cycling infrastructure in any upgrade of Victoria Street	Volker	Nock	
20	23562	generally support the upgrade but have some feedback	Please improve the cycle infrastructure, it really is not a nice road to cycle on. I actually avoid it.  With improving I would like to see safety and comfort such as regular crossing points and safe cycle parking			Charlotte	Vanhecke	
21	23563	generally support the upgrade but have some feedback	The cycle lanes appear to stop at the ends of this section of road in the new plan. Cyclists continuing on from the cycle lanes outside of this area will still need to move through the street. It would be best to mark these lanes on the road to assure cars remember to pass safely, as they often "forget" to pass safely without road markings and can get agitated when they have to drive behind a vehicle different from their own.	Smoother pavement is always welcome.	Cycle lanes could be included.	Dana	Dopleach	
22	23565	generally support the upgrade but have some feedback	Hi there, currently Victoria street feels unsafe as a cyclist because it is narrow and has lots of car doors opening and people crossing across the cycle path. I realise there's limited width to the road, but is there a way to make the cycle path wider?	It'll be great to have the road resurfaced, especially near the Peterborough St intersection.	Wider cycle lanes to enable cyclists to avoid opening doors from parked cars.	Angela	Pennington	
23	23566	generally support the upgrade but have some feedback	I work on Victoria Street. The narrowing is needed to slow down traffic and make it much more pedestrian and cycle friendly.  It's currently hard to cross Victoria Street sometimes and drivers almost never give you a gap. They feel it's their space.	Landscaping to soften the very blunt and unshaded street environment.	Less on streets car parking. There is plenty already on the side streets and we should not be encouraging car use in the 4 Avenues.  More pedestrian and cycle facilities, it should feel safe and like drivers should integrate with the traffic. A shared street context would be appropriate to encourage rerouting away from Victoria Street, so it's a destination and people want to go there and spend money. People spend money, not parked cars.  A bolder threshold treatment at the top of Victoria	Grace	Ryan	

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					Street to reinforce the entry to the core, even overhead or stronger side features.			
25	23724	generally support the upgrade but have some feedback	60 minute parking is insufficient, whilst I can see it is encouraging the turnover of customers, it is very off putting for lunch meetings. If it is introduced I will not be coming to the area again, it needs to be 120 mins minimum.	The softened entry to the parking spaces, the trees.	Surprised to see that although there are traffic calming areas, there are no zebra crossings. One of the big issues has been the separation of the two sides of the street, and the big gaps between safe crossing points.	Susan	Shepherd	
26	23775	generally support the upgrade but have some feedback	I support the overall aims/intentions of the upgrade plan. However, the plan misses out two important things I consider important to making the street safer and more attractive to pedestrians (see below).		<p>1. There should be a 'half-way' island located about where the old Spags pizza place exists. This was something that the VNA has lobbied for over the years yet the present plan does not have in it. A safer crossing (half the street at a jump) would make it easier for shoppers and others to cross what is often a very busy street.</p> <p>2. The intersection of Vic St, Salisbury St and Montreal St is very difficult to negotiate if you are a pedestrian. To improve it requires a major re-think of the traffic flow and how people can safely cross from one corner to the other. Perhaps a Barn's dance signal would be best. This would allow all pedestrians to cross at once in any directions and not be delayed by long waits at two lights to get from one side of a street to another.</p> <p>3. Another matter I would urge the Council to reject is to make Victoria Street a closed pedestrian mall in any shape or form for any hours of the week. It was once proposed to make it a mall on weekends after dark, thus turning it into a pub crawlers' playpen. This would have serious adverse effects on the closely surrounding residential areas and most likely to the non-hospitality businesses on the street as well.</p>	robert	manthei	
31	23557	generally support the upgrade but have some feedback	<p>We are generally supportive of the proposed upgrade scope but have some natural concerns about the impact on foot traffic/parking/access to area.</p> <p>Questions;</p> <p>1. What is the extent of underground works (drainage/electrical reticulation)?</p> <p>2. What is scope of work for carriageway? Mill&amp;mix or full reconstruction?</p> <p>3. The traffic management requirements to facilitate the works will also create a wider disruption footprint than just the work itself. It would be useful if you could provide some visibility around what might be required and how it might impact on traffic flows in the area.</p> <p>4. Do you have a draft staging proposal at this early stage for comment?</p>	<p>Latest proposal appears more sympathetic to business activity (balances transportation with commerce) than first draft tabled.</p> <p>Upgrade of carriageway is desperately needed to fix safety concerns for cyclists.</p> <p>Cycle lane is not a kerbed lane but a painted zone.</p> <p>Traffic calming (I assume this is to be raised thresholds) is to be employed to manage vehicle speed.</p>	<p>Remove the blip and tree outside lane east of 143 Victoria St. The tree will block view of retail in 143 and the tree will clash with veranda outside 143 Victoria.</p> <p>Why is there an LZ outside 143 Victoria St?</p>	Nick	Tyler	Court Florist
34	24120	generally support the upgrade but		Well we all know that the street surface itself needs to be redone, so this is a good start and obviously essential. I feel that modernizing it to keep inline with	As discussed with the project manager when he came into our store with the plan, I feel that there is no need for bus shelters on the street. I can understand it	Nicola	Martinovic h	Martinovic h

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		have some feedback		the other road upgrades in the CBD is a good thing. I'm not sure how I feel about the footpaths being widened but we are daytime operators so therefore don't know how it affects the hospos on the street. I don't have a strong opinion one way or the other on that.	for residential streets but on a high use, destination retail street, all they will do is remove visibility of shop fronts. As tenants we pay high rents and have targeted Victoria St, as it gives us good visibility with both foot traffic and vehicle traffic. We most certainly do not want a bus shelter anywhere near our shop front and I can imagine that no other business operator will either.  Secondly, regarding the bus stop of the north bound side of the street in between us #83, and the clock tower, I feel this is too close to business fronts. The project manager informs me that the wee through street by the clock tower is going to be closed off, so perhaps the bus stop could be moved further up the street, ie: as far north as it can go while not being too close to the traffic lights.			Exceptional Jewellery
35	24201	generally support the upgrade but have some feedback	I have concerns regarding the time it will take to complete the upgrade and how the scheduling of the work will occur.  I also believe the upgrade needs to plan for the city tram loop to be extended ideally from Park Terrance down through Peterborough Street across Victoria Street or down Victoria and remove the planned accommodations for the dirty buses. If we are truly planning for the future then unsustainable diesel buses should not form any part of that.	The overall concept and the fact it will be done. Victoria Street is a show case gateway to the city centre and needs to reflect that in the quality of the access.	Remove the buses and replace with an extended Tram service as above.	Tim	Bergin	
36	24260	generally support the upgrade but have some feedback	Overall it will be nice to have the street looking better. However the removal of so many carparks is a great concern to a number of residents as just recently the street is finally starting to look more vibrant and busy with some new shops arriving here. These are the sort of shops people do not walk to and and the owners are all working together to market each other and have joint events and showcase the street and other business' so any removal of carparks will be exceptionally detrimental to these stores and business' (ladies fashion, footwear, home furnishings and beauty and hair) so we do not wish to see the street go backwards when it has taken to long for it to go forwards. Please consider adding back as many parks as you can for these tenants. As landlords we are providing a large number where we can and allowing them to be used by the public after hours when our tenants are not using them during the day but they are not always available during shopping hours when these people need them so we need to be very mindful of this.	The fact that it will tidy up the street which is very uneven and badly damaged will make it look a lot nicer.	I have some concern for the intersection at the Bealey Avenue end. My office overlooks this intersection so every day I see a lot of issues. One major one being if any large vehicles are to turn left into Victoria St from the West bound lane on Bealey Ave then anyone in the right turn lane on Victoria St (Facing towards Papanui Rd) must reverse in order to let the large vehicles turn and I am sure you do not need me to explain to you the hazards around this. This happens at least once a day if not more. My other area of concern is any narrowing of the road in Victoria St at all with set outs as this will cause accidents as cars will not be able to safely pass anyone on a cycle so will hold up the traffic and cause frustrations for others which in turn will lead to further accidents. People also quite frequently turn right from Victoria St into Dublin St and cut the corner which is exceptionally dangerous so something needs to be put there (not sure what, maybe a tiny curb or something) to stop this.	Adele	Childs	Countrywide Property Trust
40	24309	generally support the upgrade but have some feedback	Removing the bus stop opposite Blax Coffee Shop will seriously inconvenience residents of Conference & Beveridge Sts (including Council Flats) who can walk through laneway by Verizon connect building. The reason given is that the new stop outside the Town Hall means that the bus stops must be regularly distanced from it. While we recognize there must be bus parking at the Town Hall, it would mostly be used by tour buses, and not city			Joy & Morgan	Lowe	

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			visitors to the Town Hall, as there is no return stop handy. Town Hall passengers would have to walk to Manchester or Salisbury Streets to return to bus station. It is not good enough to use the excuse that ECAN has all the say regarding buses. This is City Council's Plan and considering we are using the buses from this stop, it is up to Council to support regular bus users.					
41	24322	generally support the upgrade but have some feedback	It's meant to be a bus route but only 1 pair of bus spaces is put at the north end. What about the south end? A bus stop has actually been removed. So although it's meant to be a bus route, it's worse.  Too many parking spaces and trying to make everyone happy. In the end the design will not do anything but continue car reliance and a large whopping carbon footprint.	Some crossing points with buildouts (not enough). Narrow lanes for vehicles	Add another pair of bus spaces/add another pedestrian raised crossing opposite 108 Victoria St where all the restuarants are. As there will be a lot of foot traffic between these places and a desire line. I have eaten at Mexicanas nad tried to cross the road several times to reach the other side. Not safe with all the parking. Extend the build - outs where no parking and remove more parking. Have some parking areas les than 60min. Why all 60min? Increase turnover. Lots of indulations - widen to accomodate more peds.	Simon	de verteuil	
45	24457	generally support the upgrade but have some feedback	Plan is fine. 2 major issues...  1. Timing of works  2. Do we need buses on Victoria St? There is quite a lot of traffic congestion on Victoria St. Removing buses may help this. I asked this question in the drop-in sessions. I was told Ecan have research to say bus customers get off & work/shop on Victoria St. I find this very hard to believe. None of my staff use the bus and very few of my customers, if any, use the bus.	Will tidy up the street as road surface & footpaths in need of repair. Also changes will make it easier for pedestrians to cross street.	The plan itself is fine (apart from removing buses). Implementation (in terms of minimising disruption) will be the key. Any work needs to be done with a sense of urgency & not roll on for months on end.	Jason	Harris	Procope Coffee House
49	24575	generally support the upgrade but have some feedback	Make sure there are some separated cycle lanes along here please!!	More trees and plantings		Daniel	Parkinson	
51	24634	generally support the upgrade but have some feedback	Very much needed	The landscaping making the road look nice	To make the street more pedestrian, cyclist and public transport friendly:  1. Zebra crossing on the speed bumps  2. Lower speed limit, 30km/h would be appropriate  3. Adding to the plan a temporary trial to test different possible changes to the street:  - In-lane bus stops  - Different street configurations allowing for changes in cycle lane, pedestrian space and car parking arrangements  - Turning the street into a pedestrian mall.	Roman	Shmakov	
53	24657	generally support the upgrade but	I agree that Victoria st should be upgraded but strongly disagree with the priority given to cars under the latest design.	it will look better	less cars more active & public transport priority	steven	muir	

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		have some feedback	<p>I would prefer to see</p> <p>a. Pedestrian prioritised crossing facilities to allow employees, residents and visitors to cross the road safely, perhaps zebra crossings on the speed bumps;</p> <p>b. A lowered speed limit to signal to cars, as well as people on bikes and scooters, that the street's primary function is to cater for the employees, residents, and visitors of the area; and</p> <p>c. A plan to allow short term, temporary testing, showcasing and measurement of the effects of different potential future changes to the street, such as:</p> <p>In-lane bus stops which let buses keep their place in queues of traffic when dropping off/picking up employees, residents and visitors;</p> <p>Different street configurations which allow for subtle changes in cycle lane, pedestrian space and car parking arrangements;</p> <p>turning the street into a shared space/pedestrian mall like Oxford Terrace, Cashel Street or High Street.</p>					
54	24663	generally support the upgrade but have some feedback	Victoria Street needs to get away from being a car-centric street. Who wants to patronize retail premises in a street jammed with cars. Design needs to cater better for pedestrians and cyclists. Busses also need improved provisions. Feel revamped design sidesteps these issues.			Roy	Sinclair	Roy Sinclair Co. Writers
55	24664	generally support the upgrade but have some feedback	I'd like to see Victoria st be pedestrian only. With some bike lanes	It prioritises cars, not pedestrians	Zebra crossing. Bike lanes. Buses only. No parking lots, no cars	Marian	Krogh	
56	24674	generally support the upgrade but have some feedback	<p>I was born in Christchurch and grew up there. I visit regularly with my children and husband. Recently the Christchurch City Council took a historic decision to declare a climate and ecological emergency. Yet this street upgrade looks no different to any other street plan of the last ten to twenty years.</p> <p>Raised traffic calming areas may slow traffic but they give pedestrians no legal priority crossing the road that would be given to them with an actual zebra crossing.</p> <p>Placing cyclists inbetween parked cars and moving traffic is the most dangerous place for them to be. So many of the sites in the photo used to show the plan on have off street parking, why is the council providing on street parking while putting people's lives at risk. As someone whose primary transport into Christchurch is a car I can tell you the most dangerous place to park is on the side of a road and something I avoid at all times, to the point of paying for off street parking if need be so that I or one of my</p>	The number of trees included.	<p>At the most there should only be parking on only one side of Victoria Street with more safe crossing points. Restrict trucks to those delivering only, no through traffic, and only before 8am.</p> <p>Prioritise the movement of people not vehicles. The safety of people walking, cycling or using public transport should be put above the movement of private cars and on street storage of private cars.</p>	Catherine	Kilgour	

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			children don't get hurt or killed by a truck or car on getting out of the car on the street side.					
57	24684	generally support the upgrade but have some feedback	I support generation zero's proposal, not only is reduced car access better for the environment, pedestrians and cyclists are more likely to stop by local businesses than cars going at 50km/h. Experiment closing down the street to car access during the summer and I'm sure you will see people actually prefer it without cars.	Aesthetically it looks very nice.	Reduced car access, especially during summer.	Alex	Gray	
58	24687	generally support the upgrade but have some feedback	There are no pedestrian crossing points or cycle lanes. There are lots of places to eat and drink on Victoria Street and people are often on the pavements, or accessing the street by public transport, bike or foot. The current plan seems to be trying to maintain the street as a fast moving zone designed for cars rather than a slower more shared space which would seem appropriate for the function of the street, especially given how close it is to pedestrian and cycle friendly parts of the centre of town.	Addition of trees	Either make the whole street a shared zone, like Oxford terrace, or reduce the speed limit and add crossing points and cycle lanes. Bus priority like Manchester street would also be good.	Kirstie	McHale	
61	24699	generally support the upgrade but have some feedback	Have you totally forgotten? When Christchurch residents were asked what kind of city they wanted, the vision was clear. Modern, pedestrian and cycle centred and low rise. Victoria street is uniquely located to become a pedestrian mall.  In the old Christchurch it had the types of retail that suited a pedestrian mall. Maybe a cycleway as well? but you have designed the old way..... where car is king. sorry I do not like it.			Yvonne	Curtis	
62	24706	generally support the upgrade but have some feedback	This proposal would mean Victoria Street stays a street primarily dedicated to moving cars, with little regard for people who want to walk, cycle, scoot or ride the bus.  The new proposal contains no pedestrian crossings, it contains no protected cycle lanes, it contains no bus priority. But it does contain 70 car parks and maintains full car access.  I don't consider this good enough.  We have the opportunity to redefine Victoria Street into a real destination which would provide long term benefits to current and future businesses, employees, residents and visitors of the area, as well as move us closer to becoming a carbon-neutral city.		I call for the following changes to Victoria St:  a. Pedestrian prioritised crossing facilities to allow employees, residents and visitors to cross the road safely, perhaps zebra crossings on the speed bumps;  b. A lowered speed limit to signal to cars, as well as people on bikes and scooters, that the street's primary function is to cater for the employees, residents, and visitors of the area; and  c. A plan to allow short term, temporary testing, showcasing and measurement of the effects of different potential future changes to the street, such as:  In-lane bus stops which let buses keep their place in queues of traffic when dropping off/picking up employees, residents and visitors;  Different street configurations which allow for subtle changes in cycle lane, pedestrian space and car parking arrangements;  Turning the street into a shared space/pedestrian	Julie	Downard	

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					<p>mall like Oxford Terrace, Cashel Street or High Street.</p> <p>I don't think any of these are unreasonable things to ask for.</p>			
64	24710	generally support the upgrade but have some feedback	I cycle and walk daily in this area and it still looks really dangerous. I would like a wide shared cycle/pedestrian path, even if it's only on one side of the street. Dodging around the planter boxes is going to be dangerous.	Any upgrade good as it is really scruffy.	Make pedestrians and cyclists safe. Very low speed limit. Proper zebra crossings. Pave the entire road to pedestrianise it. Seats and at least one covered bus stop for people getting the airport bus 29.	Maureen	Thompson	
65	24712	generally support the upgrade but have some feedback	<p>This submission is made on behalf of Generation Zero Christchurch - the local body of a nationwide youth-led advocacy group with a vision to see New Zealand achieve net zero greenhouse gas emissions by 2050.</p> <p>Generation Zero Christchurch, in general, conditionally supports the Victoria Street upgrade. We were in strong support of the first designs from 2016, and are disappointed at the lack of ambition in this current design that could have fundamentally changed the street for the better of the employees, residents, and visitors through better infrastructure catering towards people on foot, bikes, and buses. However, we recognise that other parties have opinions which differ from ours, and so agree to support some minor changes to the street now on the condition that the city spends a small amount of time and money exploring and measuring the results of some alternative schemes down Victoria Street in the coming years.</p> <p>Note that first and foremost we do have significant concerns with this design. People on foot wanting to cross the road will still have to wait to dash across when they find a break in traffic. People on cycles will be riding in the 'door zone' without any protection except some paint. People in buses will remain stuck in traffic, except when they pull over to pick up or drop off their passengers and get overtaken by a stream of cars. Cars will still be king in this design, with most car parks remaining and all vehicle access permitted.</p> <p>But we are an organisation which is getting tired of making the same submissions asking for the same simple things - active and public transport improvement to work towards a low emissions future (among other things). So this time our primary ask is for the city to try several different temporary options on Victoria Street over the next few years to showcase and measure what happens.</p> <p>With this kept in mind, our four requests, which we consider to be very minor, for this project are:</p> <p>1. Pedestrian-prioritised crossing facilities to allow employees, residents, and visitors to cross the road safely (perhaps zebra crossings on the speed bumps);</p>		<p>- Be bolder!</p> <p>- More focus on the Victoria Street of the future, rather than the historical and present use of the street</p> <p>- More focus on the people who will appreciate the space (employees, residents, visitors) rather than those who use it as a car thoroughfare</p> <p>- Safer cycling routes (e.g. separation from car parks/car doors)</p> <p>- More cycle parking to allow more flexibility in where cyclists can park securely</p> <p>- More efficient bus routes by prioritising buses over cars (e.g. in-lane bus stops)</p> <p>- Allow for some temporary measures to be put in place to allow Victoria St to act as a showcase for other city streets. This will hopefully show those who are financially invested in the results, and thus may be more risk-adverse, that future-proofing our city can have positive effects in the present.</p>	Alex	McNeill	Generation Zero Christchurch

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			<p>2. Additional cycle parks to give employees, residents, and visitors something to conveniently secure their bikes to;</p> <p>3. Something to signal to cars, as well as people on bikes and scooters, that the street's primary function is to cater for the employees, residents, and visitors of the area rather than a thoroughfare (perhaps a lower speed limit and further traffic-calming measures);</p> <p>4. A plan to allow short-term, temporary testing, allowing the effects of different potential future changes to the street to be measured and showcased. Such temporary changes could include:</p> <p>a) Different street configurations which allow for subtle changes in cycle lane, pedestrian space and car parking arrangements;</p> <p>b) In-lane bus stops which let buses keep their place in queues of traffic when dropping off/picking up employees, residents and visitors;</p> <p>c) Turning the street into a shared space/pedestrian mall like Oxford Terrace, Cashel Street or High Street.</p> <p>We hope that our fourth request will be a low risk way to show people in Christchurch, and New Zealand, that we are in fact not different to any other city in the world who has created tangible benefits for businesses, residents and landowners in areas which have been made desirable through creating walkable destinations. We are happy to work with you on the creation and implementation of this plan. Victoria Street is an ideal place to make bold changes, because of the sheer potential of the location. It has an array of hospitality and retail businesses, and a busy night life as well as a day life thanks to being near residential apartments and a number of bars. It is also on a number of public transport routes and is situated close to attractions such as Victoria Square and the city centre. These factors mean that it could be a truly vibrant place with a few forward-thinking changes to make it a modern, people-focussed area.</p> <p>We want people to realise that cycling and public transport facilities can do the same thing as road space and parking but in safer, nicer, and more efficient (in terms of physical space, travel time and environmental impact) ways, that more pedestrian friendly areas attract more people who spend more money, and that these results will lead to businesses performing better, neighbourhoods becoming more desirable and land prices increasing. We want people to want these infrastructure improvements, not lobby to get them stopped.</p> <p>Many other cities around the world have improved their</p>					

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			<p>citizens quality of life by creating options for citizens to walk, ride a bike, or take public transport, and removing the significant competitive advantages for cars. Most leaders in our cities acknowledge this, and this is reflected in our citywide plans and goals, but when it gets down to the implementation we are failing at creating meaningful change as we give much more weight to the here and now than the future.</p> <p>Our current consultation process requires people to reach out and submit, and people currently invested in the area, mainly through living or owning a business or property there, are much more likely to submit, as they are the ones who stand to gain or lose. Listen to them, but understand that they are one group, whereas we represent a different group. Our people are highly unlikely to engage yet as they are potential future residents, future employees, future visitors. We represent opportunity, and lots of it. We do not visit Victoria Street much currently as we do not like the area and have difficulties accessing it. Enable us to safely cycle and efficiently bus there, give us nice areas to walk between shops, bars and restaurants, and we will visit, and we will spend. It is as simple as that.</p> <p>We hope for a new approach which will show those who still believe the car is the way of the future, and submit in that manner, that there is a better way, and that the rewards are closer than they think.</p>					
67	24715	generally support the upgrade but have some feedback	More crossings please	Limiting speeds / adding pedestrian-focused interruptions, etc, discourages driving. I liked the pedestrian-only proposal a lot, but many didn't so this seems like an okay compromise.	<p>As a non-driver I am definitely in favor of more dedicated crossings (zebra or traffic lights) - pedestrians have equal right to make cars wait as cars have to make pedestrians wait. Currently crossing from the corner where Diner 66 is for example in that triangle either way (clockwise or counter-clockwise) doesn't have a pedestrian crossing / signal. The closest to that at Bealey which is too far. Maybe I'm just too lazy...</p> <p>Is there enough traffic to justify a test of a shared bus / carpool lane to discourage single-person cars on Victoria Street and all the way up Papanui Road? Just a thought, not sure if it would work to improve traffic flow / reduce total number of cars.</p>	Matt	Barton	
69	24720	generally support the upgrade but have some feedback	This street would serve better as a closed/shared road. To support pedestrian and soft transport into the city from key areas of Papanui/Merivale to the Town Hall/Central City.	Trees	More access for cycles/scooters/pedestrians to walk along the road freely.	Rosaria	Ferguson	
70	24723	generally support the upgrade but have some feedback	Doesn't really achieve the objectives for Victoria Street as set out in the Recovery Plan in providing any priority for public transport, walking or cycling. This plan allows for unrestrained traffic movements and prioritises on-street car parking over active and more sustainable modes or transport.	Trees and landscaping	Not increasing the number of on-street car parks and retaining more open space to meet the objective of Creating an environment that supports Victoria Street as a destination. It is not difficult to get an on-street car park on Victoria Street as it is time restricted and metered parking and there are not that many	Gemma	Dioni	

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					<p>destinations along the corridor remaining at this time. It is more difficult to park sometimes because of the large amounts of on-street free parking around that it means that people are parking all day and limiting the availability of kerbside parking for visitors to the area. In particular, on Salisbury Street where it is more difficult to park to access Hagley park. Why can't Council introduce more on-street paid parking around this area?</p> <p>One car park is located outside 122 and 126 Victoria Street yet it is clear from the aerial that parking is provided on-site for these uses off-street so why include this space when it could be used for seating, more bike parking, trees or artwork? Likewise, at 155 why can't the build out be extended across the driveways to create more space. At the southern end, aside from the intersection works at Peterborough Street, there are no enhancements because of the retention of all the parking, so how does this meet the objectives?</p> <p>This is a key cycle route, so having long sections of on-street parking adjacent to an on-road cycle lane is not going to appeal to the target users of key cycleways in central city. There are no dimensions on the plan but the cycle lane looks narrow in parts. Does this meet Council's minimum requirements of 1.8 metre in width? And are the buffers at the southern end in addition to the 1.8m or part of the 1.8 metres? Is there a reason why the cycle lanes can't bypass the bus stops? As a key bus route, having buses stop in the lane would afford them some priority and cyclists would not need to mix with these larger vehicles. Has this been considered?</p> <p>Vehicles rarely travel at 30km/hr along this route so the raised tables will help slow traffic but without any changes to reduce traffic volumes it will still be just as difficult to cross the road. Has any priority been considered to actually improve the pedestrian environment?</p> <p>The project also seeks to upgrade the stormwater system to reduce the flooding risk, does this include any rain gardens and more sustainable urban drainage systems?</p>			
72	24724	generally support the upgrade but have some feedback	Introduction Abley is located at 137 Victoria Street. Many of our staff cycle to work. We have a basement car park and cycle parking facility accessed via the driveway to the north of our building. Our staff walk on Victoria Street during the day to visit local cafes etc. We regularly hear staff comment on the issues they experience crossing Victoria Street including; heavy traffic (lack of gaps), high speeds (>	What we like: The addition of trees within kerb buildouts; the addition of more pedestrian crossing points and associated buildouts; the addition of speed calming measures to support the 30km/h speed limit; good amount of cycle parking (some of our visitors arrive by cycle and comment on the lack of on-street cycle parking); the mixture of parking types.	How could the plan be improved? We have identified a number of improvements that could be made to the plans as outlined below. The attached plan mark ups indicate the approximate location of each of the improvements. 1) The existing speed limit change points should be consistent with the central city design used at the other 30km/hr transitions. It's amazing how many	Ann-Marie	Head	Abley Limited

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			<p>30km/hour) and parked cars blocking visibility. Our overall vision for Victoria Street is a high-quality pedestrian environment where our staff, visitors and other Victoria Street users feel safe and comfortable. YES we generally support the upgrade of Victoria Street but have some feedback.</p> <p>Feedback</p> <ul style="list-style-type: none"> <li>• Generally, we like the plan, however we think a better 'sense of place' and pedestrian environment could be created along the street with some alterations to the plans. For example, there are already some public seating areas along Victoria Street and with well placed buildouts there will be opportunities for businesses to create outdoor seating areas. See below for suggestions to improve the plan</li> <li>• We haven't commented on the Bealey/Victoria Street intersection as the plans show the limit of works stopping before this intersection</li> <li>• We haven't commented on the Salisbury/Montreal/Victoria intersection as the plans show the limit of works stopping either side of this intersection</li> </ul>		<p>people that work on the street and travel it each day are unaware that the speed limit is 30km/h.</p> <p>2) Spacing of raised platforms – there is a flush platform detail at the northern end of Victoria Street and all the other platform details are raised. This could be used to create a gateway treatment and could incorporate the speed change. There is a larger spacing between the Dorset Street raised table and the raised table proposed outside 123 Victoria Street. We would recommend an additional raised platform between these ones. There could be a raised platform outside 135, near where the cycle parking is shown. Then the larger raised table is narrowed and moved south and additional parking could potentially be installed in this area to mitigate the loss caused by the additional raised platform. This platform could act as the gateway treatment and also a pedestrian crossing point.</p> <p>3) There is an existing bus stop outside 131 Victoria Street. This has been removed in the proposed plan. This section of Victoria Street is a night-time hub area with a high concentration of restaurants and bars in this area. Providing a bus stop in this area is beneficial to these users. There are a number of retirement village developments occurring to the west of Victoria Street, these may include pedestrian accesses to Victoria Street in the future. A bus stop in this location would greatly assist residents of the retirement village. A combination taxi/bus stop could be introduced to cater for evening transport needs.</p> <p>4) There are a lot of cycle stands shown but no other street furniture like seats. Adding seats could create a sense of place for Victoria Street and with the addition of the trees could make an inviting place to stop and rest for pedestrians.</p> <p>5) The area at 108 Victoria Street is popular with workers to eat their lunch and have coffee. It would be ideal to have two buildouts aligned outside this space to help pedestrians cross the road. The raised platform proposed in point 2 above would cater for this.</p> <p>6) Cross Sections – the cross sections shown in the public drop in session showed different dimensions across the road. For example the Peterborough to Salisbury Street cross section showed 1.9m parking on one side and 2.2m parking on the other side. We would recommend making the dimensions more consistent so the parking could be 2.0m and 2.1m. Likewise on the other cross section the traffic lanes are 3.3m and 3.1m. We would recommend making both lanes 3.2m.</p> <p>7) P60 parking time limits – on Friday to Sunday the P60 limit extends to 8.30pm. This time overlaps with the dinner times at the restaurants along Victoria Street. Generally the only businesses open between</p>			

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					<p>5-8.30pm would be the restaurants and bars which would likely have a longer turnover time than 60 minutes.</p> <p>8) Kerb indentation outside 171/169 Victoria Street. Why is the kerb indented? We would recommend maintaining the kerb line in the built-out location as there is no parking proposed at that location.</p> <p>9) Bus Stop outside 159 Victoria Street. It doesn't appear like a bus could access this stop due to the sharp kerb return on the approach.</p> <p>10) Accessible parking on Dorset St. Dorset Street is a constrained environment for angle parking. Are the accessible bays appropriate at this location given some users will unload from the rear which would block that lane. Also kerb cutdown would have to be provided for direct access onto the footpath</p> <p>11) Parking outside 126 Victoria Street. Would P10 be more appropriate in this location given the close proximity to the coffee shop at 132 Victoria Street.</p> <p>12) Parking outside 149 Victoria Street. Would this be better as P60 given the type of shops that it is outside?</p> <p>13) Pedestrian crossing points are provided between Montreal and Peterborough Street either side of the Peterborough Street east intersection Another pedestrian crossing point approximately outside 66/70 Victoria Street to give access to the link through to Salisbury Street at 72a Victoria Street would improve the pedestrian crossing environment. A kerb buildout could be located between the on-street parking and the bus stop.</p> <p>14) P10 parking outside 60 Victoria Street – would it be better to have one P10 park on the west side and one on the east side? The west side has a coffee shop and sushi shop which generate short term demand for parking.</p> <p>In addition it is recommended that wayfinding signage in the central city is reviewed to ensure Victoria Street is not identified as a through route for northbound traffic.</p> <p> Victoria Street Abley attachment.pc</p>			
75	24732	generally support the upgrade but have some feedback	<p>I strongly support the Generation Zero submission, namely that:</p> <p>a. Pedestrian prioritised crossing facilities to allow employees, residents and visitors to cross the road safely, perhaps zebra crossings on the speed bumps;</p> <p>b. A lowered speed limit to signal to cars, as well as people on bikes and scooters, that the street's primary function is to cater for the employees, residents, and</p>			John	Berrill	

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			<p>visitors of the area; and</p> <p>c. A plan to allow short term, temporary testing, showcasing and measurement of the effects of different potential future changes to the street, such as:</p> <p>In-lane bus stops which let buses keep their place in queues of traffic when dropping off/picking up employees, residents and visitors;</p> <p>Different street configurations which allow for subtle changes in cycle lane, pedestrian space and car parking arrangements;</p> <p>Turning the street into a shared space/pedestrian mall like Oxford Terrace, Cashel Street or High Street.</p>					
77	24740	generally support the upgrade but have some feedback	<p>I am a nearby resident (Bealey Ave), pedestrian and bus user. I walk along Victoria to and from city destinations almost daily. Thank you for your work on a challenging project involving diverse stakeholders and diverse priorities (eg maximum amount of parking versus relaxed pedestrian and cycle friendly environment) and with a relatively narrow corridor to cater for buses, cars, cycles, pedestrians, parking, deliveries, and provision of street amenities, plantings and build-outs. I am not a business owner, but I am pleased their views are being sought as to the timing and sequencing of the construction works so that they cause the least possible disruption to their businesses.</p>	<p>- Its potential as a very pleasant walking route to the city (via Victoria Square and Cultural Precinct/Cathedral Square or Victoria Square and river bank to Oxford Terrace cafes and City shops) for both residents and guests from the many hotels, motels,</p>	<p>I would like to see the 3 Victoria Street poems retained somewhere in the street, individually or as a group. I think the existing displays get lost in the busy street environment and probably won't fit the new design - but how many streets in NZ are fortunate enough to have their own poem, and Victoria Street has three!!! I think they are fabulous poems, to be celebrated, along with the street - their wording often runs through my mind.</p>	Barbara	Moorhouse	
79	24742	generally support the upgrade but have some feedback	<p>Thank you for the opportunity to submit feedback on the upgrade of Victoria Street. This submission is from the Public Transport team at Environment Canterbury.</p> <p>The Victoria Street upgrade is a project that is part of the delivery of the An Accessible City plan. This plan was developed after the Christchurch earthquakes by a number of partners, including both the Christchurch City Council and Environment Canterbury.</p> <p>This plan sets out how different roads within the four avenues will be prioritised for different modes of transport. Victoria Street is prioritised for public transport, walking and cycling. The plan also sets out that Victoria Street will be redeveloped as a 'main street', with enhanced streetscapes that support retail and mixed-use development .</p> <p>The plan states "these streets will be prioritised for walking and cycling and they will be slowed to a maximum of 30km/h. Main Streets that are public transport routes will contain appropriate public transport priority measures."</p> <p>The An Accessible City Plan also sets out how Salisbury and Kilmore Streets will be changed from one-way to two-way</p>	<p>- The revised stop placement in the Casino block works well. While only a northbound bus stop is required in this block initially a southbound stop will also be needed when Kilmore St becomes two-way (to replace the interim bus stop on Salisbury Street).</p>	<p>It will also not be possible to provide the most appropriate public transport network in this part of the central city until these one-way street changes are made. The current use of both Salisbury and Kilmore Streets means that bus stops for northbound and southbound bus services are quite some distance from each other. For example, provision for bus stops has been made on Kilmore Street outside the newly reopened Town Hall. Bus services are able to stop in a northbound direction close to the Town Hall, but the closest corresponding southbound bus stops are currently on Salisbury and Manchester Streets. As well as the distance these stops are apart, the separation on different roads creates confusion for potential passengers, and reduces public transport attractiveness as a transport option.</p> <p>Environment Canterbury advocates that the Christchurch City Council brings forward the Salisbury and Kilmore Street one-way to two-way changes so that these are delivered without further delay, and that the full potential of the plans for Victoria Street can be realised.</p> <p>This consultation has proposed a number of specific</p>	Edward	Wright	Environment Canterbury Public Transport

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			<p>streets, with Kilmore Street becoming the key public transport route connecting with Victoria Street.</p> <p>Environment Canterbury has routed its bus services in the central city in accordance with what was agreed in partnership through the An Accessible City Plan process. This means that Victoria Street is used by the Blue Line, route 29, and route 95. At peak times there can be up to 14 buses an hour travelling via Victoria Street.</p> <p>This means that Victoria Street is the main bus corridor serving northern Christchurch, aligning with the existing bus priority corridors on Papanui Road, Main North Road, and Manchester Street. Improving the competitiveness through improved route priority is a key contributor to mode shift to public transport.</p> <p>The intersections of Victoria Street with Salisbury and Kilmore Streets are excluded from this consultation, as they will be delivered with these one-way to two-way changes. However the delivery of these changes has been delayed until the mid-2020s. The main opportunities for providing appropriate bus priority along Victoria Street are at these intersections, so we would like to see these changes brought forward to deliver this.</p>		<p>changes to Victoria Street. We support the changes, and have the following specific comments:</p> <p>- As previously noted there are up to 14 buses an hour using Victoria Street. This means there are likely to be instances when more than one bus will need to access stops at the same time, so the stops should be double-length to accommodate the services. The most important location for a double length stop is on the eastern side of Victoria Street, just south of Bealey Ave. This stop is used as a timing point, and there are no alternative locations for this timing point north of Bealey Ave. If there is already a bus located in the stop when the second bus arrives, it will be forced to wait in the general traffic lane until the first bus leaves, which could lead to delays for all road users.</p> <p>- The build-outs along Victoria Street could cause issues for buses as the buses, with both potential difficulty manoeuvring around them into and out of bus stops, and lack of space for additional vehicles to pull in behind to minimise delays where the stop is already occupied by one bus. We would be happy to directly liaise with Christchurch City Council staff to ensure that these build-outs are designed in a way that works best for buses.</p>			
No – do not support the upgrade								
6	23509	No - do not support the upgrade	<p>The provision of on-road unprotected cycle lanes is unacceptable in a world moving towards a vision zero approach to road safety.</p> <p>NZ is well behind worlds best practice which is exemplified by:</p> <p><a href="https://www.citylab.com/transportation/2019/04/protected-bike-lanes-traffic-safety-cambridge-bicycle-plan/586876/">https://www.citylab.com/transportation/2019/04/protected-bike-lanes-traffic-safety-cambridge-bicycle-plan/586876/</a></p> <p><a href="https://www.planetizen.com/news/2019/04/103778-new-bike-infrastructure-standard-set-cambridge">https://www.planetizen.com/news/2019/04/103778-new-bike-infrastructure-standard-set-cambridge</a></p> <p>And cities like Abu Dhabi where fully protected movements for pedestrians and cyclists at traffic signals are also provided (i.e. no filtering traffic).</p>		<p>Protected cycle lanes.</p> <p>Fully protected cycle and pedestrian movements at traffic signals.</p>	David	Robinson	
8	23525	No - do not support the upgrade	<p>This upgrade is not consistent with the Accessible City blueprint and will act against achieving the objectives we need from our transport system.</p>	<p>The trees look nice.</p>	<p>Victoria Street is one of the most important bus routes in the city. The Accessible City states it will be prioritised for bus travel. To do that it needs to encourage or require through-traffic to use the adjacent Bealey Ave/Montreal/Durham arterials,</p>	Chris	Morahan	Talking Transport Blog

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					<p>rather than Victoria Street. The original plan restricted traffic movements so would have achieved this. This new plan does not have any restrictions on traffic and so will probably not achieve this. The traffic calming may discourage some through traffic, but I suspect it will not be enough to ensure reliably fast travel times for everyone using the buses.</p> <p>The design needs bus priority coupled with a means of discouraging or preventing non-local traffic.</p>			
10	23527	No - do not support the upgrade	<p>This section of road currently carries a frequent and highly used bus route (Blue Line). Council has expressed wishes for a future-proofed transport network, which requires a mode shift away from private vehicles and to mass transit, walking and cycling. The previously proposed upgrade of Victoria St would have supported this shift, by giving priority to bus movements and cycle safety.</p> <p>Under ECan's proposed future bus network, this section of roadway will carry not only the Blue Line, but also another frequent route to the airport. This, combined with increased frequencies to the Blue Line, will result in a bus every 4-6 minutes. This level of frequency turns the bus routes from Victoria St to the interchange into true turn-up-and-go lines, where people easily travel from Victoria St to/from the central interchange without needing to check timetables. This level of service provided by the timetabling can only work if complemented by infrastructure to support it.</p> <p>The proposed plan features very little bus prioritisation - only small sections at either end. To enable efficient movements of buses the plan must feature one of two things:</p> <p>(a) very little motor traffic, or, (b) continuous bus lanes.</p> <p>By restricting vehicle movements from using the entirety of Victoria St and thoroughfare, the original plan would have resulted in (a), allowing for good movements of buses. The proposed plan does not do this, and nor does it offer (b).</p> <p>The proposed plan caters for those individuals who choose to drive, who can use any other street coming into the CBD, and ignores the needs of those individuals who travel into and out of the CBD by bus.</p> <p>It is important to note the availability of parking very nearby Victoria St in a variety of new parking buildings, and the availability of alternate routes to drive down. There is no evidence to suggest removing on-street parking hurts businesses (provided there are alternatives nearby, which there are), and in fact it is observed that giving more space to more efficient transport modes like cycles and buses results in more patronage for those businesses along the</p>	<p>The roadway and footpaths are certainly in need of a physical upgrade. However, the urban design and transport layout, and mode prioritisation also require a re-think, and this plan fails at that.</p>	<p>Bus prioritisation. Cycle prioritisation. Removing Victoria St as a through-route for cars but rather a destination for people.</p>	Daniel	Granger	

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			routes.					
12	23531	No - do not support the upgrade	<p>I have a number of comments to make as follows;</p> <p>1. The reduction of any car parking in Victoria will be detrimental to the retailing and commercial activities and so should be avoided at all costs. The rationale is simple. Lets assume a car park is used only from 9 am - 9pm daily. So no use outside these hours whatsoever despite the presence of many restaurants and bars. If a car park is used by only 2 persons per hour then it represents a reduction of 8,736 customers pa for that one park ( 12 hours x 2 persons = 24 pd x 365 = 8,736pa). You are proposing to remove 20 car parks and add 4 new ones so a net loss of 16. Apply the customer loss of 8760 pa =139,776 potential customers pa to this small precinct. This will have a detrimental impact on business in general and some businesses in particular such as those that rely upon customers who use their cars for whatever reason. The reasons car parking is so important for retailing is that we live in a city with four seasons and variable weather, its often cold, wet, dark and dangerous. People use their cars to collect items and as a security factor. Christchurch is a radial city which is expanding outward from the centre. The bulk of citizens live remotely to the CBD and so use cars because of the convenience. How else would they get into Victoria st by public transport from say Halswell or Rolleston.</p> <p>The last your city planners want to lay the seeds for an area to die a slow commercial death because someone has decided we need a nicer looking streetscape at the expense of parks. Eventually as we segway into EVs we will still need car spaces.</p> <p>2. It is possible to include additional trees and landscaping without losing car parks. The junction between car parks could have a small extension from the footpath to allow a tree to be partly planted on the edge of the footpath and also on the small extension. In this way parks are retained with both pedestrian space and the unused corner of the car park used for tree scaping. This is widely used overseas in major European cities. Footpaths do not need to be universally of the same width and could allow for slightly narrower sections to accommodate trees and street scaping. In this way the spaces become more intimate and could be enhanced in a sectional way with different cobbles to create interest.</p> <p>3. Any jut outs should be angled otherwise they will become an obstruction as they have become in many parts of the city where these sharp angles have been put in without consideration for vehicles. The streetscape designs</p>		As per comments	Ernest	Duval	Property owner 161 Victoria Street

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			<p>need to be functional and not only decorative because we need only look at what's happening in Victoria square to see a nice looking design wasn't really thought through from a maintenance perspective and so now is costing rate payers hundreds of thousands of dollars to fix (hopefully not repair in the same way but make a practical design) Another example of poor street design is at Aynsley Terrace where numerous attempts were made to improve the street scape only to be damaged by motorists. Make it practical, make your first cost your last cost and save the rate [payers the burden of having to fix decorative but non functional design. There are many more examples. Eg outside the police station vehicle exit etc.</p> <p>4.Break the footpath sections up into individual strips and treat the surfaces differently to create interest and assist retailers to have more of an individual feel. The retailers pay the rates on buildings (through their opex) and employ staff and add to the life an vitality of the city. There is a unique opportunity to do something special for this street without compromising commercial outcomes. If the retailers prosper then capital values will be sustained and rates will enhance and jobs will be created. It will be a better environment for all. Block by block or even part sections of the block should be treated differently to create identity. As they have done in Wellington why not provide some historical plaques about the history of the street. In a city that has changed so much in such a short space of time there is a lot of history that people are oblivious to and it's the history of their city and this part of town. Small historical snippets will add a lot of interest to the street. This history should be the type of history people can relate to such as "The site of the first stables in 1857" or "The site of the old so and so pub in 1987". These are culturally and historically relevant for Christchurch and give connection to our heritage whilst at the same time bringing a street to life.</p>					
13	23532	No - do not support the upgrade of Victoria Street	<p>OK</p> <p>The council can fix pavements and tidy up holes inroad perfectly well.. do not screw with the parking the lanes or any part of the roading system it works now and we don't need it ruined for all but the exclusive select few nutters on bikes.</p> <p>Don't need more trees don't need landscaped areas .fixing street lights is a no brainer knock em off on Saturday</p> <p>Victoria st does not need to be a destination in ccc eyes as that denies access to 84% of the population by screwing the roadway into a moronic maze</p> <p>Got it</p>			Peter	McBride	

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14	23537	No - do not support the upgrade	<p>I recall I did make a submission initially where I suggested leave Victoria St as it is. I have worked from 382 Montreal St for a number of years, usually cycling to work from Papanui Rd direction. I note that Victoria St is a relatively quiet street from 10 am - 4 pm, hardly any traffic so it is not that busy.</p> <p>All that needs doing is resurfacing the road &amp; cycle way. I don't see any need to reduce parking spaces either.</p> <p>Why not keep it simple &amp; low cost. Just a nice wide street/boulevard. No cycle lanes either. It is a 30 km/hr street so quite safe. (In fact, cycle lanes on some roads give a false sense of security, I have been knocked off my bike on cycle lane in Papanui Rd).</p> <p>For a start, try the simple approach of a nice smooth road only &amp; see how it compares to the rest of the city (which is an obstacle course for cars &amp; cyclists anyway).</p>			Tony	Mitton	
15	23544	No - do not support the upgrade	<p>Our customers must be able to park on the street. There are very few places to park at our end now &amp; your going to make it less. Bad move &amp; stupid. Our bussinesses will suffer &amp; its already hard times for most.</p>	<p>Nothing. It's a one sided push to get Bus &amp; Cycle lanes put in.</p> <p>You have ruined Riccarton road &amp; St Asaph street, now you want to do the same here. All these bussinesses suffered alot when you were changing the roads &amp; its not much better now because of the lack of onstreet carparks.</p>	<p>Just tidy up the roads &amp; footpaths. Have more onstreet parking &amp; let the traffic lights stay green for a longer period. Traffic is often very backed up &amp; needs to flow better at both ends.</p>	Emilios	Kotziikas	Carlton Butchery Bulding
17	23553	No - do not support the upgrade	<p>We operate our flag ship store on Victoria St and we have multiple cafes around the city.</p> <p>I support the patching up of the street, the roads need resealed and so on. However, it is SO SO SO important that vehicle access and parking is priority. It is not a huge pedestrian street, it will never be as it is not in the heart of the city.</p> <p>If vehicle access is restricted in favor of walking or say a minority / micro transport such as bicycles, it will have dyer consequences like other areas of the city.</p> <p>I / we operate many cafes around Christchurch, hospitality is at the heart of a social culture of a city. Christchurch will loose / continue to have a weak culture if the CCC does not read submissions like this with complete seriousness.</p> <p>The city is a driving city - it is so spread out and modes of transport such as lime scooters, bicycles &amp; bus are fine, however it is a micro sect of the population that use these modes.</p> <p>WHY? because these modes of transport are down to age, health, weather, circumstance and so on.</p>	<p>That the roads will be resealed.</p>	<p>Just reseal the roads - cars need priority.</p>	Elias (Bink)	Bowler	BLack & White Coffee Cartel

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			<p>Example: People with familys (majority) needs cars - they need to drop kids to school, pick them up after, drop them to sport etc etc. Public transport and biking is not an option.</p> <p>My point - the majority of the population drive cars - it is how it is and it will not change! So please please please look at this realistically and re do the street with actual majority lifestyle in mind.</p> <p>This means - accessable for cars and good parking with normal pedestrian access (normal foot paths).</p> <p>WITH THIS MONEY THAT BEING INVESTED IN CYCLE WAYS AND REDESIGNING / FIXING WHAT IS NOT BROKEN - JUST SUBSIDIZE ELECTRIC VEHICLES - that would be called win win.</p> <p>The council lowers emissions realistically.</p> <p>In summary - if vehicle access is restricted it will have dire consequences on our store on Victoria St. The current pedestrian access is right size and in perfect proportion, it is normal and can sustain growth. The accessibility for cars (primary mode of transport) is so good right now.</p> <p>I am deeply concerned about the delusional view of the CCC's road planning dept. The city is becoming very hard to access, live in and operate business in due to the road planning (cycle ways, lack of on street parking etc). BUILD THE CITY BASED OF MAJORITY AND NOT FOR MINORITY. Rebuild a city that works.</p> <p>Electric Vehicle Subsidies is the middle - not cycle ways, they have failed.</p>					
28	23893	No - do not support the upgrade	This plan is pointless now. The first plan would have made significant improvements to cycling and public transport. Now it's just a 'beautification' project with no real outcome.	The wider footpaths and greenery are "enice"	Actual changes to transportation down this road. The first plan that stopped through traffic except for busses made more sense. Victoria street does not need to be for cars, there's plenty of one-ways for that.	Blake	Quartly	
29	23895	No - do not support the upgrade	Dedicated bus lanes should be added so that people are encouraged to use alternative transport rather than drive.		Bus lanes and maybe dedicated cycle ways.	Alex	Bailey	
33	23940	No - do not support the upgrade	<p>I do not support this plan for Victoria Street because it does not have the best priorities for Christchurch as a whole or the local business area.</p> <p>This is a major bus route, with approximately 300 buses travelling this stretch of road each day. Currently the traffic congestion is high causing delays to the buses. This is a factor limiting the growth in public transport for the region. We need to be decreasing our reliance on personal cars in order to cut our carbon emissions, as well as increasing our levels of activity to address health and wellbeing. This plan needs to be changed to increase bus</p>	Not much	Implement the original plan. Refer to <a href="http://ccc.govt.nz/assets/Documents/The-Council/HYS/2016/may/AAC-Consultation-Number-5-A4-Booklet-v2-WEB2.pdf">http://ccc.govt.nz/assets/Documents/The-Council/HYS/2016/may/AAC-Consultation-Number-5-A4-Booklet-v2-WEB2.pdf</a>	Arthur	McGregor	

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			<p>priority along this route and to encourage active transport modes. This could be by preventing through traffic, as proposed in the original plan, or by installing peak hour bus lanes along the entire road, similar to those being installed in Riccarton Road.</p> <p>Alternatively, perhaps the bus should be re-routed to avoid Victoria St. Clearly the business owners do not value anyone who travels by bus so prioritise bus movement by routing the buses down the way one system instead. Add bus priority measures as required to ensure the buses can travel along those routes easily and keep the buses flowing freely. Local businesses will be delighted to have a few extra car parks and bus patrons will appreciate skipping the traffic.</p> <p>As an aside, if there are too many complaints from local businesses then simply spend the money elsewhere. There are plenty of other worthwhile projects for ratepayers money to be spent on.</p>					
38	24271	No - do not support the upgrade	Papanui Road traffic, heading for central city will need to divert to Durham Street as Victoria Street will be slower.	Finally some progress!		Ian	White	
39	24278	No - do not support the upgrade	<p>This scheme far removed from the original proposal. It seems that it has been altered out of recognition following consultation with a singular group of people only - ie business owners.</p> <p>The plan is not safe for cyclists does not prioritise public transport in any meaningful way and does not seek to change how cars use the street to get from A to B. It does not fit with the accessible city plan. I have selected that I do not support the upgrade, because I don't in its current form. I did support the original proposal which was far superior in every imaginable way.</p> <p>If council words on climate change are to mean anything they need to be backed up with actions. This scheme does nothing to discourage car use or encourage public transport and active transport modes and would be a complete waste of money as it is. It resembles a big long car park.</p> <p>Research and experience from around the world has shown that restricting motor vehicles and making a pedestrian friendly street environment hugely benefits local business and streets a place where people will spend more time. Just because local business wants the status quo as they have no vision to look beyond that scenario does not mean it is correct to change the objective s to suit that particular group.</p> <p>In addition the plan available for this particular consultation is woefully inadequate and does not make it easy to see what is planned, how and why it has Chang</p>	Not a lot.	Make it comply with the accessible city objectives. Remove on street parking to facilitate a safe and welcoming environment for cyclists and pedestrians. Close the road to through motorised traffic. Make the street a public transport priority route. Design the street for the future, not the past and present and with only one group of stakeholders input.	Matt	Jackson	

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			from the original plan, or the safety audit of this plan. It is very disappointing.					
46	24459	No - do not support the upgrade	<p>I am totally opposed to the removal of the car parks under the proposed plan. The businesses along Victoria Street need people to be able to get to them relatively easily, otherwise they will continue to abandon the central city in favor of the suburban malls which have plenty of car parking. In winter your vision of a pedestrian and cycling utopia fades in the face of the Easterly wind and southerly rain lashing Christchurch - so for 3-6 months the conditions in Christchurch are not conducive to pedestrians or cyclists.</p> <p>Any work needs to be undertaken quickly, efficiently and with the minimum disruption for the businesses in the street. Unlike every other set of work in Christchurch where the same section is filled in and dug up multiple times, how about planning to get everything done in each section before sealing over and finishing it in one go?</p> <p>Your tick boxes above are biased as they are missing one for "generally do not support your plan but do have some feedback". Whilst I support getting the street and footpaths fixed I am opposed to some major parts of your plan, (but not all of it). I am given no option but to tick the "do not support" the upgrade which is not completely correct.</p>	Fixing the road and footpath surfaces in their existing footprints and adding more trees within the existing footprint	<p>Re-instate the parking you have taken away and simply fix the road, services and footpath within their existing footprints.</p> <p>Ensure that each section is worked on once with everything done then move on to the next section.</p> <p>Minimise disruption to the businesses along the street by working mainly at night and throwing enough resources at the work to get it completed quickly and efficiently!</p>	Mike	Sheppard	
47	24462	No - do not support the upgrade	<p>I am unsatisfied with the consultation process Christchurch City Council has undertaken from 2015 to 2019 to reach a suitable outcome for the upgrade of Victoria Street. In 2016 I spoke at the consultation hearing in support of better cycling infrastructure on a street that is currently dangerous to ride a bike down. Following the consultation hearing to the current proposed new plan, I have not seen council engage with any of the cycling community before releasing their new and current plan for public consultation. (Current member of Spokes Canterbury) I am aware that heavy consultation has been undertaken with businesses and residents in and around Victoria to understand their needs and desires. No other stakeholders have been contacted. (An unfair "democratic" process). The "Share an Idea" 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>- Victoria Street is narrow and must serve many modes. A designated pedestrian route, proposed bus priority and safe cycle route into the city. (Current cycle mode share along Victoria street is up 188% in 2 years. CCC Road cycle counters. Average of 200 one direction users daily at Bealey Ave/Victoria St intersection).</p> <p>ISSUES FOR BIKE RIDERS:</p> <p>- A dedicated cycle route offers people on bikes narrow 1.7m painted lanes which often simply end along on-street</p>	Currently, Victoria is a dismal looking street with poor quality road surface and bad lighting and no atmosphere. Any streetscape enhancement is justice to the area. Considering the current conditions of the Street I rarely spend time or money on Victoria Street.	<p>In the original City Council proposal, you intended to divert "car commuter" traffic flow away from Victoria Street and into main arterials such as Montreal and Durham Street. This needs stronger emphasis to reduce car traffic down to a minimum and prioritise alternative transport options.</p> <p>RECOMMENDATION:</p> <p>- Make Victoria Street a better street for shopping and dining by making the road a shared space. 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. Cycle lanes are then removed as people can now cycle in the traffic lane with all road users alerted to share the road. Footpaths could be widened. Landscaping increased to soften this urban scene. This type of streetscape has a better return on investment for business users too. Note the opening of the Town Hall and Convention Centre will bring an increased number of pedestrians to the area.</p> <p>- Those who wish to drive to a short term on-street park will have that option. Parking off of Victoria Street will be encouraged in the Casino's proposed carpark building. Buses can retain their priority route.</p>	Charlotte	Bebbington	Action Bicycle Club Ltd

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			<p>parking at Salisbury and Victoria. Car parking gets 2.1m on both sides of Victoria.</p> <p>- 1.7m cycle lanes hard up against 2.1m on-street parking and will not appeal to the "interested but concerned" cyclists. (Council advises "interested but concerned riders detour up to 1km to use a MCR). As designed, experienced cyclists will take the lane, unsafe when riding with buses and cars.</p> <p>- Parked and parking cars will protrude into the painted bike lane. The car door swing area of 0.9m will reduce the cycle lanes to 0.8m. Handlebar width of typical ebikes, cruisers, utility and comfort bikes are 0.7m+. Under ideal conditions with cars parked hard up against the kerb people on bikes will have 0.1m of space when dodging a car door opened into their path.</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>City Council MUST think ahead and plan for the future!!!! Since the 2016 consultation I attended with upset business owners operating on Victoria Street a good amount of them have moved to new premises or shut down whereas alternative road users such as cyclists have increased numbers. Pedestrian users will increase in time with the Town Hall and Convention Center.</p> <p>City Council must include all stakeholders in their consultation process. As a member of Spokes Canterbury, who advocate for safe cycling infrastructure we are rarely contacted for input!</p>			
48	24481	No - do not support the upgrade	<p>We are the owners of Rabobank Building 12 Papanui Road, prior to the earthquake we had three car parks outside our building we request these parks to be reinstated with the Victoria Street upgrade plan. Customers picking up takeaways from the Carlton Courts previously used these parks. Now we are having constant issues with them entering our property in Derby Street and blocking our tenants carparks</p>		Provide more car parking	Paul	Chaney	
50	24605	No - do not support the upgrade	<p>You want to make it a destination by removing car parking spaces? What an oxymoron!</p> <p>Do our elected officials and traffic planners have shares in Wilson Parking or are they receiving kickbacks?</p>	Love the choice of trees.		Wayne	Boyd	
66	24713	No - do not support the upgrade	<p>I accept the need for an upgrade to Victoria St, but I am not impressed with what is proposed. As a cyclist I avoid Victoria St, whenever possible, because there is very little space for cyclists and the upgrade doesn't seem to improve the situation much. The provision of so much on-street parking is totally outdated.</p>		<p>Priority should be given to public transport and low-carbon, more active means of transport. The speed limit should be 30 km/h.</p>	Dave	Evans	
68	24719	No - do not support the upgrade	<p>Spokes Canterbury is a local cycling advocacy group with approximately 1200 members that is affiliated with the national Cycling Action Network (CAN). All submissions are developed online and include members' input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>Public Sentiment and City Transport Share an Idea found wide support for a city inviting to people on foot and bicycles. The 'Accessible City Plan' and Regenerate Christchurch's 2017 'Central City Redevelopment Transport Planning' both designate Victoria Street as a priority route for pedestrians, bicycles and buses. It is not prioritised for cars or parking.</p> <p>The vision for the central city was as a shared space where people on foot or bicycle would feel safe and engage in the</p>		<p>An Easy and Obvious Solution 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) 3.2. Local cycleways through urban commercial centres 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. 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>	Dirk	De Lu	Spokes Canterbury

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			<p>community.  Many residents are already showing their support for a people centred city. The Papanui Parallel MCR averages approximately 500-600 daily. Cycle use on Victoria has increased 188% in two years.  What happened to produce this plan which fails on all counts?  Plan Background  1. Originally approved and near to start of construction in 2016 the plan was halted in the face of merchant opposition.  2. June 2017 "An Accessible City – Victoria Street Detailed Design Safety Audit" (not for the actual proposal now being considered)  3. In 2018 Council staff began consultations with the merchants and residents in the area. No other stakeholders were contacted.  4. May 2019 and this plan focused on preserving on street parking is opened to consultation to non-privileged parties. (There are 2,500 car parks within 200 meters of Victoria Street and current on street parks achieve 74% uptake.)  The Setting and Specific Examples  Victoria Street is narrow and must serve many modes. A designated pedestrian route it offers footpaths 2.8m-2.9m wide. As it must accommodate buses vehicle lanes are 3.25m wide. Car parking gets 2.1m on both sides of Victoria. A dedicated cycle route yet it offers people on bikes narrow 1.7m painted lanes which often simply end along on street parking as at Salisbury and Victoria. 1.7m cycle lanes hard up against 2.1m on street parking will not appeal to the 'interested but concerned' cyclists Council claims to target. This unsafe design will have experienced cyclists taking the lane to incur the wrath of drivers. This plan makes a mockery of the Accessible City Plan's designation of Victoria Street as a cycle priority route.  Trucks and most SUV's 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 0.8m, at best. Handlebar width of typical ebikes, cruisers, utility and comfort bikes are 0.7m+. 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. This is unsafe, irresponsible and potentially lethal design.  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.  Victoria Street is a local cycle way as dictated by The Accessible City Plan – Transport chapter. Council must present a better, safer and more workable plan. This plan must be rejected.</p> <p>Conclusion</p>		<p>Due to the limited space alternatives must be considered. The Cycle Design Guidelines 3.3 offers more help.  3.3. Local cycleways and residential streets  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."  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. Speed could be further limited to 10km/h as has been proposed for High St. Cycle lanes removed as people can now cycle in the traffic lane with all road users alerted to share the road. Footpaths could be widened. Landscaping increased to soften this urban scene.  Those who wish to drive to a short term on street park will have that option. Parking off of Victoria Street will be encouraged. Buses will retain their route.  Benefits  Patrons of motels along Bealey Avenue would be encouraged to walk to the centre city, noting the dining and shopping options, thereby benefiting Victoria Street merchants.  Merchants will further benefit by offering a tree lined space with reduced car congestion conducive to strolling, shopping and dining. The current design leaves people to be repulsed by fumes and noise with some left to witness the grim outcomes of unsafe road planning.  Pollution is reduced and the area made far more attractive.  On Consultation  The Council undermines the community when it handpicks some stakeholders for early inclusion and allows them to set the focus for plans. This plan is a prime example of the failure a narrow focus achieves. Current consultation disempowers the community as plans are rarely open to significant, if any, real change. Minor adjustments may be accommodated, but even this level of responsiveness is generally limited. Consultation is undermined when documents and designs provided do not include basic information including cross sections for each lane treatment specifying widths for all modes. Safety audits need to be included online with all projects. This is basic information required for informed comment and consent. That it is not undermines Council's credibility. Setting basic requirements for consultation documents is clearly needed.</p>			

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			Public works are long lived. They need to be planned for the future, not cater to the past. Council has committed to carbon reductions which will not be achieved if plans like this one continue to be offered and constructed. Spokes invites Council to take this opportunity to embark on inclusive and empowering consultation. We remain willing to engage at the earliest stage of this plan's redrafting. Spokes Canterbury does not support this plan.					
71	24721	No - do not support the upgrade	During the course of the 3 years since the upgrade of Victoria Street planning began, this project has changed considerably, to the future detriment of our city in my opinion. Share an Idea, The Accessible City Plan and The Central City Redevelopment Transport Plan all describe the future of Victoria Street to be prioritising pedestrians, bicycles, and buses. This plan does not do that at all. There is very little that has changed that will make the street feel any safer for those who ride a bike. Incredibly disappointing.	30km speed limit ( 10km limit would be better ). Hopefully the road surface will be better.	By diverting all non-local traffic via Montreal Street , Durham Street and prioritising those two routes for vehicles , instead of causally expecting that those who ride bikes ( and with to do it in safety ) reroute their journey several blocks away to the Papanui Parallel. This i not acceptable at all, for a city that is proudly declaring a climate change emergency, and leading the country with a network of quality infrastructure for bikes, scooters and other active transport options.	Robert	Fleming	
73	24725	No - do not support the upgrade	As a business owner, I do not need the disruption to the street and also losing car parks of which will seriously affect my business. I would support minimally fixing the road and footpaths, more car parking , NO right turn into Dorset St from Vic St and car parking outside Vics maybe 30 mins max.	Nothing	As above , more car parking , 30 k speed limit , no right turn Dorset St .	Graham	Perrem	Vics Cafe
74	24731	No - do not support the upgrade	In 1958 when I was elected on office bearer in Knox Church, the big debate at that time was the widening of Victoria Street. The Council at that time proposal to take the back portion of Knox Church from the first pillar to the west wall and demolish it so Victoria Street could be widened and a new church built on the site using part of Armstrong & Farr property next door on the south side of the church. After much debate and consultation the idea of widening Victoria Street was abandoned but since then our church access to Victoria Street and Bealey Avenue has been encroached upon that today there is no room for a Hearse & Mourners cars no room for a bridal car when there is a wedding for on both occasions the front door of the church is an essential part of both services. Knox was built a long time before this widening was thought about but no move has been made to take the new building back from the road side to widen the street.			John	Collins	
76	24737	No - do not support the upgrade	1. Share-an-idea clearly directed the city to develop in a more pedestrian and cycle friendly manner. 2. Victoria Street has been identified as a priority bus service route. 3. Christchurch City Council has declared a climate emergency. 4. Micro personal transport options e.g. lime scooters are now commonly used in the city.  These points do not appear to be addressed in the plan for Victoria Street.  The plan focuses on car traffic and parking of cars. It does not contain appropriate quality cycle infrastructure. It will	Reducing the speed to 30km/h	Directing through traffic to the established through traffic streets (Montreal and Durham).  Build dedicated quality bus lanes. Remove street car parking as necessary to accomodate such. Building quality pedestrian areas and quality separated bike lanes.  The reduced through traffic will assist in the creation of a Victoria Street community. It will become a destination as opposed to a thoroughfare.	Peter	Dobbs	

#	Sub ID	I / We	Feedback	What do you like about the upgrade of Victoria Street?	How could the plan be improved?	First name	Last name	Business/ Organism.
			not create a pleasant environment for pedestrians especially now that pavements must cater for pedestrians and e scooters to name a few.					
78	24741	No - do not support the upgrade	I think the current design is a regrettable step back from the original vision of the Accessible City Plan, in which Victoria St was identified as a pedestrian, cycle and public transit priority route, not a parking area. Given the vast contributions of emissions to the carbon budget of Christchurch, and the fact that almost all roads are in fact "car priority areas", it would be nice if this vision of an environmentally friendly street design would be followed through in light of the climate emergency. I think this would make sense for local businesses there as well. As a potential customer of Victoria St, there is nothing that attracts me to a street that prioritizes motorized traffic and parking over pedestrians and cyclists. The current car-traffic design turns our household off from going to Victoria St to the extent that we actively avoid the area and go elsewhere in the CBD. While not particularly pretty with the amount of parked cars, St Asaph St is a much more inviting destination in the CBD than Victoria St because it has a people-centric, not a car-centric design. If I have to take my car to the CBD, I do not expect to find parking right in front of the business I am going to. I am however less likely to attend a street which is unsightly due to an excess of parking and unsafe to ride one because the cycle lanes are not separated and likely to incentivize close passing and force people on bicycles to ride in the dooring zone of parked cars. I am concerned about the way this plan came into existence. There is no empirical evidence that sub-par cycling facilities and the prioritization of parking are good for businesses, yet the Council has allowed anecdote-driven businesses to dictate the plan by handpicking them for early consultation. Victoria St is a street for all citizens of Christchurch, and it should be designed as such, not as a street based on what select businesses anecdotally think is good for business (more parking, more cars).	The trees are an improvement to the current tin and concrete wasteland	Ranked from most desirable to least desirable: 1) Close the street to car traffic altogether, get rid of unsafe cycle lanes, encourage cyclists to take the lane 2) allow through-traffic, but no parking allowed and a 20 km/h speed limit, get rid of unsafe cycle lanes, encourage cyclists to take the lane 3) allow through-traffic but less to no parking, widen cycle lanes 4) separated cycle paths on the left side of parking	Jan Jakob	Bornheim	
80	24744	No - do not support the upgrade	Accessible city plan and Central City redevelopment transport planning both designated Victoria Street as a priority route for pedestrians, people on bikes and PT. The current upgrade DOES NOT support that. Also with the declaration of a climate emergency, all transport works especially in Central City should reduce reliance on cars and promote better cycling and walking infrastructure.		Remove car parking on one side to make a separated cycleway and more bike parking, or reduce the street speed to 10 km/h.	Ken	Ching	Action Bicycle Club Ltd
81		Not indicated by submitter	In summary, would like to see the street being more pedestrian and bus friendly. Less and slower cars moving on and off a congested Papanui Road. Pedestrian crossings and a plan to give buses more priority.			Ailsa	Milner	

## Feedback on construction

#	Submitter ID	I / We	If you own or operate a business along Victoria Street, when would you prefer the construction works to commence?	If you own or operate a business along Victoria Street how would you like to see the works sequenced to avoid too much disruption?	First name	Last name	Business/Org
11	23529	Yes - support the upgrade		Mostly done at night	Gordon	Bennett	Bennett Property
24	23588	Yes - support the upgrade	Yes. As soon as possible.		George	Forbes	Rhodes & Co
37	24270	Yes - support the upgrade	I work in a business and anytime is good	I work in a business & as long as one lane is always working, that would be fine.	Wendy	Ferguson	
1	23501	generally support the upgrade but have some feedback		Must be sequenced so that only elements of the works are conducted on one part of the street at a time (ie so as a business we have 3 intense weeks with works outside doing everything, rather than the entire street shut off for months)	ANDREW	HAMILTON	CORCOVADO FURNITURE & HOMEWARES
3	23503	generally support the upgrade but have some feedback	I do not own a business but I work down there. Time of day is irrelevant to me.	I do not own a business but I work down there. Honestly smash it all out at once. Don't mess about like Riccarton Road trying to keep the traffic moving which blows out the duration by a factor of 10-fold. This project should be done in months not years.	Craig	Falconer	Verizon Connect
31	23557	generally support the upgrade but have some feedback	Drainage could be done in stages from late summer/autumn...then kerb/footpath work to be undertaken in Winter (May to August) when trade is slower...then mill&mix in the following summer once all work behind the kerb was completed.	Staging and sequencing are major concerns for our business. If the works were staged in small segments, one side of the road at a time, and each stage completed before the next stage is commenced then this would have less impact on the businesses in the area. Even if this model takes a little longer then it would be ok. I guess you need to balance this with other businesses requests but we rely on foot traffic for trade so if you kill foot traffic you kill trade.	Nick	Tyler	Court Florist

34	24120	generally support the upgrade but have some feedback	<p>For us January is usually the quietest month. Many people from the city go elsewhere for the holidays, also many of the professional offices around us are closed during this time, so the foot traffic is less.</p> <p>So therefore January would work for us.</p>	Stefan explained that the works would be done in 'chunks' therefore always allowing for 1 lane to remain open, this seems like a sensible option to me.	Nicola	Martinovich	Martinovich Exceptional Jewellery
35	24201	generally support the upgrade but have some feedback	As soon as possible i.e. over winter	Rather than trying to complete the whole strip in one massive effort it should be broken into component parts and planned to be completed so that any disruption is short and sharp. A stage managed approach that is worked on 24/7 until done.	Tim	Bergin	
36	24260	generally support the upgrade but have some feedback	As soon as possible.	Yes that would be appreciated. We own and manage a number of properties in the street with a mix of retail/hospitality and business tenants so if once section could be completed in its entirety before moving to the next section I think that would help considerably. I am sure with some good co-operation between all contractors that each section could be completed very quickly so that the whole project does not take very long at all.	Adele	Childs	Countrywide Property Trust
45	24457	generally support the upgrade but have some feedback	<p>Immediately post Xmas until end of January is the best time of year as many businesses closed and quietest time of year in terms of trading.</p> <p>Any work needs to be done with a sense of urgency</p>	At night is best for us. Weekends also better than during the week.	Jason	Harris	Procope Coffee House
46	24459	No - do not support the upgrade	Any work needs to be undertaken quickly, efficiently and with the minimum disruption for the businesses in the street. Unlike every other set of work in Christchurch where the same section is filled in and dug up multiple times, how about planning to get everything done in each section before sealing over and finishing it in one go?	<p>Re-instate the parking you have taken away and simply fix the road, services and footpath within their existing footprints.</p> <p>Ensure that each section is worked on once with everything done then move on to the next section.</p> <p>Minimise disruption to the businesses along the street by working mainly at night and throwing enough resources at the work to get it completed quickly and efficiently!</p>	Mike	Sheppard	

62	24706	generally support the upgrade but have some feedback	While it is important to consider the needs of businesses in this process I feel that far too much weight is being given to the needs of businesses in this city, and not nearly enough to residents and visitors to the area. This results in our streets becoming places for cars instead of places for people.		Julie	Downard	
72	24724	generally support the upgrade but have some feedback	January, after the standard Christmas break but before school starts again.	No preference	Ann-Marie	Head	Abley Limited
15	23544	No - do not support the upgrade	ASAP	Just do it the fastest way possible. Limit the pain.	Emilios	Kotziikas	Carlton Butchery Bulding
17	23553	No - do not support the upgrade	Late December - January.	Major works do not need to take place - just fix the roads and we are good.	Elias (Bink)	Bowler	BLack & White Coffee Cartel
73	24725	No - do not support the upgrade	Winter	Overnight only	Graham	Perrem	Vics Cafe