

SOUTH EXPRESS MAJOR CYCLE ROUTE – ELIZABETH STREET ALTERNATIVE OPTION AND ASSOCIATED PARKING CHANGES
Submissions – June 2019

ID	Plan 1 - Elizabeth Street	Comments	Plan 2 - Elizabeth Street/Matipo Street: Do you support the changes?	Comments	Plan 3 - Proposed parking restrictions: Do you support the changes?	Comments	Plan 4 - Wharenui School speed zone: Do you support this speed zone?	Comments	First name	Last name	Name of organisation (if applicable)
25583	Option 2	I disagree about workers parking in the area, it's a little too far for Riccarton mall workers. Am not a fan of reducing parking. But putting 120 restrictions	Yes	8am to 6pm 7 days a week is a great idea. Those that live in the area are able to park their car	Yes	Overnight on the street	Yes	absolutely - should be in place now	Julie	Tighe	
25581	Option 2	<p>██████████ ██████████</p> <p>New signalised intersection at Elizabeth Street and Matipo Street should be phased with Blenheim Road/Matipo Street lights to ensure traffic does not block Blenheim Road intersection. Cyclists at new signalised intersection must not control the flow of traffic at both of these signalised intersections.</p>	Yes		Yes		Yes		B.M	Hemming	
25580			Yes		Yes		Yes	<p>Background:</p> <p>The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry has</p>	Simon	Cruickshank	Ministry of Education

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								<p>responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing the new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.</p> <p>Elizabeth Street-South Express Major Cycle Route in relation to the Ministry's interest:</p> <p>Christchurch City Council has undertaken initial consultation on the plans for improved cycling facilities as part of the South Express Major Cycle Route- Puari ki Niho-toto. The cycle route will connect the edge of the city's western boundary in Templeton to the</p>			

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								<p>central city. The routes will travel through the suburbs of Hornby, Hei Hei and Sockburn to Upper Riccarton and Riccarton, finishing with a link to the Northern Line Major Cycle Route. The route described travels past nine schools including; Hornby Primary School, Hornby High School, St Bernadettes School, St Thomas of Canterbury College, Our Ladies of Victories, Riccarton Primary School, Riccarton High School, Middleton Grange and Wharenui Primary School. The Ministry submitted on the initial consultation and in general supported the cycle route, provided that issues raised by individual schools were addressed.</p> <p>Christchurch City Council received over 650 submissions and have been reviewing</p>			

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								<p>these and looking at potential changes to sections of the routes where they received a number of comments or suggestions about a particular issue that was raised. There are four areas where Council are asking for feedback on an alternative option on Elizabeth Street before the final proposal is present to elected members to make the final decision. It is understood that Wharenui School generally supports these changes, including the 40 km/h School speed zone.</p> <p>Accordingly, the Ministry supports the changes and notes that overall the cycle route assists in facilitating active transport to schools. The cycle route will provide those that are less confident a safer environment to ride, and overall the proposal is</p>			

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								<p>envisioned to be of benefit to the schools.</p> <p>The Submission</p> <p>Overall, the Ministry supports the Elizabeth Street-South Express Major Cycle Route alternatives given the improvements it results in and overall will benefit the cycle route. Should you wish to discuss any aspect of this feedback please do not hesitate to contact the undersigned.</p>			
25566	Option 2	Reluctantly selected option 2 as neither option make any difference to the concerns we raised in our original submission			No	Not matter what restriction are put in place will make no difference to our concern of having any parking available on either of our frontages	Yes		Kevin	Reed	

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25547	Option 2	Prefer the alternative option proposed that allows for traffic to continue along Elizabeth Street across Division Street.	Yes	In support of the proposed changes. It's difficult to make a right turn onto Clarence here when busy anyway. The proposed landscaping and cycleway width on Elizabeth St between Clarence and Picton could be reduced however, to allow for easier parking where it will become P120.	Yes		Yes		Jasmine	Poole	
25544	Option 2		Yes	Elizabeth Street/Matipo Street intersection: Please confirm there will be a GREEN Right-hand Turning Arrow for traffic leaving Elizabeth Street and turning RIGHT into Matipo Street (ie, for traffic heading WEST towards Westfield Shopping Centre.)	Yes	Want the parking restrictions to only apply on weekdays (Monday to Friday only), not 7 days a week. This allows residents and visitors more time for parking unrestricted after hours and weekends.	Yes		Neil	McLaughlin	
25528	Option 1	I have no opinion but I'm required to elect an option to make this submission regarding proposed parking restrictions.	Yes	I have no opinion but I'm required to elect an option to make this submission regarding proposed parking restrictions.	No	Please see the attachment	Yes	I have no opinion but I'm required to elect an option to make this submission regarding proposed parking restrictions.	Howard	Dawson	
25525	Option 2		Yes		No	I am unsure exactly how this plan will make parking better for residents especially as you are looking to make the restrictions 7 days a week (I wouldn't	Yes		Guy	Butterfield	

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						<p>support 5 days a week either). As resident when I park it is generally for longer than a 2 hour period.</p> <p>There is currently 2 projects happening at the Picton end of Lyndon street with the construction of multi-dwellings (images attached) on each of the sections. This is going to put more pressure on the parking situation.</p> <p>The only way I can see it working is if the parking restrictions were rolled out along with resident parking permits (which I would support).</p>					
25509	Option 1		Yes		Yes		Yes		Penny	Analytis	
25505	Option 1	Original plan with minor amendments is safer for cyclists and will create a quieter street on Elizabeth	Yes		Yes		Yes		Fiona	Bennetts	
25503	Option 2		Yes		Yes		Yes		Marie	Shaw	

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25502	Option 2	Should allow left turn from Clarence Street to Elizabeth otherwise only access to Elizabeth from east is via Matipo which will become even more congested	Yes	Not sure what original was	Yes		Yes		Brent	Gilpin	
25483	Option 2		Yes		Yes		Yes		A	Tang	
25482					No	The parks on Lyndon Street are providing for the residents. There are so many apartments on this street and not nearly enough parking. There are also no businesses nearby for workers to have to park here. The proposed changes are unnecessary.			Hamish	Dear	
25481	Option 1		Yes		Yes	At our residence meeting parking was a common problem	Yes	Yes very pleased	K	Risdon	
25478	Option 1	The second option is awful and much worse than the original plan. Putting a cul de sac at the Clarence St end of Elizabeth St is going to create more inconvenience. Parking restrictions make the problem worse as well. This is the worst option by far.	No	10 minute park outside dairy and 5 minute loading zone outside pool are good but the 120 parking restrictions are ridiculous and worse than the original plan. These restrictions will have a huge negative effect on Hamilton Motors and the workers and residents parking in the area.	No	Losing on street car parks will make parking for workers and residents more difficult and parking restrictions will only make this worse. The workers in this area need to park somewhere all day, they can't be expected to move their cars every two hours! Residents needs on	Yes	Long overdue although traffic is slow through here at peak times anyway due to volume so probably won't make much difference.	Lois	Hider	

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						street parking during the day as well. NO PARKING RESTRICTIONS. The cycleway is not wanted in Elizabeth Street, put it somewhere sensible like Riccarton Rd or Blenheim Rd (which already have cycle lanes) where cyclists actually ride rather than destroying a residential area. As a ratepayer I object to my rates being wasted on this. The cycleway will cause considerable inconvenience, damage businesses and reduce property values to benefit a few people not the majority.					
25457	Option 1	As option 2 is worse for parking than option 1 we are left with no choice but to go with option 1. Restricted parking only benefits council pockets it doesn't help residents who have no choice but to park on the street during the hours of 'restricted parking' so the residents will continually get parking tickets or have to move their cars every two hours which is ridiculous. If you are	Yes	I agree with the amendment so that straight through traffic can go down Elizabeth Street to Matipo Street.	No	As mentioned above this is just a revenue gathering exercise for the Council and will impact heavily on residents who have no option to park their cars on the roads. I pay enough in rates without having to add more to the coffers due to lack of on street parking being created for the '1900 cyclists who may use this route by 2035'! There is no	Yes	Most people generally do around 40km anyway due to either traffic build up and pedestrians and the pool.	Merri	Cleave	

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		going to insist on restricted parking then ALL residents cars should be provided with parking stickers so they are exempt from receiving parking tickets for parking in the street they live in and pay rates for.				consideration or thought for the residents who are here between now and 20135 and the increase in population in our area. Not all residents work every day or take their car everyday so will need to park on the street, with this option they will now get parking tickets. This option will not deter mall or surrounding workers from parking in the street. I have seen this first hand where I currently work and the restrictions don't stop anyone. If you are going to implement parking restrictions then ALL residents should be given a parking sticker to avoid being ticketed.					

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25422	Option 1	The first option looks safe for both cars and cyclists, and easy to navigate. The amended option looks like it will easily lead to conflicts between motorists, and especially between motorists and cyclists. Also, in principle, interactions between motorists and cyclists should be kept to a minimum on a major cycle way.	No	Additional parking is the last thing that Christchurch needs - there is already an over-abundance of parking, and on-street parking is a) unsightly, b) more dangerous for all modes of traffic, and c) a major incentive for people to use cars rather than other, more environmentally friendly modes of transport. On-street parking should be kept to a minimum and eliminated wherever possible, instead of being expanded upon.	Yes		Yes	I would support larger windows for the school speed zones as well - 30 minutes at pick-up and drop-off times seems quite short.	Liss	Bornheim	
25381	Option 1	A design that minimises cyclists having to cross roads used by cars is always preferable and will make the cycle way a safer, faster, and more attractive option for cyclists of all abilities.	No	I do not believe that on-street parking should be allowed in general. Parking your car on public roads is not a human right. Supply and demand of private business parking and for-pay car parks should be perfectly sufficient to regulate this problem. (Disclaimer: I own a car. Since moving to Christchurch, I have parked on a public road once.)	Yes		Yes		Jan Jakob	Bornheim	

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25353	Option 1	I operate a community counselling service from ■ Elizabeth Street and as such need clients to be able to access us easily. I dislike both options and would prefer the bike path went down Peverel St.	Yes		Yes	I would prefer all being 120m between Division and Clarence. To have unlimited will have Mall people parking all day and making it more difficult for clients.	Yes		Richard	Black	
25308	Option 1	If this is effectively being turned into a low speed, low volume street why don't cyclists just use the street as a neighbourhood greenway? Then minimal parking would be lost.	Yes	Need additional sharrow markings in the left-turn lanes of Matipo	Yes		Yes		Glen	Koorey	
25304	Option 2	It would be preferable that the traffic turning into and out of Elizabeth were to give way instead of those in the cycle lane. The entire route is compromised in part by not having priority in areas that it needs to, by a mix of infrastructure features which will result in confusion and a reduced level of service, and to a degree it is not particularly direct. Further compromise will reduce the numbers that it is intended to attract.	No	The additional parking spaces allotted restrict the width of the cycleway and the traffic lane. There is considerable concern in the city that cycleways impede traffic flow and create the perception of being unsafe for all. This change does nothing to alleviate that.	Yes		Yes		Robert	Fleming	

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25301	Option 1	I do not think the additional parking restrictions are necessary	Yes		No	I do not support parking restrictions on Division Street. The proposal says that "a number of people were concerned about the high number of workers who park in the area all day" - as a resident of Division Street for the last four years, this has NEVER been a concern for our household. My preferred option would be for there to be NO parking restrictions introduced on either side of Division street in the section from Blenheim Road to Elizabeth Street. However, if parking restrictions are to happen (though I would prefer that they don't), I suggest they are only necessary Monday-Friday, 9am-5pm. Weekend parking is never an issue at the Blenheim Road end of Division Street.	Yes	Absolutely!	Sarah	Weusten	

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25279	Option 2	I am not particularly impressed with either of the proposed configurations, which seem to limit roading options necessarily, but given a choice, I prefer option 2. To my mind, this seems less restrictive for the average driver. I would suggest, however, that most users will probably travel straight through the Clarence Street-Elizabeth Street intersection to Riccarton road, so it would be better to configure the intersection accordingly. The current set-up seems, to my mind, to make it more challenging for cyclists trying to cross the road, not less.	Yes	I support the changes, although I remain dubious of the merits of two-way cycleways. At the very least, all users of the pool and parents of children at the school will appreciate the traffic signals, especially during school traffic and the work rush.	Yes	I suspect the parking restrictions will be necessary feature of the planned reconfigurations. I am worried about the impact this will have on parking around my current address, but I cannot see anyway to obviate this without new purpose-built parking for the mall.	Yes	Yes, I wholeheartedly support this speed zone. Matipo Street can be very hectic around school and work rush-hours, so I believe that a speed restriction will not make matters worse, and may even make matters better.	Elliott	Hughes	

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25272	Option 1		Yes		No	<p>Being a resident in Division Street I'm a big fan of the cycle ways, getting into town via bike will be so much easier. However the proposal for parking restrictions for 120mins seven days a week does seem a bit odd to me. The better option would be Monday to Friday 120mins. Weekends parking is not a problem, so I don't understand the logic behind the seven days a week.</p> <p>Also in our area sometimes the only parking for our house is on the street, where can residents park their car during this time if it is only 120mins???</p>	Yes		Tim	Weusten	
25207	Option 1	<p>Opposed to all changes save the closing of Elizabeth St. at Clarence St.</p> <p>Please see attached submission</p>	No	see attached sub	Yes		Yes		Dirk	De Lu	Spokes Canterbury

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25178	Option 2	There is dense housing in this area and keeping traffic open to Elizabeth street will prevent higher traffic flow on surrounding streets.	Yes	Introducing traffic light close to Blenheim road may cause more traffic delays at peak traffic times. However, with the lights it can direct traffic around the area and the removal of the pedestrian crossing would help reduce the high risk of that crossing	No	Strongly disagree. The area is densely populated with town houses. All parking in the area, especially Lyndon street, is resident parking only. Restricting parking is unnecessary!	Yes		Nicola	Preston	
25153					Yes	Have a Property in Elizabeth Street. What are the plans for Picton Ave. It's very narrow in places & these new parking restrictions& travel flow plans will have a huge impact here.	Yes		KE & KM	Muscroft-Taylor	
25152	Option 1	I live at ■ Division Street. The alternative design is less friendly for cyclists, more confusing for traffic. The dairy is at a dead end street how good is it for them. People in Elizabeth St have restricted access can only enter one way.			No	To many 10 min parks really what use are they? There is lots of unit housing many residents must park on the street. How will restricted times effect them.	No		Simon	Lewis	

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25149	Option 1	Do not really like either option - happy with current design - like idea of cycle way but do not think a new street design is necessary - or parking restrictions	No	We have no concerns with the current layout	No	High student area - with multiple cars per flat. There is not enough in house parking for 5-6 cars. Current off street parking is very good - we had no problems with workers parking in the area all day. Strongly oppose parking restrictions but if they are going to happen - consider permanent residents parking	Yes		Rebecca	Herkt	
25148	Option 1	There is no need for maintaining through access on Elizabeth st except to facilitate a rat run for motorists. The whole point of separate cycleways is to make it safer and more convenient to cycle. By adding another crossing his makes it easier for cars and harder for cyclists. Stick with the original design.	No		No		Yes	Why not make the whole area 30 km/h speed zone?	Matt	Jackson	
25139	Option 1	I prefer the original plan that has much safer and more direct cycling.	Yes	The hook turn box is in the way of the crossing bicycles.	Yes		Yes		Barry	Whyte	
25102	Option 1		No		No		Yes		D M	Read	
25101	Option 2		Yes		Yes		Yes		Martin	n/a	

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25100	Option 1	The cycleway proposed is too wide. There has to be more provision for cars to be parked on the road overnight. There should be left turn into Elizabeth St from Clarence Street as there is from Clarence St into Division Street	No	3 metres for cycleway is far too wide. Cycles can go in opposite directions in much less space. Grass verges are not required and removing them and narrowing the cycleway will leave more room for cars to be parked. Angle parking should be considered. Dilworth Street should have angle parking on both sides.	No	Any parking restrictions should be 9am - 5pm so residents can park their cars overnight on the road. There are huge numbers of residents who have to park their cars on the street when they return from work. Also parking restrictions will put huge pressure on Dilworth Street, Peverel Street and Picton Avenue which already do not have sufficient parking spaces.	Yes	Provided it is clearly sign posted that 40km/h relates to 30 minutes in the morning and 30 minutes in the afternoon. Matipo St is extremely busy and there needs to be traffic flow.	G J	Wilson	
25083	Option 2	Why has Elizabeth Street been chosen for a cycleway? I cannot see that this option of putting a cycleway down Elizabeth Street is going to be of value when 90% of cycle traffic is North/South bound on Clarence Street from businesses in the Tower Junction area plus Boys High and Girls High cycle traffic. If this is to protect the children going to school at Wharenui School then a block off of the entire street at Matipo and	No	There would be more value to fix the lights at the corner of Blenheim/Matipo Streets so there is a right turning lane (southbound) as cars are not getting enough time to turn right from Matipo Street onto Blenheim Road and the traffic backs up at peak times and also weekend traffic going to the Mall.	No	Home owners and rental properties on Clarence Street and surrounding streets are not able to use some of the open" sign limits on these streets as staff from Riccarton Mall are utilising these to park during the working hours for long periods of time.. A parking permit should be given to these home owners so that they can park their cars on the roads, safely and without conviction or parking tickets. A better plan on	No	I cannot see that this speed zone by the school would make a lot of difference, as with lights at Blenheim Road and again at the other end of Matipo street slow traffic down because of lights being on Red and backups because traffic cannot turn right onto Blenheim Road because no Green arrow is available so the traffic banks up right back (at peak hours) to the corner of Elizabeth Street. If	Sheryl	BREMNER	Not Applicable

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		Clarence Street would be safer allowing only traffic along that route to people's homes that live there.				<p>parking restrictions would be to make Clarence Street two lanes and restrict all parking on this road or at the least put a CLEARWAY sign between the hours of 7am to 10am and again 3pm to 7pm at night on both sides to make driving easier along this road. Also restrict the cyclists to go down other streets such as Picton Avenue would be a safer bet. Also speaking on Picton Avenue cars should only be allowed to park on one side of the road as visibility at corners is unsafe.</p> <p>Does anybody who makes these decisions at CCC/Govt live in this area - because if they did - they would be more conversant with the problems faced in this area.</p>		you put in a GREEN ARROW on this intersection you may find all your other problems do not exist.			

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25051	Option 1		Yes		No	We do not need any parking restrictions at all on the part of Elizabeth Street from Clarence Street to Picton Avenue. The issue here is that there aren't enough parking spaces on the road for residents (for all day and all night parking). This part of Elizabeth St is densely populated which means there are more cars than can be accommodated off street. If you put parking restrictions in place here during the day, there won't be enough all day parking spaces to accommodate residents' cars. There has been a problem with not enough on street parking in this part of Elizabeth Street for years. We will already be losing parking spaces because of the proposed cycle lane anyway, so please do not put in any parking restrictions in place here - you will just make life even more difficult for us.	Yes		Mike	Stockwell	

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25038	Option 2		Yes		Yes		No		D L	Jackson	
25037			Yes		No		No		Ming	Goh	
25036		<p>Don't agree with either option.</p> <p>Please leave the street the way it is. There is no need for a cycle lane, because cyclists are few & far between</p>	No	<p>You are spending thousands on unnecessary cycle lanes, and you are upsetting businesses and residents on Elizabeth Street</p>	No		Yes		Elizabeth	Potter	
25009	Option 1	<p>The original plan is preferable because it is the safer option for cyclists. The alternative option means that cyclists have to cross Division Street across the flow of traffic. While precautions have been taken to prevent collisions between cars and cyclists (raised bumps and sign posts), it is still dangerous. This danger is increased by the fact that cars would be able to travel east-west on Elizabeth St, onto Clarence St. The traffic-calming measures (raised bumps, narrow lanes) may in fact irritate drivers who are used to travelling quickly down that route, and they may drive less safely when able to do so, travelling quite fast in the area of Elizabeth St</p>	No	<p>We are mostly ambivalent towards this change as it does not appear to affect the safety of cyclists, thanks to the separated cycleway. We are concerned that the addition of carparks seems to encourage cars as a form of transport to travel to the dairy and pool. We suggest that cycle parking is also added, to make it easier for people to bike to these places. This will hopefully decrease the number of cars travelling through the area and make it easier for residents. There may already be existing places to park bikes, but plentiful, secure parking is essential for people to feel that riding their bike (as opposed to taking the</p>	Yes	<p>We agree that it is frustrating for residents to have employees cars parked outside their homes, but maintain that on-street parking should not be viewed as a right by anyone. A 120-minute limit helps to balance the users of the space. However, if these 120-minute limits are imposed, workers will simply park their cars further out from the mall, re-situating the problem elsewhere. We should fix the root of the problem, not the symptoms. The construction of the South Express cycleway will greatly enhance the appeal of cycling to work for many employees, and Council should work closely</p>	Yes	<p>We support lower speed limits outside schools and in suburban areas where pedestrians and cyclists are especially prevalent. A permanent 40 km/h speed zone would help to signal to drivers that the area is not designed for thoroughfare or rat-running; this would decrease traffic congestion over time and provide a safer environment for all.</p>	Alex	McNeill	Generation Zero Christchurch

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		<p>between Division and Clarence Streets. An example of this arising elsewhere is at the Simeon/Brougham St intersection, where cars drive quickly up Simeon and then brake suddenly before turning into Brougham. This makes the area less safe for cyclists, especially those crossing the road.</p> <p>Thus, Generation Zero Christchurch supports the original plan, where cyclists are physically separated from cars for the entire segment of Elizabeth Street. These safer cycleways can also be used by electric scooters, which are capable of going at high speed and may therefore also not be seen by cars when crossing Elizabeth Street in the Alternative Plan. Having safe, efficient cycleways is an integral part of a city which depends less on cars and has lower carbon emissions.</p>		car) is a more efficient option.		with the businesses in the area (including Westfield Mall) to help promote commuting via bike or bus, providing incentives for those who cycle to work rather than drive. We are transitioning to a zero-carbon future and our habits are going to have to change: let's do all that we can to ensure that the transition is as smooth as it can be, and that we bring all people and socio-economic groups with us. This means making cycling more accessible to those who might not be able to afford a bike, wet weather gear, or lights, instead of just forcing them to walk longer distances to get to work.					
24972	Option 1		Yes		Yes		Yes		None	None	NZ Railways Staff Welfare Trust

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24971	Option 2		Yes		No		Yes		Phil	Mannix	
24970	Option 1	Not happy about the large trees being removed on the corner of Elizabeth & Clarence. Any replacements will take many years to reach the same size	Yes	Lights will be safer, but another tree gone??	Yes	Good to see P120 outside our property which usually has the same cars parked there constantly	Yes	Safer	J	Hammond	
24943	Option 2		Yes		Yes		Yes		James	Brook	
24928	Option 1	I strongly prefer option 1. The second option prioritises cars ahead of cyclists which is unacceptable on a MRC, particularly at an intersection. Option 2 is not safe.	No	It is unclear where the space has come for the change. There is not enough space now for the cyclists waiting to cross Matipo Street and there will be conflict with pedestrians wanting to get to the Dairy.	Yes	Has no effect on cycleway.	Yes	Make it a permanent change.	Anne	Scott	
24920	Option 1	Important to prioritise cycle and pedestrian and stop being so car centric	No	Provision of free onstreet parking is a ratepayer subsidy to private motorists, and makes the roadway less safe for pedestrians and cyclists.	Yes	Reducing provision of free onstreet parking will encourage use of public transport and alternate preferred means such as cycling.	Yes	Should consider making the general limit 40km/h, especially in Elizabeth St and reducing to 30km/h for school times.	John	Ascroft	John Ascroft

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24918	Option 1	<p>The whole thing needs to be withdrawn. We are concerned that so much money is being spent and so much disruption being caused just to benefit a handful of cyclists. The return doesn't justify the cost. These plans which come at the expense of motorists also cause further resentment against cyclists.</p> <p>The signalised crossing at Clarence St especially must be withdrawn as it was needlessly create untold congestion along this route. We don't understand why the Council is so determined to make traffic congestion worse. It would at the very least outweigh any expected you expect from people giving up their cars.</p> <p>Further to the this, you need to stop blocking off drivers taking shortcuts through side roads. Blenheim Road can only accommodate so much traffic and forcing more traffic onto Blenheim Road will will not help matters.</p>	No	If the CC proceeds with this project, we will be organising campaigns to have the Councillors who voted for it defeated at the elections. We have had enough of streets being hacked up to no good end and with motorists being hindered.	No		No		Jackson	Sturgis	Christchurch Citizens Collective

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24907	Option 2	I like the change to allow traffic to travel all the way from Matipo to Clarence, and I only ever turn North at the end of Elizabeth anyway (when I'm in a car). To be honest, as long as a signalised crossing is put in at the end of Elizabeth to make crossing on foot or on bike less terrifying, I'm happy.	Yes	In particular, I support widening the footpath and encouraging students to arrive at Wharenui School on foot or by bike.	Yes		Yes	YES! I really can't believe that there haven't been speed restrictions in place in this area up until now!	Angela	Brett	
24890	Option 1	I don't support either option. Traffic should not be prevented from travelling north / south on Division street. You have made a statement that this is required to maintain safe cycling and maintain traffic volumes. Please elaborate why it would not be safe for cyclists if traffic calming measures and compulsory stops were installed at the intersection of Division and Elizabeth streets. There are not large volumes of traffic on either road. The reason traffic volumes increase is because of increased demand or it improves	Yes	Will there be right filter lights for traffic on Matipo Street?	Yes	I support restrictions that maintain a mixture of all day parking and time restricted options	No	Why is this needed? There will be a signal controlled intersection at the corner of Elizabeth and Matipo Streets plus the existing zebra crossing outside the school. What more is needed? The school is midway between 2 blocks and often moves very slowly as there is no right hand turn out of Matipo street onto Blenheim Road. Adding a right hand turn arrow would improve safety and reduce congestion in the Matipo block which would do more for	Lyndon	Telfer	

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		travel time. There will be no new reason to travel along Elizabeth street towards Matipo Street just because there are lights on Matipo St. Please provide your traffic modelling assumptions to prove your statements. I lived on Peverel St for over 10 years and believe your proposal will decrease the safety of residents as we now have to make a right hand turn across the very busy and uncontrolled intersection at Clarence street to get to Blenheim Road						safety than another speed reduction for motorists to comply with. Please provide average vehicle speed and accident information to support this proposal			
24831	Option 2		Yes		No	Additional parking restrictions in these areas will cause overflow of resident car parks. In Lyndon St there are no issues with workers parking in the area so the introduction of any restrictions would only be detrimental to residents.	Yes		Jamie	Adams	
24829	Option 2		Yes		Yes		Yes	Looks fairer	Myles	Marriott	
24828	Option 1		Yes		Yes		Yes		Mrs Shirley	Neave	

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24827	Option 1	Agree with original one	Yes	Agree with the change!!	No	I cannot accept P120 restrictions 7 days!!	Yes		Wei	Li	
24807	Option 2	This is not an option that works well for us or helps up, but is the less disruptive for the majority of our people. It does not address our concerns about access for Riccarton Community Church users; external groups the congregation, funerals etc. We are disappointed that this is the best option offered.	Yes		Yes		Yes		None	None	Riccarton Community Church
24806	Option 2	Much much better than option 1. This way there will still be access from Matipo St - Clarence St	Yes	Only because it is better for pedestrians as the current crossing outside Wharenui School is very dangerous. Drivers either don't notice or don't care. The intersection that desperately needs lights is Matipo St & Maxwell St by the mall the same on Clarence St	Yes		Yes	Absolutely	Zane	Blazey	
24801	Option 1		Yes		No		No		Helen	Dunn	
24770		I have some feedback for the proposed cycleway on Elizabeth street... BIG NO! I live on division street and I can already tell you this will greatly affect how I go and come home, and not for the better. With this cycle way the							Ciara	Arnold	

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		<p>traffic would be backed up for miles, far worse than it already gets. We NEED turning arrows from Blenheim road onto Matipo street, not a cycle lane. This is a horrible idea and a waste of money and space. I myself know that not many cyclists are found in Riccarton that would make use of a cycle lane and there are many on the main roads. A turning arrow is NEEDED on Blenheim to Matipo as only max 2-3 cars are able to make the turn during traffic ONLY AS THE LIGHTS TURN YELLOW AND RED, which is extremely dangerous. This would also be beneficial for turning onto Clarence street from Blenheim as this also is an impossible intersection to turn at, especially during peak traffic. THIS IS NOT WHAT WE NEED TO SPEND MONEY ON! WE NEED TURNING ARROWS.... AND THATS IT!</p>									
24768	Option 1	Your original plan (with minor amendments) is much better than the alternative option. Option	Yes		No	My comments relate specifically to the section of Elizabeth Street from Clarence	Yes		Kath	Jamieson	

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		<p>1 allows movement down Clarence Street to the north down Division Street, which means people can easily get to and from the Riccarton Mall and out to Riccarton Road easily. I think blocking off Division Street with a cul de sac is going to be too disruptive of traffic flows.</p>				<p>Street to Picton Avenue. I do not support in any way your proposed 120 minute parking restrictions on Elizabeth Street between Clarence Street and Picton Avenue. We do not want any parking restrictions at all on this section of Elizabeth Street.</p> <p>Parking is already impossible to find during the day (ie. ALL DAY parking) and at night for residents. This part of Elizabeth Street has the highest density of dwellings of any section of Elizabeth Street and there are not enough parking spaces on properties to accommodate all of the cars owned by residents. For example, 16 Elizabeth Street is a very large multi-unit block with very limited off street parking and many of their cars have to be parked out on the street all day. 11 Elizabeth Street has four houses, each with</p>					

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						<p>at least 2-3 cars - some of these have to be permanently parked on the street all day and night. These cars need to be parked on the road DURING THE DAY (and many of these for all of the day and well longer than your proposed 120 minutes!) as well as at night. Putting parking restrictions in place during the day on one side of the road will limit even further the parking spaces available for residents and will just create even more of a parking nightmare for us than we already face. Finding parking is very, very stressful here already so please don't make it any worse.</p> <p>The issue isn't about short term car parking in this part of Elizabeth Street per se. The issue is there is not enough car parking full stop given the density of housing - this is the case now and this will be exacerbated by your proposed cycleway. We are prepared to</p>					

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						<p>make sacrifices by losing some on street parking in the interests of accommodating the city's active travel planning. However, we do not want the sacrifice of having to live with parking restrictions on the road - that is a step too far.</p> <p>I presented to the Community Board a couple of years ago about the lack of on street parking for residents in this part of Elizabeth Street. If anything, the situation has worsened since that time. You have now proposed a major cycle route through the street, further reducing the number of on street parking spaces. I went to the public meetings a couple of months ago and specifically talked to the consultants about there needing to be MORE on street parking built into the proposed plan for this part of Elizabeth Street between Clarence Street and Picton Avenue, not less (eg.</p>					

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						<p>put parking at the end of the newly created cul de sac)! Now you are proposing day time parking restrictions that are not necessary and which will complicate our lives even further! This simply cannot happen. We are already facing extreme barriers to finding ALL DAY and all night parking spaces on the road for our cars. If we bike to work, there is no way we can come home from work multiple times during the day to move our cars around every two hours to meet your parking restriction requirements. We leave to go to work too early (ie. well before 8am) for the non-restricted parking to have been freed up from the night before. There aren't enough on street car parks anywhere else down other streets to park during the day.</p> <p>Please do not put any parking restrictions at all in this section of Elizabeth Street. What</p>					

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						<p>would help is if you put some short term parking spaces right at the end of the proposed cul de sac near Clarence Street - as angle parks. This would add a few extra spaces in for short term visitors. People often angle park successfully in the cul de sac / dead end of Dilworth Street near Clarence Street without incident and we could easily do the same in this part of Elizabeth Street as under your proposal, this part of Elizabeth Street will be very quiet as there will be no through traffic due to the presence of the cul de sac. Cyclists and pedestrians will be safe as they will be on a separated cycleway / footpath.</p> <p>Please make this plan viable for local residents. Our needs must be accommodated as well as the proposed cycle way.</p>					

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24733	Option 1	Simple. I'm not able to park my car during the day. I have no driveway	No	Not enough parking for locals	No	Not enough parking space for locals, I don't mind add bicycle lanes since many cyclists using Clarence Street and acts as a major route.	No	For everyone safety	James T	Cook	
24698	Option 2	<p>I do not support either of these options even though I ticked option 2 only because I had to choose an option.</p> <p>Leave Elizabeth Street the way it is and put parking restrictions in place instead. There is already plenty of room for cyclists. As mentioned in the first consultation Christchurch does not have a population size of India; China or the Netherlands where there are thousands if not millions of cyclists. There are far more imperative issues to resolve such as unblocking drains in Division Street and on the corner of Elizabeth and Division Street which has still not been resolved after much feedback from residents in Elizabeth Street. Please do not waste ratepayers money on nonsensical projects.</p>	No		Yes	There are too many cars parked in Elizabeth Street from nearby workers who don't reside in Riccarton. One man is parking about 10 cars at any one time which he sells from the street and there is no council bylaw against this which is extremely unfair for others who don't have a parking spot on their property and who live in Elizabeth Street.	Yes	40 KPH is the mandatory speed when driving past any school. This question should not have been included in the consultation process. Surely the council must be aware of this rudimentary law.	Steven	Atwood	

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24688	Option 1		No		No	It is already hard enough for residents to park, most of the houses in this area are student flats, we do not have the ability to park in our driveways as most are shared. If you do this we will have no where to park. The cars parked in Lyndon st are all residents cars. Parking restrictions that will only add stress for residents. Where in the plan have you allowed for resident parking?	Yes		Grace	Chignell	
24665	Option 1		No		No	Only support it if residents can be exempt. My partner or I have to park on the street as theres only a 1 car garage here. Same with other houses here	Yes		Jeremy	Kiesanowski	
24661	Option 1	Beautiful design - riders safely protected at Elizabeth St/Division St intersection. More convenient and logical traffic flow. Option 2 design is a bit of a mess.	Yes		Yes	100% - give residents and short term visitors their streets back.	Yes	Extra traffic calming is very much appreciated - for all vulnerable pedestrians.	Neroli	Keating	

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24659	Option 1	Much aesthetically pleasing and cleaner design - less confusing for traffic. Bike riders and pedestrians far more protected.	Yes		Yes	Absolutely. Mall workers who park all day, restricting local short term parking is a real problem. The local residents roads should not be a free all day car park for them.	Yes	The roads are a race track and any traffic calming suggested is good for the safety and security of children, pedestrians and animals alike.	Mark	Golebniak	
24650	Option 2		Yes		Yes		Yes		Shane	OConnor	
24644	Option 2		Yes		No	There isn't enough parking as there is in the area and as someone living in a house with 3-4 cars this will become far more problematic. I often return from work between 12:30-1am and already have to park more than a block away at times and as a young woman it does not feel safe walking home in the dark. These parking restrictions would lead to further difficulty parking within a safe distance from my house.	Yes		Roisin	Harris	

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24631	Option 1		Yes		No	I don't see why Lyndon Street Parking should be restricted past the Clarence Street intersection - it is completely unrelated to the cycleway, I have never seen workers parking there, only residents - having a restriction would only penalise residents with no purpose. It was the same problem when Picton Avenue became parking restricted, the only people it affected were residents on the street, who rely on roadside parking. This is the same on Lyndon Street, none of the properties have spacious driveways and most of us park on the street. Please do not introduce parking restrictions - it will not do anything but penalise residents for no apparent reason.	Yes		Ethan	Richards	

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24620	Option 1	Closing off the end of the street isn't a good idea. I support cycle lanes, but this street needs to stay open.	Yes	Traffic lights might make it a bit easier as you are travelling down Elizabeth street.	No	This is a residential area, and people who live here need to park here. I don't see the point of parking restrictions in residential areas. It'll just be charging people lots of money when they have no alternative, and it will clog up the other side of the street where there are less restrictions making it harder for the people who live here.	Yes	There are lots of children crossing every day, it needs to be much safer.	Megan	Somerville-Peterson	
24592	Option 1		Yes	Think about congestion ffs.	No	How will that help? There are no issues with parks as it is, thats just money hungry. Im living here for like 6 months but if i was permanently here and had that restriction id be fuming and just burn the tickets.	Yes	Pedestrian needs better lighting	Stefan	James	
24591	Option 2		Yes		No	As a flat we struggle to find parking on the street as it is	Yes		caleb	james	
24590	Option 2		Yes	This is the least terrible option for Elizabeth street residents.	No	We struggle for parking around Riccarton as it is, for flats where everyone has cars it is unreasonable for there to be a limited time restrictions	Yes		Lori	Fairweather	

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24576	Option 1	The original design is way better in my view - anyone needing to travel along Elizabeth street can use Moorehouse Avenue instead. The bike lane having to cross the road has a massive impact and will put off many cyclists, especially young people and those just learning.	Yes	Sure, this would be my second choice to the original Plan 1. As always though, having parking spaces between the cycle way and the road means cars turning into driveways along Elizabeth Street will likely not see cyclists or not even look and crash into them. Having the parking spaces on the other side of the road only would be better.	Yes		Yes		Josie	Smith	