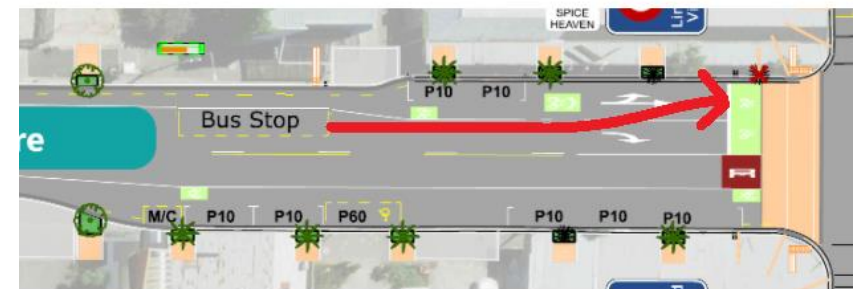
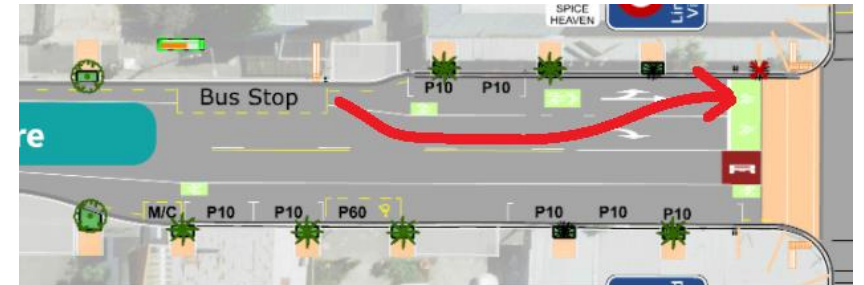


## Submissions for the Linwood Village Streetscape Plan

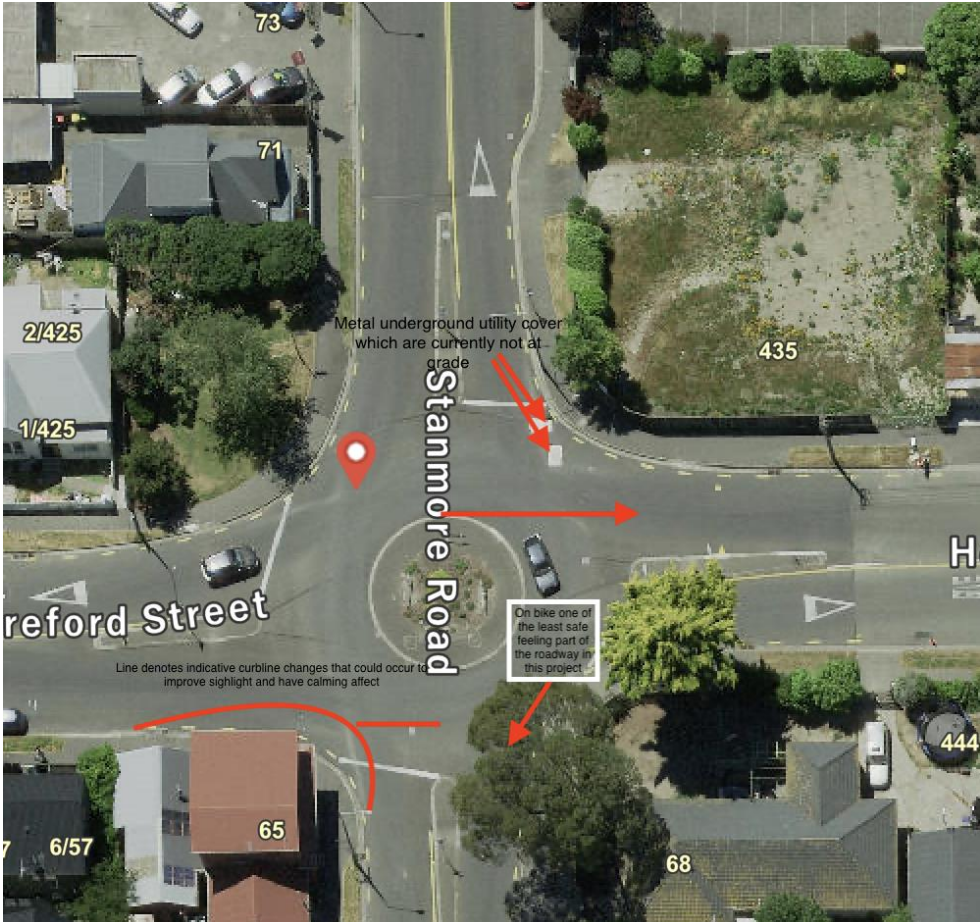
Submission ID	First name	Last name	Organisation	Comments
44759	Heidi	Connolly		It would be great to see the empty shops demolished or repurposed instead of just building more.
44760	Jay	Carr		<p>I think on the whole this is a great plan - my only hesitation is around the placement of the bus stop on Stanmore Rd. As it is shown in the plan, the bus must stop in front of a driveway, then maneuver around any cars poking their noses out waiting to get out, then any cars parked in the P10 spots ahead of it, into the right-turning lane, then into the left lane which goes straight ahead.</p> <p>I wonder whether it would be better to have the bus stop further into the lane (cars behind will have to wait a very short moment for passengers to board), which will give the bus better maneuverability and give it first opportunity to move into the correct space to carry on - which as the biggest vehicle on the road should be the priority.</p> <p>This would also allow the cycle lane to continue straight through and not through the bus stop, and will make it easier for cars to get into and out of the P10 spots (as they won't be maneuvering around the bus, the bus will have moved by the time they're able to take the spots).</p>
44762	Moata	Tamaira		I'm happy to see retention and expansion of the existing cycling infrastructure, as well as new trees. One aspect of the current infrastructure that could be improved is to have a better way for cyclists to trigger the the lights when at the Worcester St intersection. Due to the paved surface it's often the case that cyclists cannot trigger the lights at the Worcester/Stanmore intersection and either have to move up into the hook turn boxes, bike through on a red light, or wait for a car or other vehicle to come along.
44763	Sheree	Hayward		As a local I try and use the shops there but it is the continuous beggars that hang around hassling us for money that puts you off. No matter how much you invest, if you can't get rid of them it won't get any better. I sure hope and wish it can but that is the biggest problem Linwood Village has unfortunately.
44764	Rachel	Thwaites		<p>The street plan looks nice. However why focus on building a cycle lane when worcester st has a perfectly good one.</p> <p>Until personal safety is improved and the druggies are removed I will not shop there. Too many people caught up in drugs or alcohol and my young children do not need to see this. Also save your money on the bike stands no one will use them as theft is practically guaranteed even when locked up</p>
44765	Clare	Taylor		<p>Ive lived in this community for over 30 years. This village is dead. There are no shops I want to visit. I go to the Community Arts center thats about it. I would suggest a large community garden would bring people together and give the wanderes something to do. A village needs a purpose to visit and at present there isnt one. Planting trees in principal is a good idea will either get pulled out or neglected. Why not turn Doris Lusk park into community garden if possible. The market could operate on the street. At present the whole area is a slum its filthy and neglected. Since the supermarket closed its got worse. Such a shame really. good luck with your scheme.</p> <p>Phone discussion: 30km will be good, cycle lane will be well used. Would be good to have a community garden for people would loiter on the street to be useful and give them purpose. We would love some planting on Hereford Street.</p>
44767	James	Barber		<p>The plan itself is good but doesn't deal with the fundamental challenges.</p> <p>Perhaps the two most practical things the council could do are</p> <ol style="list-style-type: none"> <li>1. Make sure that the tiny shops are able to continue, don't sell their buildings and (better still) buy the land to ensure they can remain. These and the art gallery are basically the only reasons someone would remain in the area longer than twenty minutes.</li> </ol>



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				2. Set up council services and a library in the Linwood village area. There are heaps of vacant spaces and empty shops which could be rented out and used. The old video store has sat empty for a long time.
44771	Rose	O		<p>I am confused as to why \$2million dollars is being used to “beautify” an area where the community is poor and the people struggle along because of that.</p> <p>Adding more stores to areas of poverty doesn’t increase their desire to spend or earn, only increases the shame and stigma around their socioeconomic status. We need better affordable housing, affordable healthcare and support, and more affordable food pricing. I would rather the money be put towards improving these things instead of making it look pretty or adding extra cycle ways (in the already overloaded cycle way city) that aren’t used.</p>
44771	Asti	Orr		there needs to be something done about all the homeless people roaming stanmore and asking for \$. i cannot go to the shop in peace without being asked.
44773	Di	Trower		I thin the emphasis on safety improvements for pedestrians and those who are disabled is good. Beautifying the landscaped areas will also be a huge improvement for this neglected area and may help to get more development in the commercial area, once the streetscape is improved.
44775	Meg	Verity		<p>I think the proposed landscaping, additional lighting and bicycle lanes and parking are all fantastic! The sooner these are implemented the better!</p> <p>It would be great to see some additional measures to combat antisocial &amp; intimidating behaviours - begging, drug taking, drinking etc. I’m not sure what these could be, but without this element being addressed the village will still feel unsafe to many residents.</p>
44776	Caitlin	Turner		I agree, this is a great start. I really appreciate the council investing in this area. It has so much potential. I do question though, how this is going to become a safe place for our community? At the moment, it is surrounded in poverty. How can this new landscape support these people as well as make us feel safe? There are a number of stories on Facebook community pages about theft and harassment. Is there a way we can put a focus on safety into this plan? I love going to Hibbards butchery but can no longer go there alone even during the day. I look forward to seeing this plan progress and the community built back up!
44777	Carissa	Ptacek		<p>Thanks for the opportunity to comment. Always nice to see more users than just cars in street designs.</p> <p>It's unclear what unimpeded footpath dimensions will be, in particular where the new trees will be planted. Also, why are the majority of the new trees non-native?</p>

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				<p>Hereford intersection needs to be reviewed, this intersection currently doesn't function great for cars or cyclists. Issue one, is the Northbound lane of Stanmore can not see westbound Hereford traffic until close to sneaking into the roundabout, this could be improved by changes to the curbline on the southwest corner of the roundabout. This would also result in a smaller intersection which would help slow traffic to the desired 30 km/hour, I'm not sure if these changes could occur without changing the roundabout itself but it seems silly to plant trees in the roundabout without making the intersection function better. Issue two, the plan has ignored/not located the 2 rectangular metal covers in southbound Stanmore/Hereford intersection (assuming these are electrical due to shape). These are currently a hazard to cyclists and as the plan has not denoted them it is hard to see if this makes the problem worse, if the roundabout was reconfigured this issue may be resolved. Issue three, as a cyclist the current worst spot on this stretch of road is the southeast corner of the Stanmore/Hereford intersection, which has nothing proposed but a pattern. As this is the transition back to 50 mph it appears that this intersection will feel less welcome to cyclist, which seems counter to the desired outcome. I've attached pdf with image and some notes, to hopefully help illustrate what I'm trying to say.</p> <p>Is it possible south of the Worcester intersection in the southbound Stanmore lane to have this whole area as bike share lane? As the bus lane/stop length has been reduced and midway through the street you are forcing cyclists to share lane this creates a conflict zone very close to a Traffic signal controlled intersection. As the speed limit is 30 km/hr and cyclists will need to go into lane prior the Hereford roundabout, it seems more safe and consistent to take the lane instead of having to switch from side to centre midway through the street (not at a controlled intersection).</p> <p>It's unclear if the grass is new in areas like on Gloucester where the existing grass has died. It appears grass in those areas may not be the right solution.</p>	
44778	Laura	Davis		<p>Lovely plan appreciate the investment! Do we need to remove the existing trees - seems a waste or could they be replanted into the community garden area? Could something be done to board up old buildings or encourage building owners to get them painted with street art or something while they wait for new tenants? General garden maintenance is needed - so it's great to do this - but there needs to be follow-up regularly to keep it looking nice. The common issue in the area is loitering, begging and homelessness. Could we acknowledge that and either provide a space for the homeless, offer space to a community kitchen or something to provide a proper place for these people to be. It's scary down there sometimes, and I want to support the businesses but wouldn't go down there alone. Thanks for trying to support this area though.</p>	
44779	Joseph	Evans		<p>I think your ideas are a bit of a joke, check the comments on this post and you will clearly see the amount of homeless nagging for money, the druggies, the drug houses, the gangs is what keep people away from that area all together, some cycle lanes, some new trees and a speed limit change aint gonna change that so point made your changes will not bring more people to shop or even stop in that area. People are too scared to use the atms there let alone shop around there. Please dont go and waste millions of the rate payers money on changes that wont change anything. As someone mentioned in the post how about a few or you councillors go and spend the day down there and come back and re look at your proposed changes youl clearly see your missing the main issues</p>	
44785	Lisa	McGonigle		<p>Looks great - sooner the better.</p>	
44786	Denise	Ruck		<p>Everything that has been described sounds great bit it is a waste of money because it is the homeless people and beggars harassing people that put me off going there. Making it nicer won't stop the homeless from hanging out there. Cameras, community police patrols, better services for the homeless away from the area would improve safety.</p>	

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44787	Desiree	White		<p>This area needs to have more security or police presence and beggars moved along. I really feel for the businesses here as there are so many beggars who put people off shopping in the area. The plan looks good but with those types of people in the area all of the new things will just be destroyed. This area needs more then a cycle lane and few trees to fix it unfortunately.</p> <p>Leases that attract decent shops to the area may help also?</p>
44789	Greg	Partridge		<p>I think it's great that this streetscape includes the planting of a lot more trees, but surely the existing established trees don't need to be destroyed in order to widen the footpaths.</p> <p>If you're trying to discourage businesses from opening, shoppers to shop elsewhere, and land owners to not invest in this downward spiralling "retail precinct", then painting yellow no parking lines outside the shops is the way to go!</p> <p>Shops need car parking in order to make shopping convenient for locals AND to easy to entice through traffic to stop, pop quickly into the shops, purchase what they need, and continue on their journey.</p> <p>How my cyclist use the road? When the speed limit is being reduced down to 30km/hr are cycle lanes a "Must have" or a "Nice to have"? Electric scooters and bikes can easily travel close to 30km/hr, so surely with that reduced speed the road will be much safer for cyclists without the need to eliminate valuable street parking!</p> <p>Please don't do to this already impoverished area what you've done to retailers and commercial land owners on Riccarton Road! They're lucky in comparison as they had the luxury of existing car parking behind the shops - many shops in the Linwood Village don't!</p> <p>Where is the common sense in the plan that's been presented when the area needs a defribulator to bring it back to life, not a leathal injection along with a hammer to nail the lid on it's coffin.</p> <p>The CCC staff don't appear to have focused on the Council's Strategic Framework document, and the Community Outcome on that document which has the lens focused on a "prosporous economy" through creating a "great place for people, business, and investment", and then balancing that with the Strategic Framework Principle of "sustainable development, that prioritises the social, economic and cultural wellbeing of people and communities."</p> <p>Kill the small businesses through an ill-considered, poorly designed streetscape, and you'll destroy the wellbeing and economic security of the folk that operate the buinesses in this short stretch of road. Kill them and you'll facilitate the futher social degradation of this part of the city that you are trying to turn around, and will crush the growth of a prosperous economy in the area.</p> <p>This area has suffered long enough through the CCC allowing and enabing it to be filled it with crappy infill multi unit housing slums that have been the nuclus for generating greater criminal activity.</p> <p>It's time to start treating the East with a bit more love before it's too late to reverse the damage that's been done.</p>
44791	Gemma	Box		<p>Firstly, I commend the proposed streetscaping plan for Linwood. The suburb has so much potential in terms of accessibility to the CBD and Ferrymead/Sumner; as well as beautiful villa/bungalow housing stock. As an ex Linwood resident [REDACTED] either myself, or my husband were almost run over on a weekly basis while using pedestrian crossings at Eastgate Mall and often verbally abused or angrily tooted at if we were halfway across a crossing when a vehicle approached. As pedestrians, we always had to give way to vehicle traffic; something we have not encountered at such a large scale in any other Christchurch suburb. Have you considered installing traffic lights to assist pedestrian safety on the proposed pavement between 79 and 80 Stanmore Road? Or is there any other way to improve pedestrian safety while utilising any of these proposed road crossings?</p>
44792	Jeremy	Habberfield-Short		<p>With the proposed cycle lanes along stanmore and Gloucester st I am left with the question of where do occupants who live in the areas of high density residential housing and visitors to the area park their cars?</p>
44826	Tim	Anthon		<p>1. This design philosophy has been in place for nearly a decade, and has been implemented in Woolston &amp; Sumner (these are two that I am aware of as examples of suburban shopping areas). Is there available analysis of social &amp; economic changes from these streetscape works? If so I would really appreciate a link as research is not my strong point, thank you.</p> <p>2. Sumner &amp; Linwood are quite different demographics. Does the design recognise the socio-economic challenges of the area and address these through urban design?</p> <p>3. Have any of the successes from urban design installations on Ferry Road been incorporated?</p>



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				<p>Many thanks</p> <p>Tim A</p>
44827	Dave	Smith		<p>It's a great plan, but the elephant in the room are the characters that hang around in the area. It won't feel like a safe haven unless there is a plan to move these people out of the area, or at least stop them from hanging around. We moved away from a place on the corner of hereford and linwood due to not feeling safe walking down stanmore road, and burglar activity in the area.</p>
44830	David	Maclure		<p>On existing empty land need to be transformed because look awful at present situations and too messy.</p>
44832	Daniel	Neville		<p>It looks good, though it could do with more and larger trees (mood enhancers). I especially like the 30km/h limit and the cycle access. The 30km/h limit is what made visiting the Riverside Market and the nearby shops especially pleasant: Less car engine and tyre noise and much easier crossing of the street.</p>
44836	Sumant	M		<p>I like the planned improvements.</p> <p>Worcester Street/Stanmore Road intersection needs proper pedestrian crossing platforms. Cars do not wait to give way to crossing pedestrians at the lights. I have been hit at least 3 or 4 times in the past 2 years by drivers not realising there is a crossing green light and pedestrians have the right of way. Please raise and highlight the pedestrian crossings in all 4 directions at the lights. Just the crossing lights are not enough. Thank you.</p> <p>The speed bumps on Worcester Street don't do much to slow down many cars, especially at night. Are you able raise the height of these so cars actually need to slow down please? I feel very unsafe on this street with some cars driving at high speeds, way over 50Kph.</p> <p>Thank you!</p>
44837	Sarah	Cragg		<p>Does nothing to reduce the threat of anti social/drug addicted/homeless people. Can there be an actively enforced drug ban? Close the dealers. Educate the homeless. I'm a 40 year old, single woman, fighting breast cancer and can't go to my local shops without being sexually or financially harrassed. So I simply don't ever go and don't feel like this changes that. Yay trees but what are the council and police and NGOs to actually doing make me feel safe enough to risk going to the shops for milk?</p>
44844	Alan	Liefting		<p>TREES</p> <p>1. There is a trend towards appreciating our biota therefore the proposal to plant Liriodendron tulipifera (Tulip Tree) should be rejected and a suitable native alternative chosen.</p> <p>2. While Cordyline australis (cabbage tree, tī kōuka) is an iconic tree it is more suited to parks rather than streetscapes due to its habit of continually dropping leaves.</p> <p>My recommendations for trees would be Pittosporum eugenioides (lemonwood or tarata) and Plagianthus regius (lowland ribbonwood)</p>
44852	S	MacKenzie		<p>Village - not enough parking on both sides of Stanmore Road e.g. where to stop to post a letter? Also, parking issues with P10 89 to 101. P10 is not enough time to get takeaways. Nowhere to park to use Kiwibank ATM - safer in car than walking with undesirables hanging around.</p>
44853	Evan	Caldon		<p>My partner and I recently moved to Linwood Village [REDACTED]. Below is our small list of improvements/thoughts to be incorporated into the streetscape plan.</p> <p>1) Speed bumps - if you are going to reduce the speed limit down to 30kph, you MUST put in speed bumps. Cars and motorcycles fly through on Stanmore going well over 80kph all day and all night. A change of signs from 50kph down to 30kph will not change anything. Speed bumps on each end of the street most likely will...</p> <p>2) Biking lanes would be wonderful and we like that idea a lot :)</p> <p>3) The Tulip and Ti Kouka trees are also something we both love and would enjoy seeing!</p> <p>4) Maybe a large sign or something on Stanmore to bring more attraction to the Tiny Shops Community</p>

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				5) The green grassy area behind the Linwood Arts & Gallery could do with some attention/love... Maybe some flowers rather than mulch and/or some more trees planted for shade and picnics!
44862	Harry	Sinclair		Areas to lock bikes up whilst using the shops would be great. Furthermore, the bins are often overflowing, being rummaged through by people and sometimes filled with oversized items caused a real mess on the street and pathways. I suggest enclosed bins would be a better option for the area.
44887	Thomas	Blakie		Looks good but bigger cycle lanes would be nice
44895	Ray	Floss		It's a great concept, the more trees the better obviously.  The road markings seem clean and concise.  At the risk of encouraging the homeless perhaps a few bench seats not suitable for sleeping purposes.  Living in Worcester Street, parking on street by town workers, perhaps 2-hour maximum signs erected.  Ensure the Labour biased mayor protects our rate payer infrastructure. No 3 Waters please!!
44898	David	Grogan		I welcome the proposed plans in full. It is great to see increased provision for cycling and pedestrians and lowering speed limits for cars.
44899	Kory	Hutana		When I think of linwood I do not think of Stanmore road area ideally the heart of linwood is linwood avenue I have grown up in linwood and it has not changed alot other than Eastgate mall in 15 years. Im sorry but linwood Avenue from Gloucester street to atleast Aldwins,Buckleys road intersection is in desperate need for development this area has alot of potential. Especially with te pou toetoe in the area it desperately needs change thanks for reading my opinion on the area but I highly believe this money can be used wisely as linwood avenue is a central hub for alot of sorounding suburbs.
44905	Brenda	Banning		Are the cycle lanes connected? I cycle this way 10 times a week and currently there are short sections with lanes so there is no consistency and the section of Stanmore where I feel most at risk is between Cashel and Tuam with all the on road parking.  I would also like to caution on trees on the roundabout to ensure cars and cyclists can easily see traffic.
44907	Kahurangi	Martin		Scrap the whole idea and move to Linwood ave, Aldwins/Buckley's road intersection. This needs major updating and renewing of roads, cycle lanes. This area is the main link between sumner, ferrymead, Bromley, new Brighton, aranui, avonside local areas. 100% needs more attention!
44910	Marise	McCudden		Looks good but what are you going to do about the homeless and the safety of people even wanting to use the area. I don't feel safe their anymore.
44920	Robyn	Kilty	Englefield Residents Association	I can't see the reasoning in the new plantings of the streetscape plan – why the sudden break between the Liriodendron, which is an OK leafy small to mid sized deciduous canopy tree to Cabbage trees! They are completely unrelated to each other! Why not just keep to a leafy canopy tree which would provide shade throughout the village! The existing Cabbage trees already do not provide shade, are no enhancement to our area and are not a street tree!!! I am fond of Cabbage trees but they should be planted in a grove with other native trees – They don't lend themselves to being planted singly as street trees! I guess when asked about this, the council may say that this is what came out of the consultation process. However there are more imaginative solutions amongst our native flora if this is the criteria!  But actually most N.Z. natives are not suited to being planted as street trees - in groves - yes, but not street trees as they naturally grow in groups and are not usually specimen or hardy street trees.  When asking council personnel at the meeting last night - why Cabbage trees? their reply was because they are traditional in this area. That is false - they are not traditional!!  The existing sad specimens were planted just before or just after the earthquakes, which does not make them traditional! What would be more traditional would be the deciduous trees planted around Holy Trinity Church - entrance from Stanmore Road.

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44983				<p>I think I sent a submission a week or so ago, however I would like to ask why the switch from deciduous exotic street trees to native Cordyline australis halfway down the village! To me this seems disorienting and unnatural, as there is no visual or botanical link between them! Also, how do Cabbage trees enhance the area planted unnaturally in rows like this as street trees. They give no shade and are best planted in groves as they occur in nature.</p> <p>Street trees should add shade, and serenity to busy streets, and much as native plant purists mightn't want to hear it, these are usually faster growing deciduous trees! If there was space to plant a native garden, then Cabbage trees would be ideal planted in groups but not formally as street trees!!</p> <p>Please do not muck up an otherwise good plan with stupid and inappropriate planting!!</p>
44930	Stephen	McPaike		<p>This is a step in the right direction. I wish to have you think about the following to improve safety.</p> <p>Planting near the bus stops may impede visibility for bus drivers or passengers to see each other, also with the new bus shelters (smaller trees or transplanted trees with the canopy above sight lines), I would also suggest some lighting to reduce anti social behaviour and increase personal security while waiting on the buses. Continuing on the bus stops, moving the bus stops on Gloucester at least 3 metres away from the intersection as I feel this will improve safety for turning traffic from Stanmore Road as well as pedestrians as sight lines are severely hampered by the bus while they are stationary.</p> <p>With planting trees, please ensure that they do not impeded street lights as this could lead to an increase of anti social activity in the area (including but not limited to begging, drug use, street sleepers). I would also suggest having lighting unique to Linwood Village to go with the character of the area.</p>
44936	Sonja	Hansen		<p>Hi Hannah was very interested to receive the Linwood village streetscape plan in my letter box. Wow where do I start? [REDACTED]</p> <p>[REDACTED] I personally never venture down to the Stanmore rd area ever ,why is that you may ask? The reason is the transients in the area they make people feel uncomfortable and unsafe to venture in the area. You can't even use the money machine without them asking for money off you.always polite but it's uncomfortable and makes me avoid the area all together. I often ask myself what is the cause of this problem and why does it exist right here in this particular area. Well for me it's simple and I may not be 100 percent right but having the city mission just a few doors up the road from me is to me the answer. It attracts the unfortunate people who have alcohol and drug dependent problems. I feel that as long as the city mission is where it is you will not resolve any of the issues that go with it . You can make that Linwood village look fabulous but as long as the people who linger in this area are hanging about are the the wider community will not use it. I have no idea what the council intends to do to resolve this problem but something needs to be done at some point. You will not attract people to this area without cleaning it up or out .when I tell people where I live they always ask me how I could stand to live here as it's dangerous that's actually how other people in Christchurch see it and in a way they are right. But personally I love where I am and love Linwood but can see that things need to be done and change needs to happen if you want people to embrace this area and become involved in the local businesses and community. I realize that this a very complex issue and it doesn't happen overnight. I hope you find my email informative of how a local resident feels</p> <p>I sincerely hope I'm not the only one contributing to this feedback. I only scraped the surface two things that come to mind is my husband was withdrawing cash around about two months ago. A youngish lady approached him and offered him a blow job for 5 bucks and full sex for 10 dollars. We do have problems with the homeless people in our yard I personally have caught one bare bummed shitting on my aggapanthas. He's luch he didn't get my steel capped boot up his arse . These are just some of our frustrations with this area even though we love it</p>
44965	Menna	Harries	Linwood Resource Centre	<p>The map is unclear - are the cycle ways going all the way through as it suggests in the writing or are they just at junctions as it suggests on the map?</p> <ol style="list-style-type: none"> <li>1. Raised crossing platforms – tactile paving becomes a tripping hazard and an annoyance for those with mobility walking frames and mobility scooters</li> <li>2. 2. Raised paved crossovers crossings – why do we need them, there are already lots of crossings?</li> <li>3. Cycle way – 1.8 m is very wide on an already reasonably narrow road, it will build congestion and become more of a hazard.</li> <li>4. P10 parking restrictions is not long enough as it can take longer than 10minutes to be served in a busy shop nor is it long enough if you want to use multiple shops.</li> <li>5. Trees – need to be evergreen non deciduous trees to prevent leaf fall and drain blockage. Trees also affect the visibility on an already busy road.</li> </ol>
44968	Dave	Dewar		<p>Plan looks very good. Hope action to implement is very soon. Acknowledge it is a 'streetscape plan' but would like to mention:</p> <p>- Imperative alcohol ban is permanent</p>

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				<p>- Many people need help in the village - assistance/counselling - this possibly happens - but is it ongoing? Not just occasionally.</p> <p>- Security e.g. cameras/wardens necessary/regular. Especially if a children's playground is being installed.</p> <p>- New business - ensure there is a variety planned for.</p> <p>Village streetscape plan is good and necessary but it is the people that make it work - hence security etc. on a permanent basis will make this a pleasant environment to visit/use.</p>
44969	Hannah	Wai	Stanmore F&C	<p>Carpark along 108 Stanmore block shops. Should increase to P30 or P60, busy days, it's not enough time for customers to receive their orders in 10 minutes.</p> <p>More visibility on alcohol ban area signage.</p>
44977	Lynda	Stirling		<p><span style="background-color: black; color: black;">[REDACTED]</span> If you really want to slow down traffic, put in a couple of speed bumps. Or a speed camera. Also, the road surface in that part of Hereford Street is abominable. It is the loudest, coarsest dip I've ever seen and most of it peeled off the road within 6 months. Please don't use it again. Especially on a main road with buses.</p>
44987	Bryan	Gilchrist		<p>The plan looks great, especially lowering speed limit. Trees another very welcomed feature. I work on Stanmore road and pass through this area twice daily and am looking forward to the facelift.</p> <p>I would be ideal to eliminate the drug house on the NW corner of Stanmore and Hereford.</p>
45011	Jessica	Mangos	Fire and Emergency New Zealand	See attached
45015	Dominic	McKeown		<p>The current proposal for works doesn't go far enough and address the poor design of the east west crossing at Worcester Street. There is insufficient space for cyclists since there is no cycle lane and the must sit in the vehicle lane. This is actively dangerous as many times vehicle are not able to safety navigate this intersection due to the tight corners. This is a flawed layout and needs to be improved for cycle safety. The pedestrian crossing between Hereford St and Worcester St is not needed if there are crossing at the intersections. This will only cause frustration for those driving be a negative impact. As the road was recently repaved the footpaths should have been done at the same time. Has there been an arborists report on the state of the current trees and if they should be removed or not in place of others? The design of this seems to be half done and needs to have the designers understand the existing layout more and what is actually needed.</p>
45017	Matthew	McPherson		<p>I really like this plan.</p> <p>The planting and timed parking would help make it more attractive. there is off-street parking available for those wishing to stay longer but 10 minute parking encourages people to stop at the shops with parking near by.</p> <p>Possible changes could include:</p> <p>Having a fully raised intersection at Worcester Streets inline with the footpath</p> <p>Including the park more in planting</p> <p>More Bike stands by the Gloucester end of the shops</p> <p>Rain gardens by the footpath around the Hereford street roundabout</p>
45018	Matthew	Talbot	SBLENDED	<p>Overall I'm in favour of anything to improve the area, and appreciate the work and investment.</p> <p>The 30kmph limit is great to see. It makes complete sense for the area, it respects the village feel, and it respects people.</p> <p>The canopy trees will definitely improve the feel of the area. The tulips trees are showy throughout the year. I do think local garden legend Robyn Kilty is worth listening too regarding the lone cabbage trees - they don't stand alone in nature, and look bare spaced along a road. They'll end up looking kitsch. Examples in the area probably</p>



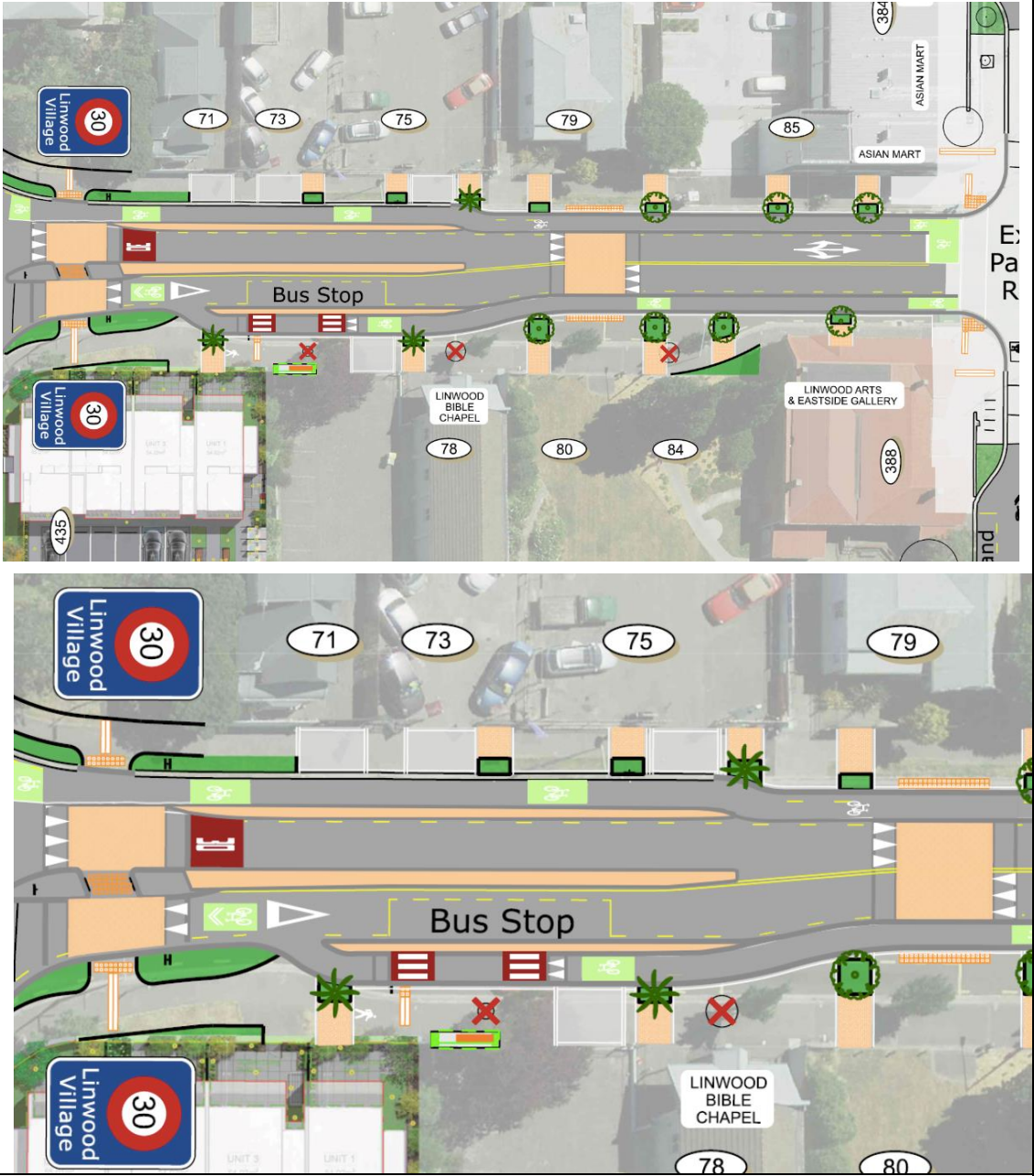
## Submissions for the Linwood Village Streetscape Plan

				<p>self-seeded I'd prefer to see Kowhai, which are tough and drought resistant, but still iconic, natural to Banks Peninsula, and soften the streetscape. Go on, keep Robyn happy!</p> <p>What needs improvement? What's missing?</p> <p>The area needs a street prioritised for people and for living - this design is not that. It's a street still prioritised for cars.</p> <p>Stanmore Village is different to Woolston Village and Sumner - both of these are on major commuter corridors. Fitzgerald Ave exists, only a block away, a dedicated high volume commuter route, and Stanmore Rd remains the only option for non-vehicles travelling north-south. There is no reason to use the same streetscape model, and it's a mistake to replicate.</p> <p>Everything seems like it's been compromised for vehicles. Sense of place, safety, experience. Bike lanes run into the back of buses, and the worst stretch to cycle, south of Hereford, is left unchanged. No crossing platform on the busiest block. The traffic engineer I spoke to promised the traffic wouldn't be reduced more than 10%, seemingly apologetic.</p> <p>With the Emissions Reduction Plan set up to identify interventions and set targets to reduce transport emissions, with the objective of reducing vehicle kilometres travelled by 20% by 2035, this is the urban neighbourhood which is crying out to have the plan implemented. It's about people, not cars.</p> <p>The success of the development I'm proposing for Linwood Village is reliant on attracting the diverse (and largely invisible) local population, equitable for all (young and old), promoting more local activity and walkable streets, offering an experience that makes sense for a village-style urban neighbourhood, and if cars continue to be prioritised over people then this idea can never fly.</p> <p>Many people at the consultation drop in drove just one or two blocks to be there. I asked an elderly woman if she would walk the 500m from her Armagh St home given the chance - "of course", she said. The domination of vehicles means people choose not to walk in the area. It means the village becomes a place to drive to, to fight for a park, do your business, and leave. It means it isn't a place to come to spend time.</p> <p>You have to address vehicle dependence in the area, and you have to address the vehicle commuters that drive straight through the middle, driving people away in the process.</p> <p>Make the street a shared space. If the speed limit is 30 then all modes can share the same space.</p> <p>Make the area more walkable.</p> <p>I want to have a difficult conversation about the name and identity 'Linwood Village' with community, because although there are historical reasons to keep the name, there is also confusion. The heart of Linwood is some way east, and although we remain proudly a part of Linwood, I believe our identity is better expressed as Stanmore Village (which I usually refer to the area as). With the turning of a new leaf, there is an opportunity to revise the name, and claim the iconic 'Stanmore' in the area's identity. This will be addressed in the next 12 months.</p> <p>Finally as a developer who wants to be committed to the area, I need to believe you are committed to change. You say it's a start, but as you've proved with Worcester Street, once you've changed something it's hard to justify more change. I feel like your first move is your big move, making a statement, setting up potential. It doesn't need to be expensive. Is this enough? It feels like a missed opportunity.</p> <p>A small streetscape move will only going encourage small developer moves. You look at the failure of the Williams Corp building to attract notable tenants, and at the empty soulless storefronts on the Woodham/Gloucester, and you see half-hearted cookie-cutter developer activity.</p> <p>I think the answer is simple. Make it a place for people. Set KPIs to reduce vehicle load in anticipation of ERP mode shift changes from Waka Kotahi. Prioritise local traffic and commuters with a reason to be there. Make the street a shared space. Help create a village for people, not a drive-thru. If you do that I'll do what I can do to create purpose, and create a place to be.</p>
45020	Frances	Mountier		<p>Kia ora CCC</p> <p>The Linwood Village streetscape plan looks great. I would suggest 15 minute parking rather than 30 or 10.</p> <p>I think it is essential that the Tiny Shops continue to operate and be supported, at as low a cost for users as possible. Please don't sell them off.</p> <p>It would be great to see a playground next to the Eastside gallery.</p> <p>It would be fantastic to have a popup library, or an extension of the Linwood Library - or a new library - back in the Linwood Village area. This, along with the gallery, the tiny shops, and the hopeful playground, would provide the civic heart of the area.</p> <p>Affordable rent for shops is also vital though this may be outside your scope.</p> <p>In Newtown, Wellington, a thriving civic area, the council provides a community centre, multiple playgrounds, a tool library, a library, a pop up civic space, and many buses. (There's also utterly unaffordable housing for most renters :( ) In Aranui, which I've only visited a few times since moving back to Christchurch, there is also a warm civic feeling, including the playground, the park, the community centre, the library, community organisations, Kai Connoisseurs, doctors and shops.</p> <p>Continued support for Eastside Gallery and their affordable workshops for locals seems important.</p> <p>I would love to see Linwood Village thriving as the civic heart of our community, with spaces for people to interact in public for free. Our family already visit the tiny shops at least weekly. Please consider some of the above suggestions as well as the streetscape plan.</p>

Submissions for the Linwood Village Streetscape Plan

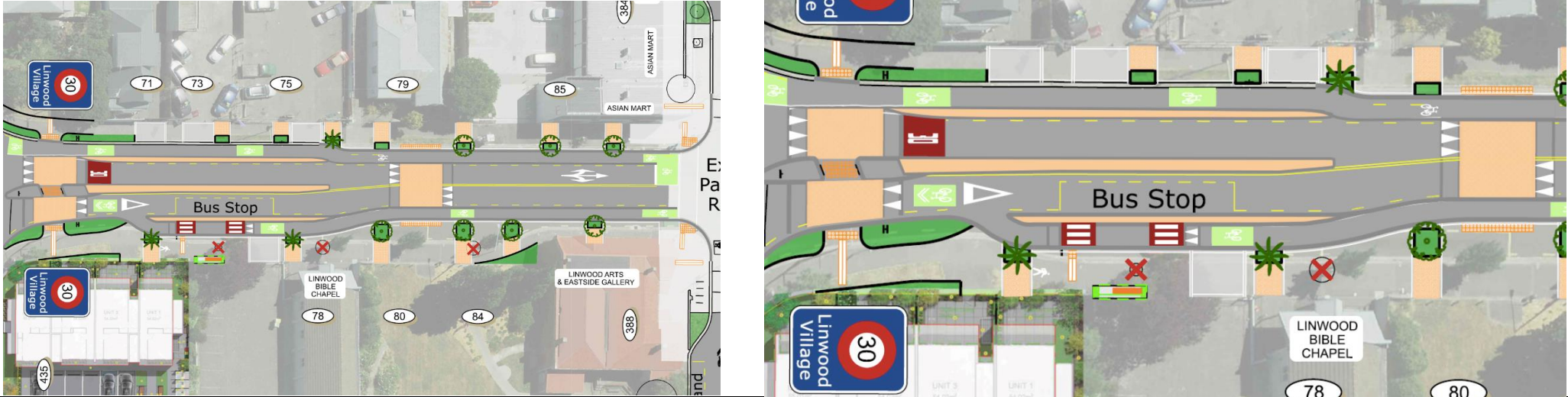
				Warm regards
45022	Jenny	Buckley		On-road cycle lanes beside a 10 minute car parking section make me very nervous. Being doored is the biggest risk I run as a cyclist in the city. If you could avoid that combination it'd be a much better plan in my opinion. But overall I think this plan will really improve the area and I hope it goes ahead.
45023	Glen	Koorey		Looks like a good improvement but there could be a few other tweaks to improve it further. Particularly good to see raised platforms on all approaches to the roundabout - how about a sharrow marking on all approaches too? Consider using some flexipost separators alongside the kerbside cycleway sections to provide some additional separation and speed management. The northbound lane markings approaching Gloucester seem a bit odd, steering drivers into the right-turn lane by default. The entrance from the north is still rather wide, inviting speed - if not an actual platform here, why not create a kerb extension on the southeast corner of Gloucester for the 30k village sign and maybe more planting?
45024	Jono	De Wit		Like speed limit reduction for safety and to make it nicer for walking and cycling.  Like the new trees planting. More is always good.  Like wide cycle lanes, but would prefer protected cycle lanes instead of just paint.  Like wider footpaths and raised crossings.
45026	Adam	Lines	<div></div>	<p>Overall, these plans look great, and represent a significant improvement to the public realm. I am in support of the proposal, but wish to see the following improvements.</p> <p>(1) Separated cycleways are required. At the very least, these would be between Hereford and Worcester - please see the attached plans. I understand this route isn't on the Major Cycle Route network; however, from the 2013 Cycle Design Guidelines, “Local cycleways through commercial centres ideally will be separated cycle paths to provide a comfortable and safe environment for cyclists.” (p. 54). As kerbs are being realigned in this project anyway, it represents a fantastic opportunity to 'dig once' and deliver safe cycling for all users. Could be a great opportunity to try more 'Copenhagen style' separation!</p> <p>(2) Can the bus stops 'float' in the traffic lane please. The bus only runs every 30 minutes, and there are examples across the city that have used floating bus stops for 10 minute frequency routes (eg. Ilam Rd). A great way to prioritise bus movements, and make it safer for people on two wheels too - please refer to attached plan.</p> <p>(3) Can the geometry of the roundabout be tightened up please, and can 'Swedish-style' speed tables please be used at the roundabout. Swedish-style tables will make the experience more comfortable for bus users.</p> <p>(4) A dedicated cycle facility should be provided on the approaches to Gloucester St. The 2013 Cycle Design Guidelines note that separation is ideal; however, where there is limited space available (there's heaps of space here anyway!) cycle lanes can be considered. At a minimum, can dedicated, non-sharrow cycle lanes please be provided on these approaches? This could be achieved by narrowing down the traffic lanes, and/or combining the turn lanes, as is the case at Worcester St.</p>

Submissions for the Linwood Village Streetscape Plan

				(5) Can a kerb build-out please be installed at the south-east corner of the Stanmore/Gloucester intersection.
45027	Mike	Lines		<p>I am in support of the proposal, but wish to see the following improvements.</p> <p>(1) Separated cycleways are required. At the very least, these would be between Hereford and Worcester - please see the attached plans. From the 2013 Cycle Design Guidelines, “Local cycleways through commercial centres ideally will be separated cycle paths to provide a comfortable and safe environment for cyclists." (p. 54). As kerbs are being realigned in this project anyway, it represents a fantastic opportunity to 'dig once' and deliver safe cycling for all users.</p> <p>(2) Can the bus stops 'float' in the traffic lane please - see attached plan.. The bus only runs every 30 minutes, and there are examples across the city that have used floating bus stops for 10 minute frequency routes (eg. Ilam Rd).</p> <p>(3) Can the geometry of the roundabout be tightened up please, and can 'Swedish-style' speed tables please be used at the roundabout.</p> <p>(4) A dedicated cycle facility should be provided on the approaches to Gloucester St. At a minimum, can dedicated, non-sharrow cycle lanes please be provided on these approaches? This could be achieved by narrowing down the traffic lanes, and/or combining the turn lanes, as is the case at Worcester St.</p> <p>(5) Can a kerb build-out please be installed at the south-east corner of the Stanmore/Gloucester intersection.</p>
				
45028	Sue	Lines		<p>I am in support of the proposal, but wish to see the following improvements.</p> <p>(1) Separated cycleways are required. At the very least, these would be between Hereford and Worcester - please see the attached plans. From the 2013 Cycle Design Guidelines, “Local cycleways through commercial centres ideally will be separated cycle paths to provide a comfortable and safe environment for cyclists." (p. 54). As kerbs are being realigned in this project anyway, it represents a fantastic opportunity to 'dig once' and deliver safe cycling for all users.</p> <p>(2) Can the bus stops 'float' in the traffic lane please - see attached plan. The bus only runs every 30 minutes, and there are examples across the city that have used floating bus stops for 10 minute frequency routes (eg. Ilam Rd).</p> <p>(3) Can the geometry of the roundabout be tightened up please, and can 'Swedish-style' speed tables please be used at the roundabout.</p>



Submissions for the Linwood Village Streetscape Plan

				<p>(4) A dedicated cycle facility should be provided on the approaches to Gloucester St. At a minimum, can dedicated, non-sharrow cycle lanes please be provided on these approaches? This could be achieved by narrowing down the traffic lanes, and/or combining the turn lanes, as is the case at Worcester St.</p> <p>(5) Can a kerb build-out please be installed at the south-east corner of the Stanmore/Gloucester intersection.</p> 
45042	Robyn	Chandler		<p>Generally speaking, all good: great to see more trees and accessibility features. I'm assuming the businesses will give feedback on the parking changes, so will leave this to them.</p> <p>We've live locally for more than 35 years and remember the days when the Linwood shops had great charm and was well used by a diverse local population and would like to see this return.</p> <p>We also want to see more street tree planting throughout the area (and indeed the city). As housing intensification continues, and the effects of climate change accelerate, we need to have public trees everywhere forming corridors, not just islands, and not just in the expensive suburbs... all suburbs should be 'leafy' suburbs. (Trees can also mitigate the worst architectural crimes. Despite the ugliness or blandness of much development in our area, beautiful trees mean this doesn't have to dominate people's lived environment.)</p>
45043	Chris	Abbott	SPOKES Canterbury	<p>On balance Spokes really likes this set of changes and is excited to see these changes and further changes mooted for Worcester St per <a href="https://ccc.govt.nz/the-council/haveyoursay/show/488">https://ccc.govt.nz/the-council/haveyoursay/show/488</a>.</p> <p>For cyclists Worcester St offers a calm low-traffic route from Linwood and the seaside suburbs east of the Ferrymead Bridge (amongst other suburbs).</p> <p>Worcester Street can be accessed directly from Linwood Ave, and for those approaching from the seaside suburbs east of the Ferrymead Bridge, there is a three-way choice at Hargood Street / Linwood Avenue intersection of:</p> <ol style="list-style-type: none"><li>1. Linwood Ave central bike path,</li><li>2. Cycle lanes – on both sides of Linwood Ave and</li><li>3. Linwood Drain</li></ol> <p>And there are two ways to cross Ensors Rd:</p> <ol style="list-style-type: none"><li>1. On the road with cycle lanes and signals provided at the major Linwood Ave / Buckleys Rd / Ensors Rd intersection. This route is really suitable for the Strong and Fearless, and for the Enthused and Confident.</li><li>2. (from the east) Into Linwood Park and onto the Rapanui (Shag Rock) Cycleway and onto a signalised crossing across Ensors Rd and onto the quiet cycle lanes through to Worcester Street. This offers a route for the Interested but Concerned -and the Strong and Fearless, and for the Enthused and Confident.</li></ol> <p>And these routes connect smoothly and safely with the new (in 2022) cycleway through Charlesworth Reserve.</p> <p>Thank you.</p>



## Submissions for the Linwood Village Streetscape Plan

				<p>The stated key features include:</p> <ol style="list-style-type: none"> <li>1. “A speed limit reduction to 30kph, with 'Linwood Village' signage at the entry points.</li> <li>2. “Raised crossing platforms at the intersections of Hereford and Worcester Streets and a paved crossing at Gloucester Street – all including tactile paving</li> <li>3. “A raised, paved courtesy crossing (6m long) between Hereford and Worcester Street intersections</li> <li>4. “New bus shelters at both Bus Stops with raised kerbs to make it more accessible for those entering and exiting buses</li> <li>5. “1.8m wide on-street cycle lanes in both directions and 12 new cycle stands</li> <li>6. “Traffic lanes at least 3.2m wide</li> <li>7. “Parking restrictions south of Gloucester Street changed from P30 to P10 to increase parking turnover</li> <li>8. “27 new trees on both sides of Stanmore Road and 3 in the central island of the Hereford Street roundabout, along with landscaping along the rest of the area</li> <li>9. “Revised northbound lane arrow marking towards Gloucester Street to improve traffic flow”</li> </ol> <p>Features 1,2,3 and 5 will really help with cyclist safety.</p> <p>Questions and Comments:</p> <ol style="list-style-type: none"> <li>1. It is hard to discern on the plan the cycle lanes stated in the key features. In future consultations can you please make cycle lanes clearer?</li> <li>2. Where on the plan are the cycle stands – new and any existing please?</li> <li>3. Please include a NS direction arrow on all future plans produced by CCC.</li> <li>4. Can you please direct me to accident stats for this area, including the apparently dangerous roundabout at Hereford/Stanmore, and also please advise any plans to make this intersection safer?</li> <li>5. Is there a carpark outside 73-75 Stanmore Rd, despite a lack of labelling on the plan?</li> <li>6. Is there a way to improve cyclist safety at the bus stops outside 97 Stanmore Rd and to the hill-side of 76 Stanmore Rd, Linwood Bible Chapel. At the bus stops it appears that cyclists must deviate into the main traffic flow if buses are present. Is this correct?</li> <li>7. Trees in the central island of the Hereford Street roundabout can only increase the risk of cyclists not being seen. We ask that instead of trees, low flower beds or grass be installed in the centre of this roundabout.</li> <li>8. Three weeks consultation (9th February 2022 - 2nd March 2022) period is too short for us - and other organised groups - to digest, research, consult internally and submit. Our group meets monthly on the first Thursday of the month and this consultation period for this change gave us no opportunity to discuss it at one of our scheduled meetings. On the basis of fairness and democracy we ask that there be a minimum six-week period for consultation in future.</li> </ol>
45046	Jenny	Smith	Te Whare Roimata Trust	<p>What we like:</p> <ul style="list-style-type: none"> <li>- That Linwood Village is being recognised by the Council as needing to be enhanced after the devastating impact of the Canterbury Earthquake sequence.</li> <li>- The greater sense of a 'Village Community' which the plan will help create</li> </ul> <p>'The greening of the village with the planting of 27 new trees. This will have a softening and calming effect as well as breaking down the 'heat island' the village currently is.</p> <ul style="list-style-type: none"> <li>- The installation of 2 new bus shelters and greater accessibility for people with mobility issues through raised kerbing at the bus stops. This is a real bonus for the many people who use the buses.</li> <li>- Having safety concerns addressed on the SW corner of the Gloucester/Stanmore intersection.</li> <li>- Including a cyclelane along Stanmore Road - it would be even better if it could be extended to the Avonside Bridge helping to create the 'gateway to the red zone'</li> </ul> <p>What still needs improving?</p> <ul style="list-style-type: none"> <li>- Getting rid of the cabbage trees on the northern end of Stanmore Road. They were unpopular with the locals when first planted, are messy and don't fit with the planned tulip trees at the other end of Stanmore Road.</li> </ul>

Submissions for the Linwood Village Streetscape Plan

				<p>What have we missed?</p> <p>- Will the slowing of the traffic along Stanmore Road result in car users seeking out other streets to progress faster in a North -South direction? Stanmore Road is an important contributing road connecting people from Shirley/Marshalnds through to the city and/or to Phillipstown and the Ferry Road end of the city.</p> <p>- Will the slowing of Stanmore Road have an economic impact on the wellbeing of the businesses given many businesses rely on people parking and stopping at the village. We know that the village cannot be sustained by locals only.</p> <p>- Would it therefore, be better to keep the existing road width rather than narrowing it while still creating a village feel. We note the work done at Woolston Village and question whether this would not be a better approach. We only need to look at the Worcester Street arm of the village to get a sense of the impact where 4 shops are currently for lease.</p> <p>- Will the wider footpaths benefit the people using them or will it mean extra space for people wanting to street collect? And will the narrowing down of the road result in street collectors being able to get closer to people travelling in cars. Could the potential safety issues this raises undermine the benefits sought.</p> <p>- Will the wider footpaths benefit the people using them or will it mean extra space for people wanting to street collect? And will the narrowing down of the road result in street collectors being able to get closer to people travelling in cars. Could the potential safety issues this raises undermine the benefits sought.</p>
45054	Daniel	Mladek		<p>I definitely welcome this initiative and improvements in the streetscape plan.</p> <p>I have pretty much only one or two concerns with the proposed plan:</p> <ul style="list-style-type: none"><li>I'm against planting 3 tulip trees on the roundabout at Hereford &amp; Stanmore Rd. because of further degradation of visibility through the already badly visible intersections.</li></ul> <p>As a pedestrian I can't see behind corners for upcoming vehicles due to the buildings on 3 corners of the intersection, and crossing it with small kids is a true challenge</p> <p>Plantings such trees which can grow to several meters of heights seems hazardous to me</p> <ul style="list-style-type: none"><li>Speed on that round about should be limited from all 4 entrances and exits, not only northern bits of Stanmore Rd</li></ul> <p>[REDACTED]</p> <p>Lastly, to encourage some reasonable shops like grocery stores to reopen would be nice to see happen.</p>
45076	Monica	Reedy		<p>Linwood Village Streetscape Plan</p> <p>Thank you for this opportunity to improve the Stanmore Road streetscape.</p> <p>- The narrowing and no parking on Stanmore Road Worcester Street corner stops people from stopping in on their journey North. There is a double yellow line that you have to break the law to enter the carpark of the bar and supermarket.</p> <p>- The arrow on the corner of going North Stanmore/Gloucester - I can understand the reasoning behind it, but it will completely slow down the traffic travelling north.</p> <p>- Restricting down to one lane going north at Worcester/Stanmore intersection is a negative thing to do. I am aware of people loitering around the back of the butcher/video easy, the old supermarket, the Doris Lusk Reserve, and the pocket park on Hereford/Stanmore corner [REDACTED]. These are should have camera to make us all feel safe as I have drug dealing, public urination and attempted break in of vehicles in this area.</p> <p>Thanks very much.</p>

## Submission on Linwood Village Streetscape Plan

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**To:** Christchurch City Council

**Submission on:** Linwood Village Streetscape Plan

**Name of Submitter:** Fire and Emergency New Zealand

This is a submission on the draft Linwood Village Streetscape Plan which is currently open for public feedback. The specific provisions of the plan that Fire and Emergency's submission relates to is the provision for timely and adequate emergency access through Stanmore Road and the adjacent streets.

### **Fire and Emergency's submission is:**

Fire and Emergency New Zealand (Fire and Emergency) has a responsibility under the Fire and Emergency New Zealand Act 2017 (FENZ Act) to provide for firefighting activities to prevent or limit damage to people, property and the environment. As such, Fire and Emergency has an interest in street upgrades to ensure that, where necessary, appropriate consideration is given to fire safety and operational firefighting requirements.

Fire and Emergency has principal objectives of reducing the incidence of unwanted fire and the associated risk to life and property, protecting and preserving life, and preventing or limiting injury, damage to property, land and the environment. To achieve these objectives, Fire and Emergency requires adequate access to developments to ensure they can respond to emergencies. In addition to fire and safety response, Fire and Emergency's functions under FENZ Act include involvement with transport accidents, medical emergencies and hazardous substances incidents.

In reprioritising street space, care must be undertaken to prevent negative impacts on Fire and Emergency's ability to respond to emergency events. In some cases, the narrowing of roads may inadvertently significantly slow down a route commonly used by Fire and Emergency to get to an area quickly. On the other hand, reductions in car traffic volumes and on-street parking can improve response times due to fire appliances not getting stuck in congestions.

Fire and Emergency is concerned that the narrowing of Stanmore Road and adjacent streets could slow emergency vehicle access and suggests that the streets are widened to provide areas for motorists to move aside for emergency vehicles. Fire and Emergency is also concerned about the addition of trees, landscape and street furniture, including additional bus shelters, in the road corridor as it becomes difficult to get clear views of the area.

### **Fire and Emergency seek the following decision from the consent authority:**

- Fire and Emergency is engaged in any further consultation on the redesign.
- Fire and Emergency access is maintained.
- Fire and Emergency is considered a party for targeted engagement on such topics in the future.

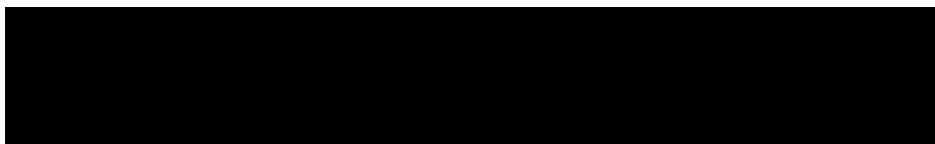
Fire and Emergency welcomes any questions on this submission and looks forward to working with Christchurch City Council to provide for the safety of the Linwood community.

A handwritten signature in black ink, appearing to read 'M. J. [unclear]', enclosed within a thin black rectangular border.

Signature of person authorised to sign on behalf of  
**Fire and Emergency**

**Date:**

28 February 2022





# **Streets for People**

**A greater vision for Stanmore Village putting People first.**

Prepared by SBLENDED

For the Linwood Village Community Collective

28 Feb 2022



Submission #45018

The CHCH inner city east  
neighbourhood **should**  
be highly walkable.

It's 5 minutes walk to shops in the inner circle.

10 minutes from the outer circle.



Submission #45018

**But locals drive 1-2 blocks for the milk.**

**Because Stanmore Road has a reputation for crime and intimidation. It's not walkable at all.**



Submission #45018

**The area is dominated  
by vehicle commuter  
routes, in every  
direction, and straight  
down the middle.**



Submission #45018



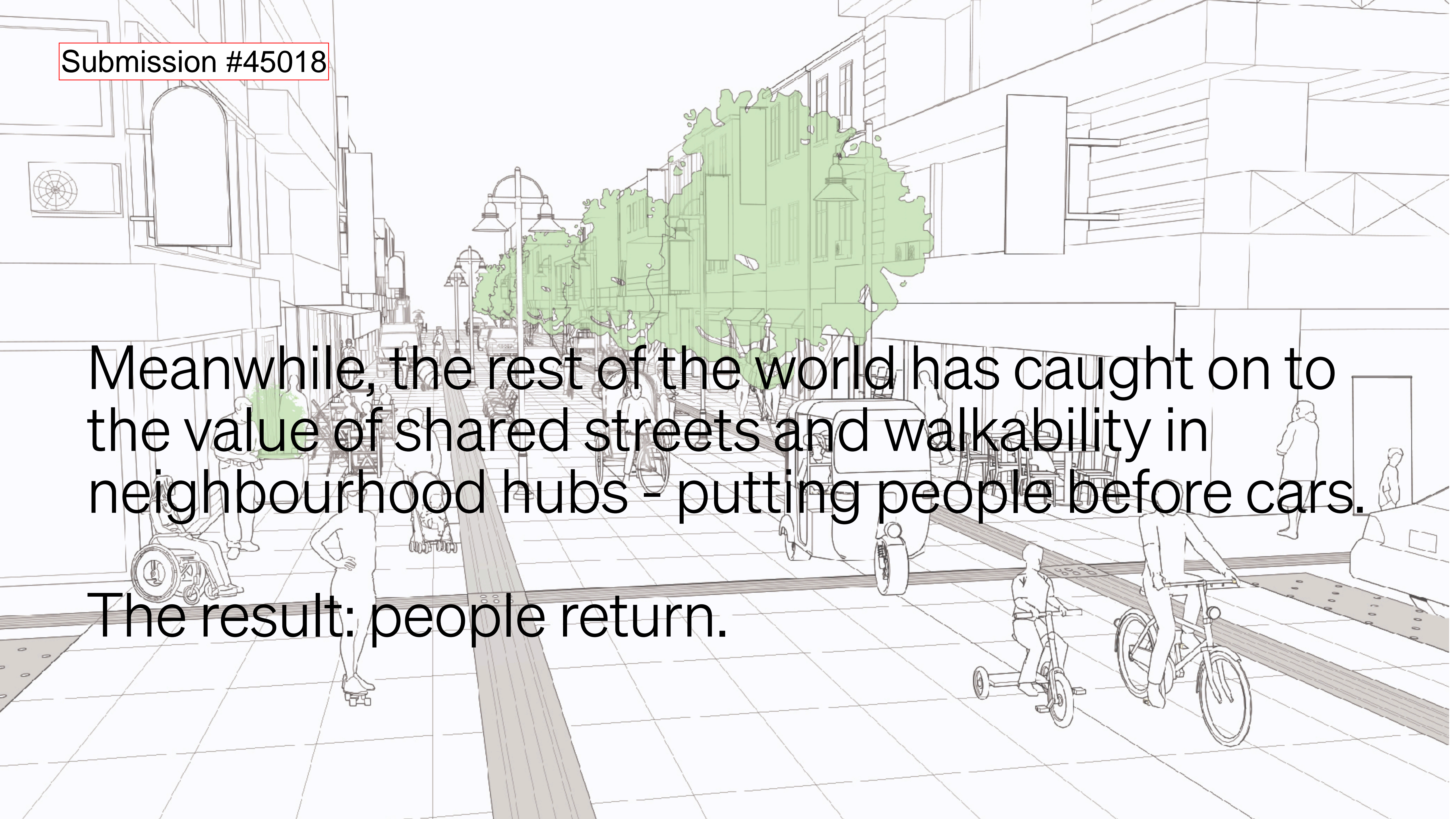
**Most traffic is passing through.  
And driving people away.**



Submission #45018

Meanwhile, the rest of the world has caught on to the value of shared streets and walkability in neighbourhood hubs - putting people before cars.

The result: people return.





Submission #45018

**The Streetscape Plan  
slows traffic to 30, but  
‘won’t reduce traffic by  
more than 10%’** (according to a  
senior traffic engineer I talked to)



Submission #45018

**The Streetscape design is not a walkable street or a healthy street. It's a drive-thru "Village". It's cars before people. It fails to make a desirable space for People. Attracting tenants for quality development becomes next to impossible.**

K E Y

Existing Kerb



Submission #45018

Stanmore Road should be prioritised for people.

An inner city neighbourhood hub that promotes a village feel demands EPR mode shift targets.



Submission #45018

**Walkable streets** is the simplest way to prioritise people, even if it's two blocks to begin with.

The area deserves a **strong vision.**



Submission #45018

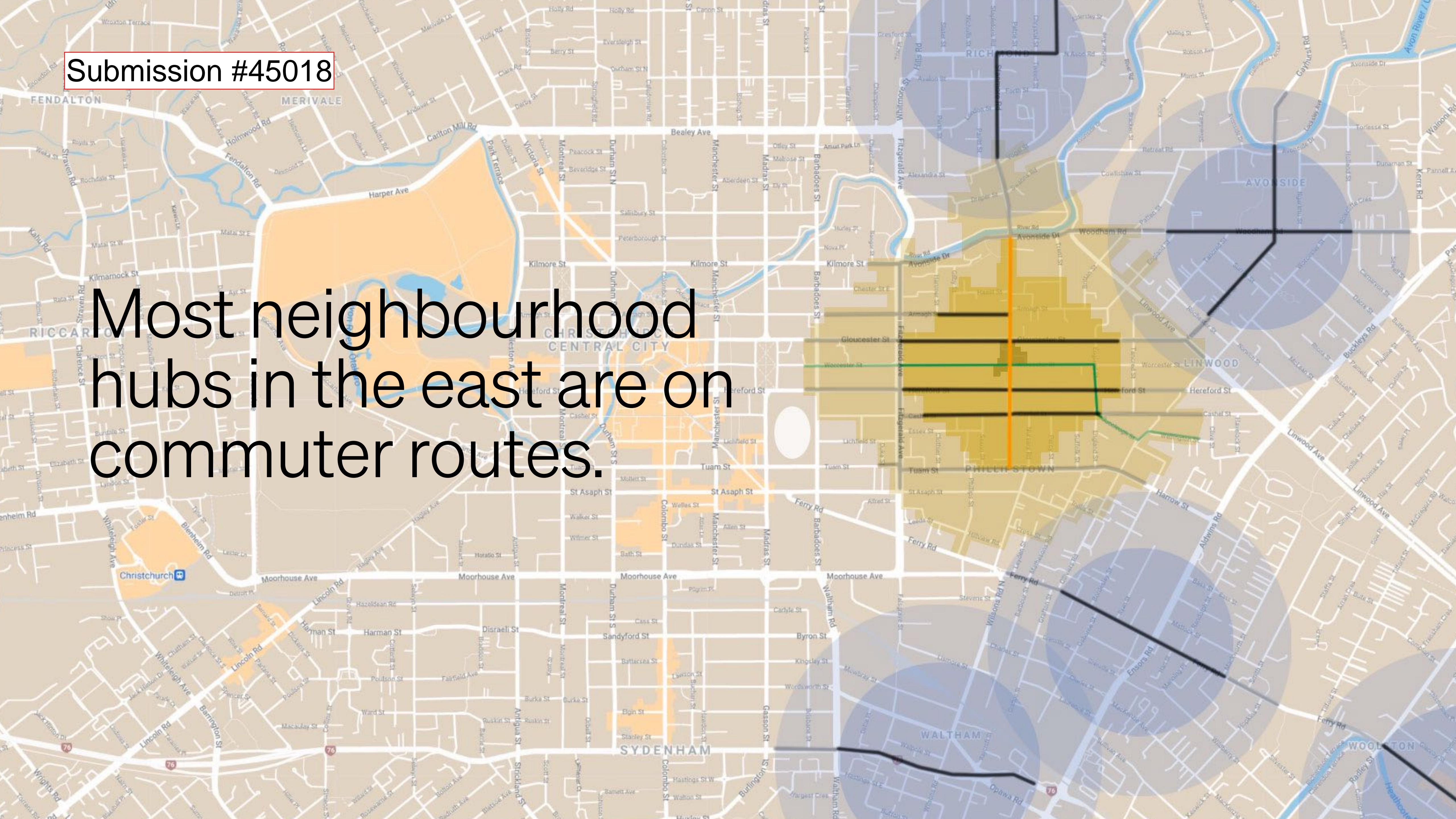
Woolston and Sumner  
Streetscapes are a  
**different model.**

Both main streets follow  
**arterial commuter routes.**



Submission #45018

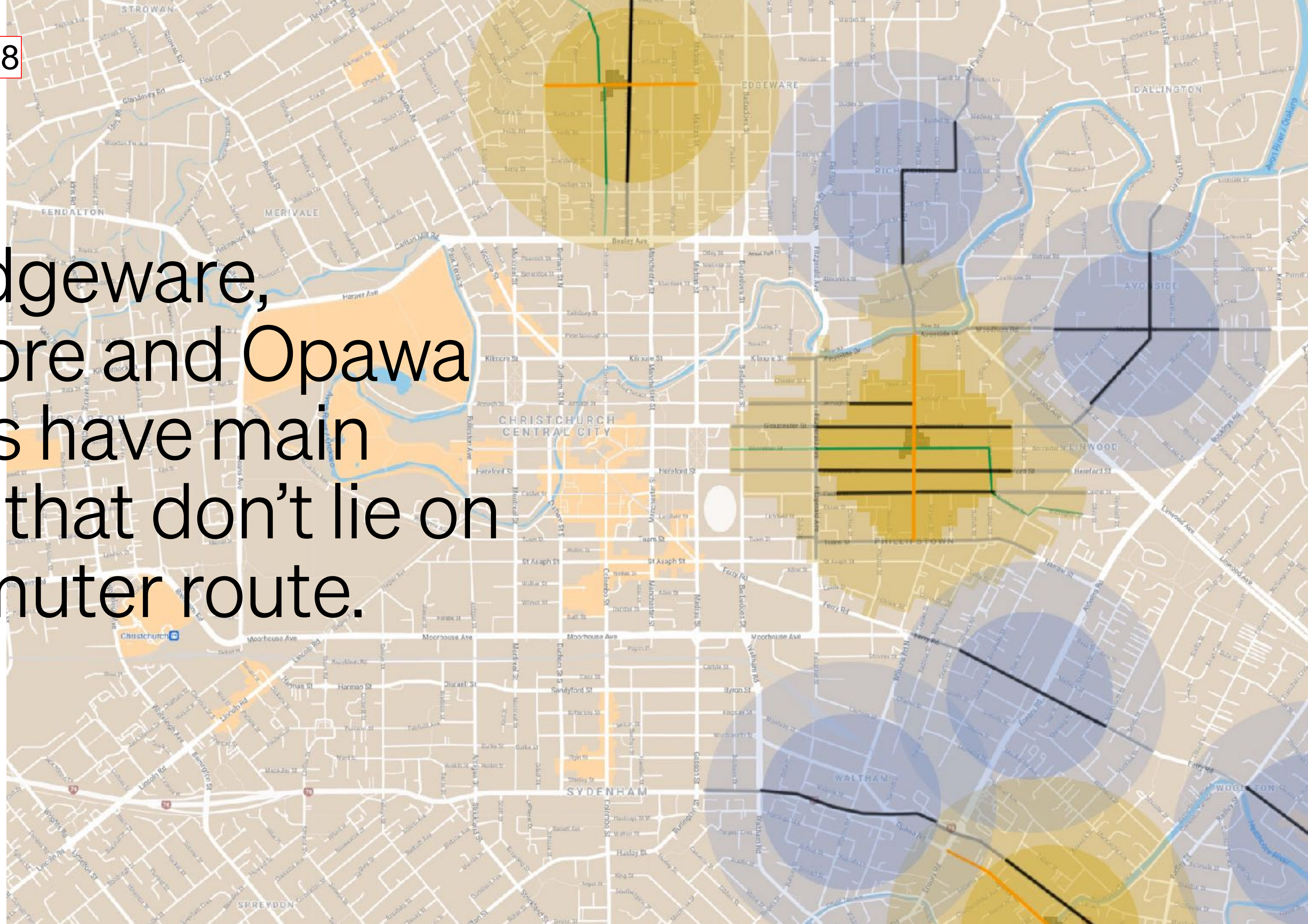
Most neighbourhood  
hubs in the east are on  
commuter routes.





Submission #45018

Only Edgeware,  
Stanmore and Opawa  
Villages have main  
streets that don't lie on  
a commuter route.





Submission #45018

Stanmore Village is ready to become a model for walkable streets around a neighbourhood hub.





Submission #45018

But the neighbourhood  
can only thrive if Stanmore  
Road is prioritised for  
people.

