

Submission ID	Name	I / We	Comments - please be as specific as possible to help us understand your views	Team responses
8480	Wensley Ronald Harkness	support the plan	Yes after looking at the detailed plan I have no reason to oppose it I travel on this bus all the time for work & the Saturday market, that's about all.	
8448	Jane Teal	do not support the plan	<p>Have you actually ever visited Lyttelton during school pick up and drop off times? If you add a bus stop to that already congested area, you run a serious risk of a child ducking out from behind and in front of a bus. The really good thing about the Winchester Street bus stop is that it enables high school students to gather without impinging on primary school space. The Winchester Street stop is also good for the elderly as they too can gather there later in day without the need to cross two roads to get to the Oxford Street stop. Building bunds out at the Winchester Street/Oxford Street corner will make turning left up hill from Winchester Street difficult, especially in the winter when the roads are icy or when they have had gravel spread - not always in very useful places I might add. And what about coming up Oxford Street from London Street. Does that mean a stop at the already existing crossing across Oxford Street and then after another 30 seconds another crossing before turning left up hill into Winchester Street? The congestion will be enormous and risks loss of life. Not to mention the loss of parking space for residents, it's tricky enough already getting space outside your own place - what about carrying shopping? Young children? push chairs etc. Lyttelton is not Christchurch.</p>	Lyttelton school are in support of the bus stop location. Ecan have suggested and we are investigating, another bus stop on Winchester Street. Merging two bus stops opens up more available parking.
8395	Kirstin Brown	do not support the plan	<p>Why move the bus stop? It doesn't need to be changed to outside the school no children use it and there is too much congestion outside the school now. Also why take away car parks when there is a shortage already. I would like to see the corner on Winchester and Oxford with planters not more concrete!</p> <ol style="list-style-type: none"> 1. Do up the bus stop, leave it on Winchester 2. Leave the car parking outside the school 3. Fix the Winchester / Oxford intersection 	Lyttelton school are in support of the bus stop location. Ecan have suggested and we are investigating, another bus stop on Winchester Street.

8394	Robyn Dodds	have some concerns	<p>As someone over 70 who has to haul groceries further up the hill please leave the Winchester St stop where it is.</p> <p>You are proposing to return the Oxford St stop to almost where it used to be. This is a very cold and exposed site. Why not make more use of the existing stop outside the information centre as drop off and pick up for #28 & #535. All routes use this stop already for drivers to access the public toilets. It is also handy for the medical centre and takes the route bus stops away from the school.</p> <p>I can see almost no need for a pedestrian crossing on Oxford / Winchester.</p>	Ecan have suggested and we are investigating, another bus stop on Winchester Street.
8391	Tom Smith	support the plan		
8327	Ihorangi Reweti Peters	do not support the plan	<p>Petition with 19 signatures - We, the undersigned, disagree with the Council's proposed parking changes. We would like speed humps on Oxford Street because it is not safe at the moment.</p>	<p>Council were not aware of the recent speed problem on Oxford Street. Since this feedback, we have carried out a speed survey on Oxford Street, which did not show a speeding issue.</p>
8301	Mei Kyobashi	do not support the plan	<p>Hello, I am storngly DO NOT support the plan.</p> <p>I am wondering do you actually investigated how many parents use thire car to drop off and pick up the children and how many Oxford st residence use parking on Oxford street? There are car parking issue is here arelady and you have to know. I believe your plan will making it worse.</p> <p>I hardly find a car parking on Oxford street at school drop and pick up time and also Farmer's market day.Your plan is less parking on Oxford street and to be more understandable If you give us residence parking to Oxford street residence.</p> <p>Also less parking is so dangerous for school children.Thr parents does double parking and children try cross the road. You need to invistigation more and make another plan is way more better.</p>	<p>Residence can apply for a 'residents only' parking space through the Council. More investigations are taking place to look at the parking in this area.</p>

8290	Toni Jones	do not support the plan	<p>> plan is baffling and unclear, e.g. is pedestrian crossing zebra crossing, or unmarked crossing?</p> <p>> very few residents have off-street parking and most teachers at Lyttelton Primary School are from outside Lyttelton. The removal of five parking spaces penalises locals and people who work here.</p> <p>> One of the main difficulties for residents and their children in Oxford Street is the fact that people travel fast up and down Oxford Street. The installation of speed bumps would make the street much safer. This would be a preferable option to extending the no stopping restriction. There are six children living in the short block opposite the school alone and many more further up Oxford Street. As cars accelerate to go up the hill and often travel fast downhill this street is not currently safe.</p> <p>> If the Council truly wishes to improve conditions for residents and visitors to Lyttelton, perhaps they could come to some arrangement with ECan to prevent drivers who leave their buses idling for up to half an hour at a time, often late at night. Very difficult to sleep! It would also be helpful to repair the appalling condition of the road, particularly on the corner of Winchester and Oxford Streets. This has been reported to the Council more than once. Their solution seems to be to get someone to fill in the hole with gravel rather than repairing the deep holes in the road.</p>	<p>The crossing is proposed to be an unmarked crossing.</p> <p>Council were not aware of the recent speed problem on Oxford Street. Since this feedback, we have carried out a speed survey on Oxford Street, which did not show a speeding issue.</p> <p>The maintenance issues have been passed in to the maintenance team.</p>
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8271	Bruce Russell	do not support the plan	<p>I am writing in response to the proposed changes described in the consultation document with the misleading name: Proposed Lyttelton Pedestrian Improvements and Minor Bus Stop Changes. The proposal is in fact concerned mainly with parking changes, and I oppose it in almost all particulars. It is poorly thought-out and badly presented. In addition, the consultation was undercut by poorly distributed information, which created a strong impression that the council sought to conceal this matter from undue public scrutiny. I'm not saying that is true, but the impression is hard to shake.</p> <p>The document is error-ridden and poorly written, but a careful unpicking of the information conveyed by the aerial photograph and the inadequately-detailed text reveals that the real changes are to parking. It is clear that overall there will be eight unlimited time parks lost, and one P3/120 park gained not merely five lost as stated in the document. Moreover, the remaining parks will be mostly further from the school, though in fact, the residents will lose at least as much as the school will. Regarding the addition of the proposed Winchester St pedestrian crossing, no argument is advanced as to why this will be useful or safer than the current situation. I have never found that corner to be unduly busy with traffic. If access to the pool is the issue, surely pedestrians can cross Oxford and walk up the east side of the street. I don't understand why this crossing is needed. In fact, the money would be better spent reducing the excessive camber of Winchester St, or remedying the very badly broken road surface at the intersection, which has been a mess for at least a year. Nor do I understand why any review of crossings would not examine the idiotic profusion of these, just one block down the road at London St. The four crossings there might have had some point when major public buildings surrounded the intersection, but this is no longer the case. Moving the bus stop may offer some help to the school, though I don't see why pupils could not walk down to a stop outside the Information Centre, which seems a more sensible place to put it, as there would be markedly less disturbance to parking. The real problem with the proposal is that it nowhere acknowledges that there are two major problems with parking</p>	<p>We are aware of the various parking demands which exist in the vicinity, for residents, businesses, the School and visitors. The LAF (Lyttelton Arts Factory) situation is exacerbated by the lack of provision for off street parking and off street loading facilities when it was constructed. The provision of sufficient parking to accommodate all visitors to the Lyttelton Market parking is unfortunately outside of our scope of works.</p> <p>We have passed on the other comments to the relevant teams within Council.</p>
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		<p>and traffic in the vicinity of the Lyttelton Primary School: there is currently nowhere near enough parking for the businesses, the residents, the school, the market and the Lyttelton Arts Factory to co-exist and the real problem with traffic on Oxford St is not sight-lines, but speed. Your proposal does not acknowledge that ANY reduction in parking will in fact have a very negative impact on the neighbourhood - one where I struggled for two years to get a resident's park, only to have its value compromised by this proposal to eliminate about a third of the other parks on the block. In addition the current parking provision is barely adequate to business needs, let alone what might happen if this proposal is implemented. We need more parking, not less.</p> <p>Under the proposal there will not be an unlimited park anywhere within at least sixty meters of my house that is not constantly used by another local resident. It must be understood that almost no one in this neighbourhood has an off-street park, the school was built with no off-street parking and then provided with a theatre, and London St is so busy that most residents of that street park up on Winchester, Oxford or Sumner Streets all the more on weekends when the street is closed for the market. These nuisances were created by a combination of decisions by the council and by the Ministry of Education, and it sometimes seems that we are being unduly singled out for this treatment simply because we live on this block.</p> <p>For me personally, the result of your proposal will be that anyone visiting my house will have to park two blocks away, and I will have to park my second car at least that far away. This will do nothing for property values in this area, which gives me considerable concern. I need to make plain that inadequate parking is generally the rule in central Lyttelton, and if this proposal displaces cars from our block, this will simply add to the difficult situation elsewhere in the town.</p> <p>The proposal also fails to acknowledge that the real danger to pedestrians is not their visibility (or lack thereof), but rather the excessive speed of many motorists in driving on Oxford St. Improving visibility as your proposal purports to do will act as a</p>	
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8210	Brendan Wright	have some concerns	<p>The school is supportive of the movement of the bus stop to provide better viewing of the lower pedestrian crossing. to increase pedestrian safety for our children and community. This was the main concern for the school. I understand the use of the additional yellow lines for no parking due to the upper pedestrian crossing and requirements for visibility. My question is about the amount of no parking space on the east side of Oxford Street above the bus stop and also the west side. Is it necessary to have this much no parking or can we claw back some of the yellow line space for car parking? There are concerns from a local resident over the yellow lines outside property on the west side of Oxford Street reducing available parking space. I see that the yellow lines on this West Side of the Street do not extend as far as the lines on the east side. Is this due to the bus needing the room to angle into the bus stop or due to pedestrian visibility? Is it possible to include an additional park or two in this area and still allow the room for the bus and the visibility for the crossing?</p> <p>A question was also raised about whether the bus stop outside school will be used as the end of line depot. Where will buses wait for their shift etc... The question was for reassurance that buses would not be waiting outside the school.</p>	
8158	Leila Torrington	have some concerns	<p>Thank you for the opportunity to provide feedback on the Lyttelton pedestrian improvements and minor bus stop changes project. This submission is from the staff of the Public Transport team at Environment Canterbury. The 28 bus route uses Oxford and Winchester St on outbound trips to Lyttelton, and the 535 route uses Oxford St.</p> <p>We support the addition of a permanent pedestrian crossing which includes kerb build-outs on Winchester St and tactile pavers to assist the visually impaired to assist pedestrians to safely cross the road. Environment Canterbury requests that staff take into account turning requirements of the buses from Winchester to Oxford Street when designing the crossing. There have been crossing designs, such as at Bealey Ave/Victoria St intersection, which are too large and so the bus turning right when they go round the crossing results in the rear end of the bus having to swing into the oncoming path of vehicles turning</p>	

			<p>right in the opposite direction. While this is a much quieter road, we still ask for safety that the crossing is a suitable size for the 28 to turn right.</p> <p>Environment Canterbury supports the new location for bus stop 40713 on Oxford St. We understand that when school buses are parked at stop 40713 they block the sightlines of pedestrians crossing from the east to west side of the street. We therefore support the new location on Oxford St by the school to more efficiently serve the children in a safer location. We acknowledge that the new location of stop 40713 means that it would be very close to stop 42202 on Winchester St. However, rather than removing stop 42202 we suggest that a new location further west on Winchester St (near the churches) be considered. While the stops would still be close together, this would provide a better level of service to passengers who are getting off the bus in Lyttelton.</p>	
8149	Kerry Donnelly	have some concerns	<p>Generally ok with bus stop move, but Lyttelton Resident have no off street parking with the proposed changes to parking places you are removing 17 and only adding 6 this is going to be a really difficult situation for local residents.</p> <p>Can we be clear that during school pickups & drop offs the position of bus stop (proposed) will be full of cars for the reason I've stated above.</p> <p>When removing bus stop on Winchester St is your plan to add car parks to the space left behind or lines? Please leave the seat at this bus stop on Winchester.</p>	<p>Residence can apply for a 'residents only' parking space through the Council. More investigations are taking place to look at the parking in this area.</p> <p>We can leave the seat at Winchester Street bus stop and we are proposing to add in one car park here.</p>
8148	Terri Gledhill	support the plan	Safety of the children is paramount	
8109	Ken Maynard	have some concerns	<ol style="list-style-type: none"> 1. There will be resistance to anything that reduces the number of parking spaces available. 2. Have bus users been surveyed to see if most go down to London Street, or up Oxford St? If the former, perhaps it should be remain outside the school, or be moved down outside the info centre? In which case, the 2 stops may be far enough apart to be justified. 	We are talking to ECAN about this.
8016	Lisa Paterson	support the plan	This bus stop is directly outside my place of residence just a few metres from my bedroom walls - the buses are very noisy and runs until approx. midnight everyday. I 100% support moving	

			the bus stop. I think the proposed new bus stop is a much better location and a safer position for pedestrians and school children. I also agree with the proposed crossing & curb build outs, as this will give pedestrians a safer crossing. Thank you for considering my comments. Lisa Paterson	
7963	Steve Sibley	support the plan		
7962	Charmaine Wiseman	do not support the plan	<p>I do not agree with moving the bus stop on Oxford Street as the bus stops for a considerable time at Oxford Street and for it to be ideling outside a school is not good.</p> <p>I do not agree with removing the bus stop from Winchester Street as older residents in the Council flats beside the stop will be disadvantaged.</p> <p>I do not agree with extending 'no stopping' as it is not necessary and parking in Lyttelton is already difficult.</p> <p>I do not agree with Revised P3/120 parking as it is not necessary as demand for 2 hour parking low to non existent.</p> <p>I do not agree with residents parking as its not necessary.</p>	ECAN have been told to talk to the drivers about idling outside the school.
7961	Donna Cain (Pringle)	support the plan		
7960	R J Anderson	do not support the plan	After St Asaph Street - this proposed change confirms my suspicion that Council has lost the plot. We need more parks. NOT LESS	
7921	Andrew Mercer	do not support the plan	I don't think it will be very safe to have buses parked close to the school. It is much harder to see pedestrians around buses than cars. If you are driving down Oxford Street you will have no way of seeing if a child is about to run out in front of the bus, or even a car pulling out after doing a school drop off. The current bus stop means it is 'after' the school traffic for anyone travelling down Oxford. Now it will be 'before' the school traffic and obscure any potential hazards.	The school agrees with the position of the bus stop near the entrance.

7673	helen greenfield	have some concerns	<p>Bus stops: Relocating the Oxford St bus stop that far up the hill inconveniences people who want to go to London St - this bus stop is not only for school children. A lot of people get off at this bus stop to get to London St. Can't the bus stop go farther down the hill so it is in front of the school building more? Alternatively, locate the bus stop outside the info centre and retain the Winchester St stop where it is.</p> <p>Do not remove the Winchester St one as this stop services the pensioner flats near by - it could create a hazard/burden if people then had to cross the road/walk back up the hill sometimes laden with shopping. I suggest that you move the Winchester St bus stop west so that it is located on the ridge of Winchester St nearer the Holy Trinity church.</p> <p>Why are you not encouraging people to use the zebra crossing on Oxford st instead of building out the kerb on the corner of Winchester and Oxford St? This doesn't make sense unless you are going to put in another zebra crossing.</p> <p>No comment on residents parking or parking restrictions - as long as it's enforced properly.</p>	We have talked to ECAN, and we are investigating the stop on Winchester Street.
7383	Sally Lewis	have some concerns	I feel the timing of this is all wrong given the changes proposed to reduce public access to public transport and important courier services by LPC. If LPC proceed as planned there will be need for safe drop off / pick up points to Port and places for 1-2 buses to wait before entering the Port via the bridge. This is likely to impinge on this current plan, remove more parking spaces from the public, etc. The whole picture should be dealt with at once to avoid unfortunate limitations in future.	