

Name	I / We	Comments - please be as specific as possible to help us understand your views
Edward Foate	have some concerns	Support markings not time frames though, we don't want parking wardens in Lyttelton!!!!
Leo Buckett	have some concerns	They should have 5 minute parking up until dublin street and it should be angled parking so more cars can get in! The street is very wide and it would be great if more people could stop in quickly to grab their bits or coffees. I love Lyttelton and think this would have the main street hustling and bustling so much more.
Tim Kelleher	support the plan	
Wayne Turp	have some concerns	Would prefer that the angle parking is continued for length of London Street.
Lincoln Hulbert	support the plan	
Steve Apes	have some concerns	spookie boogie and the hairdressers and are looking forward to people not parking over our drive on a daily basis. Is there a possibility we could get no hatching lines in this area at all as again, it is a daily occurrence that we are blocked in or out of our property and no one seems to take note off just yellow lines. Thank you
Brett Partel	support the plan	
Anna Kennedy	support the plan	
Liam Neilson	have some concerns	
Elise Vine	have some concerns	Angle parking should be retained on one side between Oxford and Canterbury st. Yes to the yellow line markings for the fire station and the ambulance. Given available parking in an issue consider doing more angle parks on fire station side of london st between Canterbury and Dublin.
Cristina Guerrero	support the plan	It made sense.
Kerryn Beaton	have some concerns	Install angle parking along London Street to Dublin Street
Juliet Neill	do not support the plan	Further restricting parking in Lyttelton will only add to the developing problems we already have. A better way to achieve more adequate parking would be to continue angle parking right down London Street from Freeman's Restaurant, right down to the end of the block, ensuring adequate provision for residents.
Megan Jamieson	have some concerns	I like the idea of angle parking on the south side of london st between canterbury and dublin. Want ideally 1 hours limit on northside outside of shops.
Oscar Guerrero	have some concerns	We support the five minute parking spot but do not think 60min parking limit is a good idea for businesses, residents, workers or visitors to Lyttelton. We would like to see a continuation of angle parking right up to Dublin St. We think this would create more parking spaces and alleviate some of the parking issues in Lyttelton.
Tessa Brodie	have some concerns	Angle parking on fire station side just like the first block of London st. Concerns for parking for business owners who need to park all day as there is not enough parks for them & residents especially on weekends. Angle parking split with 60 minute & all day parking will create enough parks for everybody.
Tracey Peters	support the plan	I initially emailed the council about 12 months ago, requesting of a P60 outside my Business the council came back to me suggesting a 5 min park as we have a ATM machine at our door, and I agree the ATM machine is busy and a 5 min park will be very useful for the ATM Customers. I agree that No stopping lines need to be placed between Spooky Boogie & Hair Port as cars block the driveway of #54 very often. I understand that this end of the street is also a residential area so maybe the answer could be just one side of the street has parking restrictions and the other does not.
Steve Hanrahan	do not support the plan	I have concerns with the plan to install P60 signs outside our office as there are residents who occupy 53 London Street along with residential housing either side of us and over the road from the corner of Canterbury St up to the Fire Station who I feel would be adversely affected by P60 restrictions outside their homes for themselves and their visitors.
Lorelei Jenner	support the plan	I do support having the parking restrictions along London street as i have a shop and it isn't always easy for people to park nearby.
Lindsay Gough	do not support the plan	Whoever thought out this concept has no knowledge of the area. There is no off-street parking available to residential properties directly affected. At 53 London Street, there are 3 residences. There is one at 47, one at 55A, and another at 54. Reallocating parks outside the new fire station is only moving them from those that were at Mrs Fife's house where the new fire station entrance/exit is now. I am a shift worker and while I could park close to my flat when I arrive home in the early hours, you now expect I will move my vehicle come 8 am. That is not reasonable. 5-minute parking at the ATM? Right, you could employ a full-time parking warden to police that. Stupid idea and it will be ignored. Completely ridiculous. Parking is restricted already in much of the area and there are residences without off-street parking further up London Street towards Dublin Street. 7 days a week? Whose benefit is this for. Those who patronise various coffee shops. Has anyone surveyed how long cars are parked in this area? And whose they are? Part of the rationale for this is the market. The proposed limits will be completely ignored. Virtually all of the attendees who arrive in vehicles come from Christchurch and they already disrespect those living locally by parking in front of garages and driveways. Not to say the vendors are almost all from outside Lyttelton. For their financial gain, you propose discriminating against those who live here. Now if each residence is supplied with a complimentary residential parking permit annually, then I would change my mind. I believe they are available but there is an annual charge. This should be waived for residents of the affected properties. Perhaps just for a change, those who live in the area might be considered.
Mark Whyte	do not support the plan	There are 6 residences within the proposed parking restriction area along London Street. This includes people who work on shift, the 'new' plan puts them at an even greater disadvantage than others. None have off street parking. The current parking facility is hardly adequate however we are managing. Where the "keep clear" yellow cross hatching and "no stopping" lines outside the entrances to the fire station, St Johns and Albion Square maintenance access are a necessity - the proposal of a '60 minute' parking restriction along this stretch of London Street is simply NOT NEEDED.

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Emily and Tim Riley	do not support the plan	<p>We are submitting our comments on this proposal as the only owner-occupier residents of one of the heritage cottages on this portion of the street, a [REDACTED]. To conserve the historic heritage of our property there is no opportunity for us to create off-street parking, hence we have two cars that we park on-street. In recent years we have observed issues with increasingly insufficient on-street parking, due mainly to the increased number of commercial and industrial premises and tenancies that have appeared post earthquake along London Street between Canterbury Street and Dublin Street.</p> <p>To provide context, there are other owner-occupier residents of flats (mostly above commercial premises) and residential tenants in both flats and houses/cottages on this part of London Street. In total we estimate that approximately 14 residents on London Street (between Canterbury and Dublin Streets) park on the street. A significant number of these residents are involved in hospitality and port/marine work that is shift-based or they are retired, and hence park on the street between the proposed restriction times of 8am to 6pm. In regards to the Council's proposal for parking restrictions, there are some aspects of this proposal that we support, specifically:</p> <ul style="list-style-type: none"> <li>- yellow cross hatching on the road to ensure entrances to St Johns and the fire station are kept clear</li> <li>- no stopping lines across vehicle entrances</li> </ul> <p>These proposals make logical sense for obvious reasons.</p> <p>We do not support the proposal to install a 60 minute parking restriction from Spookie Boogie cafe and the old fire station to Canterbury Street. Whilst we don't object to the proposal to install a five minute parking restriction outside the ATM, we do question whether it is appropriate to have a P5 in front of property in the Residential Banks Peninsula Zone. We believe the crux of the parking problem is that many of the commercial (and industrial) buildings have split into multi-tenancies/businesses with insufficient parking for the business owners and their staff. As a result several of the owners and staff of these businesses park all day on London Street between Canterbury Street and Dublin Street. Creating 60 minute parking restrictions as proposed will move the parking problem along the street into the proposed unrestricted area closer to Dublin Street. This will make parking that is already difficult for those of us who live outside the proposed P60 near to impossible, and remove the on-street parking for those residents who live within the proposed P60 zoning. We believe this proposal runs counter to the Christchurch District Plan in that it has a significant adverse effect on the amenity for residents living in the street. Under this proposal we will be unable to park close to our home to do the necessities such as pack/unpack our cars, bring in groceries and receive loads of firewood. Parking is problematic in Dublin Street due to the Top Club, so we will be forced to park in London Street between Dublin Street and Hawkhurst Road. There are several residential buildings with no off-street parking along this portion of London Street who will consequentially be negatively effected by this proposal. We also note that 15 Dublin Street (on corner of London and Dublin Streets) is for sale and has only 2 useable off-street carparks it is currently being marketed as potential for a restaurant, office, retail or residential including as a hotel or backpacker. If this is developed as per the marketing this will only compound the problem.</p> <p>Our recommendations to the Council are:</p> <ul style="list-style-type: none"> <li>- An overall Parking Management Strategy is long over-due for Lyttelton. Designated parking is required for business owners and their staff if this is not at their premises then a plan/strategy is required to address their parking needs. Lyttelton is also a destination so people visiting from outside of Lyttelton need direction on where to park, i.e. follow the 'P'.</li> <li>- Encourage walking. Obviously it is very difficult to change behaviour but we are aware of some business owners and their staff within the proposed P60 area that drive and park outside their premises all day, despite being less than 5 minutes walk from their homes.</li> <li>- Extra parks added to London Street, via addition of angle parking to one side of the street. By changing London Street to one-way traffic only then it may be possible to have angle parking on both sides of the street, subject to accessibility for emergency vehicles. There are currently 3 x P60 parks. The proposal would increase this to 13 x P60 parks and 1 x P5, i.e. an additional 11 restricted parks. We would support the creation of an additional 11 or more parking spaces on the street through angled parking.</li> <li>- Marked parks along the street to alleviate [REDACTED] who take up two spaces when they park.</li> <li>- Another option could be to allow residents unrestricted parking within the P60 parks. We are not fully supportive of this proposal as the owners and tenants of the commercial premises will then park outside our property and as such we will then be forced to park outside their commercial premises. Creation of specific resident-only parks may be an option to overcome this shortfall.</li> <li>- Investigate the legality or otherwise of multi-tenancies being created in one building with no or limited parking, in addition to creation of multi-tenancies in the industrial zone with all off-street parking being used for storage.</li> <li>- We also note that 56 London Street (Hairport and BNZ) and 15 Dublin Street (property marketed as commercial) are both in the Residential Banks Peninsula Zone. We understand that their use as a commercial premises would be a Discretionary Activity, and as such we recommend that the Council give consideration to parking before granting or extending consents.</li> <li>- A meeting with residents to understand their concerns in regards to parking. We understand the Council has met and spoken with the owners/occupiers of commercial premises to understand their concerns but there has been no such meeting with residents. We believe this approach is one-sided and we would recommend that residents are given a similar opportunity to have their concerns heard and understood.</li> </ul> <p>Thank you for your consideration of these matters we have raised. We would be pleased to meet with any member of the Council or Community Board or Council staff to provide further information and insights and we would welcome the opportunity to present our views to Council.</p>
Elizabeth Lane	have some concerns	<p>Hi guys, [REDACTED], it would be wonderful to even have one resident parking sign for us [REDACTED]. Could this be considered also? More time restraints on parking down the St May result in less residential availability - although we agree there needs to be definite ease of access in &amp; out of the Fire Station!</p>
Simone Bensdorp	do not support the plan	<p>I live on London street in the area where the parking restriction is proposed. This parking restriction means that I could not park near my house in the weekends or when I get home from work at 4pm. I don't see that parking is a problem in Lyttelton, except when events are on. Perhaps the parking restrictions could reflect this? My suggestion would be 60 min restrictions 9-5 mon-Fri and 8-2 on Saturday. This would be fairer on residents that live in the area so they can park there cars over night, but still provides more parking during busy times.</p>

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Reuben Mason Romany	support the plan	Excellent! However! Due to limited parking in London Street I wish to recommend angle parking on the north side of the street between the Fire Station and Dublin Street
Dana Dopleach	have some concerns	It would be good to see angled parking on this section. The road appears to be just as wide as the other main block of London Street, and it would allow for more spaces to be made available on this flat section, hopefully making the second block of London St more appealing customer foot traffic than it is currently.