

Submission ID	First name	Last name	I / We	Comments - please be as specific as possible to help us understand your views
12231	Brian Keith	Boddington	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	<p>I do not support locating a signalised intersection at the bridge on Garlands Road.</p> <p>Busy traffic on the State Highway 74A should not be interrupted at the bridge approached on the curve of Rutherford St, which means there is just a short time for the bridge to come into view.</p> <p>There has been no pedestrian crossing in the area to interrupt road traffic.</p> <p>Cyclists could cross Garlands Road when there is a lull in traffic, as pedestrians do. I walk to The Tannery on Cumnor Terrace, because it has less traffic than Garlands Rd. I watched a cyclist cross more quickly than a pedestrian.</p> <p>Subject to the above amendment, I support the proposed one-way portion of Cumnor Terrace from Garlands Rd to Marshall St.</p>
12125	Francesca	Bradley	I support making Cumnor Terrace from Garlands Road to Marshall Street one-way but have some concerns / would like to see specific amendments	<p>I support making this section of Cumnor Terrace one-way to address the concerns of the potential impacts on ecological values. To increase road user safety, further exploration is needed of the the cycle path's proposed width. This needs to ensure the "interested but concerned" portion of the cycling population, feel safe along this industrial section of Cumnor Terrace. The cycle path needs to be physically separated from the road with the large heavy vehicles using this road.</p> <p>It's great to see the proposed design of the cycle path is intended solely for cyclists, with pedestrian using the footpath on the other side of the road - separating these modes of transport is the safest option. I am also in support of removing the parking from the river side of the road, as this is essential in achieving a safe and user-friendly cycleway.</p>
12119	Francesca	Bradley	I support making Cumnor Terrace from Garlands Road to Marshall Street one-way but have some concerns / would like to see specific amendments	<p>Generation Zero supports the proposal to make the section of Cumnor Terrace from Garlands Road to Marshall Street one-way heading north. This proposal will avoid further encroachment on the waterway, reduce the number of plants removed and increase road user safety.</p> <p>However, this proposal fails to increase the width of the cycleway on Cumnor Terrace, as the Infrastructure Transport and Environment Committee agreed to explore as part of their decision to approve the detailed design of the Heathcote Expressway on 30th March 2017. Both the Approved and Proposed one-way designs include cycleways of a 3m width. As the surrounding area is classified as industrial, the cycleway design needs to ensure the Council's target user market, the "interested but concerned" portion of the cycling population, feel safe along this section of Cumnor Terrace. Physical separation is also needed from the heavy vehicles using this road.</p> <p>Generation Zero strongly supports the proposed design of the cycle path being intended for cyclists, with pedestrian using the footpath on the other side of the road. Keeping these modes of transport separate will ensure the safety of all road users, and in the long-term encourage less confident cyclists to feel safe giving cycling a go. We also support that both designs remove parking from the river side of the road. This reduction of car parking spaces along Cumnor Terrace is essential in achieving a safe and user-friendly cycleway, and may also encourage the nearby workplaces to consider other alternative modes of transport to work.</p>
12118	Josephine	Anderson	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	
12117	John	Allen	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	<p>Stop wasting ratepayer money on needless alterations to the roads and fix the water and sewerage for the city the Scirt repairs to the infrastructure are and I quote from the Draft 30 year plan "only temporary repairs which will start to fail after 15 years.</p>

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12113	Dugald	Wilson	I support making Cumnor Terrace from Garlands Road to Marshall Street one-way but have some concerns / would like to see specific amendments	<p>I support making Cumnor Terrace one way from Garlands Rd to Marshall St. but have some specific concerns:.</p> <ol style="list-style-type: none"> 1. I am a regular user of this terrace both as a pedestrian (and cyclist). As a pedestrian I would really appreciate a narrower footpath being moved to the river side of the road. The river is an interesting place of life while the industrial areas are wasteland and often untidy. The walk would actually be a pleasant experience by the river. 2. I am disappointed there is no clear planting plan attached to this proposal. I favour the possibility of increasing the river bank area as proposed with the one way initiative. I would also like to see some planting of larger trees (eg Matai, Kahikatea) to give some shade along the cycleway and enhance bird life along the river. I realise it's important to keep some inanga spawning sites with riparian planting. 3. This is a regular place to dump large items of rubbish. The one way proposal should help limit this, but it may still be a regular issue. Would increased lighting help reduce this issue and also provide security for cyclists at night. I find this area an "uncomfortable area" at night. 4. The Garlands Road intersection is going to be a huge headache. The one way proposal will help, but you must wish you could feed cyclists under or over Garlands Rd.
12112	D	Lloyd-Harris	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	<p>Keep it 2 way with a narrower cycle lane, & some pedestrian capacity please. 600 cars each day is a lot to redirect.</p> <p>We live on Chichester St & Use this part of Cumnor Tce to get in & out.</p> <p>Cumnor/Garlands intersection IS dangerous when turning right into Garlands from Cumnor. Perhaps that could be left turn only like the other side of the junction?</p> <p>Removing the 2 way traffic will put pressure on to the Radley/Garlands intersection - there are already a high number of crashes there - judging by the broken lights & plastic often on the road. Cars coming off Opawa/motorway & turning left into Garlands often don't turn off their indicators & the road curve is too gentle to auto-turn them off giving false indications they are going to turn left into Radley - crash! Locals wait but those not familiar will pull out of Radley. It is a horrible intersection & we will more often opt for exit from Cumnor onto Garlands.</p> <p>Pedestrian access to Cumnor - we regularly walk to the Tannery down Cumnor - please keep pedestrian access!</p> <p>Is there space at Cumnor/Garlands for a roundabout? or at Radley/Garlands? or traffic lights?</p>
12111	Sean Robertson	Wright	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	
12109	Mark	Crossan		<p>Tidying up the river way and including a cycle path is a great idea, I would however disagree with making Cumnor Terrace one-way, but making it a right turn only onto Garlands road would help.</p> <p>Also, having the path next to the river as cycles only is a bit naive, people tend to like to take short walks with or without children down by the waters edge, restricting a path at the waters edge to cycles only seems a bit 'give with one hand taketh away with the other'.</p> <p>Our main concern however is the implementation of traffic lights. This is a poor solution, stopping traffic on an arterial road on a bend over a bridge next to a shopping complex needs to be revised. I don't have exact figures, (using BTAC/IRTE technical trials as a reference) in stop start conditions an HGV will go from 25/32 litres/100k at cruise to 60+ litres/100k (makes the traffic sequencing on Brougham Street a disgrace). This is an arterial road feeding several industrial areas. Consider someone using the cycle path as a safe alternative to driving to work, the argument would be it be how much does it cost the environment if you stop one HGV unnecessarily vs them driving? Or the consequences of the inevitable red light unseen/ignored.</p> <p>Additionally an argument stating putting lights in 0.5/0.6k up a road will assist traffic leaving Radley road needs to be substantiated, has this been modelled? This is not the forum but I would suggest Tanner Street is a bigger problem and a roundabout at the Tanner Street Junction a solution. There is an empty section opposite which could be utilised in making a roundabout large enough to keep traffic including the HGV's moving, this section can have its own entry/exit off the roundabout as a compromise.</p> <p>I appreciate there is an upfront cost involved but an overpass or underpass should be looked at. Keeping the pedestrians and cyclists separated from the road traffic is always beneficial to both, especially at sites of this nature. Over the years of establishing and maintaining traffic lights I can't see that the two different options would differ much in cost.</p>

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				<p>Could a cycle path be suspended underneath the road bridge out over the river?</p> <p>What about a bridge over the river at Radley Park, the path running down the Connal Street side of the river, then swinging back over the river under the bridge at Garlands Road/SH74a?</p> <p>Could the cycle path be floated on a pontoon under the bridge, what kind of river traffic is there?</p>
12048	R	Elston		<p>While I have no real objection to making Cumnor Terrace one way I would like you to consider saving two bluegum trees growing on the bank of the river at the end of Chichester Street. I see on the plan they are to be removed. It would be a great pity if this happened as they are very healthy and have beautiful bark. I am sure with the cycleway at 3.4 metres, they would not be too much of a problem to negotiate, as doubt the traffic would be bumper to bumper so to speak. Hoping you consider my request favourably and thanking you very much.</p>
12047	Jae	Warrander	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	
12043	STUART	BRYANT	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	<p>I do not support the making of Cumnor Tce one-way. By routing the Heathcote expressway along this road, the council is creating an unnecessary 'death trap' at the intersection with Garlands Road. This is a blind corner approaching the bridge from the east, along Rutherford St, and the abutment of the bridge creates a blind spot for exiting Cumnor Tce.</p> <p>Putting a crossing here is madness.</p> <p>It would have been so much more sensible to route the Expressway along Sheldon Street, through Radley Park, along the Woolston Cut footpath, and across Rutherford Street at the already positions crossing. Here, there is excellent visibility for both vehicle and cycle traffic. It is surely not too late to modify the planned route.</p> <p>The Expressway could then proceed down Rutherford Street to the Tannery corner, though just why cyclists need to stop at a brewery promoted by Council, frankly escapes me.</p> <p>The problem with Cumnor Tce, between Marshall Street and Garlands Road is exacerbated by the Council not requiring adequate parking be provided by the Tannery development. The parking along the river, and particularly around the corner by Cycleways Ltd, is frequently illegal. It creates a dangerous situation where it is impossible to navigate this intersection without breaking the law and crossing the centre line. No policing of this problem appears to have taken place.</p> <p>These problems need fixing whichever option is eventually chosen.</p>
12037	Dirk	De Lu	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	<p>Thanks to Council for this much needed improvement. Spokes supports this proposal.</p> <p>With minimal inconvenience for motorists and better safety for cyclists and pedestrians on this river frontage this is a great step towards making cycling easy and attractive for all. A further benefit is reduction of congestion and conflict at the Cumnor/Garlands Road intersection, an intersection Spokes noted as dangerous in our Heathcote Express submission.</p> <p>The proposed changes reinforce Cumnor as a slow street cycle route.</p> <p>With the path on the river side many pedestrians will likely prefer this path to the footpath on the opposite side of the road. Shared paths <u>are not</u> a preferred option. Increased pedestrian usage can be anticipated. Expanding the bidirectional cycle path from 3 to 4+ meters will make this a safer path.</p> <p>Spokes notes that 2.9 metres are removed from the carriage way but just where they go is not easily determined from the consultation document. With likely use by pedestrians adding it to the cycle path is indicated.</p>
12027	Annabelle	Hasselman	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	

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12020	Tyrell	Brown	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	Making Cumnor Terrace one-way will make the traffic problems at the Radley Street/ Garlands Road intersection worse. I also do NOT support the cycle way on Sheldon Street. Cyclists are constantly throwing rubbish where it is convenient for them, which is on the road/footpath while they continue riding. They also do not pay to road tax like drivers do when they register their car or pay for petrol.
11996	Daniela	Ramirez	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	
11995	Sophia	Harris	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	You have gone too overboard with cycleways!. As the population ages, there is more likely to be an increase in car requirements, rather than cycleway requirements. Narrowing the roads is lovely theory, but the practicality is unrealistic. We will end up with more congestion on the roads & probably relatively empty cycleways. There is no reason that the cycleway needs to be so wide that it impairs the flow of traffic. Please keep our streets flowing. There has already been enough damage to suburban streets with fantastical ideas that obstruct flow of normal CHCH citizens trying to get to their homes. If you want good cycleways, take Holland's example & make them completely separate to our roads.
11899	Melanie	McKerchar	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	
11894	Craig	Hampton & Mel Jones	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	We feel the cost in doing so could be used better. Traffic in peak hour traffic down Brougham Street could be improved instead. Also removing off trees along waterways could result in flooding onto roads or houses along Cumnor Terrace. We also feel one way roads are hazardous
11893	Tim	McInnes	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	
11873	glenn	boyle	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	This proposal has some confusing aspects. 1. The one-way proposal is justified on the grounds that few motorists will be inconvenienced (a figure of 19 vehicles during peak hour is quoted). But this begs an obvious question: if so few vehicles currently use this section of Cumnor Tce, why are hundreds of thousands of dollars being spent on an elaborate new cycleway when the risk to cyclists is already epsilon? If anything is necessary at all, surely a white line on the existing road would suffice? 2. The only difference between the one- and two-way proposals is that the roadway is narrowed under the former; in both cases the proposed cycleway width is 3 metres. Yet in one case, this is listed as a "cycle path", while in the other it's a "shared cycle and pedestrian path". Why the difference? 3. The proposal doesn't mention that this section of Cumnor Tce has very few users full stop --- very few cars, walkers or cyclists. It is, however, quite heavily used for parking (presumably overflow from The Tannery). Under this proposal, many of these parks would disappear, and so the one group that actually makes use of this piece of road is the one most adversely affected by the proposal. Their cars will have to go somewhere. In short, this proposal appears to be a solution not just in search of a problem, but actively creating one.
11864	Fran	Johnson	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	Radley st is too busy now with traffic, so my whole family would not like it to get any busier. Rather, we would like the trucks especially to use the main ring road rather than cutting through Radley st at all times of the day and night. If the two-way proposal has already been approved it would make sense to go ahead with that proposal, rather than spending more time and money on seeking to change that.

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11839	Bruce	Jowsey	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	<p>The one-way option is an excellent idea as this will stop heavy traffic taking shortcuts down Cumnor Terrace to Garlands Rd. This will stop the shaking of houses as these large trucks rumble by.</p> <p>Another benefit will be to discourage 'boy racers' speeding down Cumnor Terrace at all times of day and night. Also the riverside verge down Cumnor Terrace has become a dumping ground so a cycle lane will go a long way to prevent this practice.</p> <p>As a resident of Cumnor Terrace I see dangerous situations with fast cars and big trucks coming round narrow streets where families are regularly crossing with their young children. Something needs to be done to improve the safety of Cumnor Terrace.</p> <p>I feel that your one-way option will greatly improve the road & roadside safety of this area.</p>
11785	Julien	Gutknecht	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	
11780	Isaac	Freeman	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	<p>As someone who lives in the area, I'm particularly pleased to see safety improvements at the intersection of Cumnor and Garlands Roads, where access to The Tannery has often been tricky.</p> <p>The stretch of riverbank that runs along Cumnor Terrace and around Radley Park has been neglected in the past but has recently gained new champions, with regular clean-up days and the excellent work of the Roimata Food Commons. The proposed one-way design promises to consolidate this work with improved space for vegetation and increased visibility to cycle commuters.</p>
11775	Nigel	Harris	I support making Cumnor Terrace from Garlands Road to Marshall Street one-way but have some concerns / would like to see specific amendments	<p>The approved 2 way design has a 3 metre shared cycle & pedestrian path (so it would appear).</p> <p>The one way design does not allow pedestrians to share the cycle path, yet it is still 3 metres wide.</p> <p>The key outcome here being "comfort" which appears to be at the expense of pedestrians, without considering wheelchairs or mobility scooters??</p> <p>There is no difference between these 2 options, except for some reason pedestrians (non cyclists) are restricted to only being able to use the footpath on the other side, therefore, they are not only discriminated against, but also prevented from enjoying a walk along the river bank side. I object to this discrimination and limitation of access to a public piece of land.</p> <p>There are many other areas where cyclists and pedestrians share paths with no issues. Have signs educating both cyclists and pedestrians to watch out for each other and also educate cyclists to give a polite "cyclist" or "passing" verbal warning when approaching pedestrians walking in the same direction.</p> <p>One very positive outcome you did not mention is the possible reduction in the amount of frequent rubbish dumping that occurs along this section of Cumnor Tce!</p> <p>Thanks for listening. Nigel</p>
11773	Jonathan	Rumens	I support making Cumnor Terrace from Garlands Road to Marshall Street one-way but have some concerns / would like to see specific amendments	<p>As long as the river edge looks tidy otherwise it is not attractive. River edge by tannery needs a good tidy up as well with a launching space for boats</p>
11716	David	Bottomley	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	<p>Very good idea for the obvious reasons. Are you putting in place measures to stop the illegal dumping of rubbish along this section of the river i.e. surveillance cameras or other deterrents?</p> <p>I see the amount of rubbish being left on the river bank is gradually increasing and if not addressed will present an escalating problem.</p>

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11674	Ben	Dodgshun	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	I support this proposal due to the ecological and amenity benefits of moving the path away from the river and retaining more plantings, and the safer crossing that will be able to be provided at Garlands Road. Could I suggest lowering some of the raised manhole covers on Marshall Street and doing some road repairs to make the road a bit smoother, so there is less impact on the residents of Marshall Street from the diverted traffic?
11589	Eddie	Hayes	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	While I can understand the logic of this proposal, I'm concerned that there isn't another option for people like myself who sometimes use Cumnor Terrace to go north to avoid traffic on Ferry Road through the village. Cumnor Terrace has long been a good compromise between using Ferry Road or using Radley Street. Radley Street is somewhat out of my way, but Cumnor Terrace is not. That being said, any improvement to Cumnor Terrace is to be applauded so I'm sitting on the fence a little.
11573	Allan	Grinwis	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street as it may help to slow down the dumping of rubbish along the river bank, also may stop cars doing burn outs on the corner of Cumnor Terrace and Marshall Street.
11554	Alice	Terrien	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	It totally makes sense to make this road one way as the intersection Garlands Rd/Cumnor Tce is very dangerous to cross coming from north from Cumnor Tce (no visibility of the incoming traffic due to the bridge).
11539	Crystal	Tanner	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	I am opposed to making Cumnor Terrace from Garlands Road to Marshall Street a one way option. It need to be left the way it is a two way street. For people living along their it is a huge inconvenience. In the case of emergencies / services, Ambulance, police, fire service, armed defenders squad (we have had them out in Woolston), they need to be able to travel both ways. In the situation of earthquakes, tsunami, flooding etc, people need to be able to travel both ways, to get to safety.
11518	Evie	Walker		I am totally opposed to wasting any more money on cycleways, when our earthquaked roads are a disgrace! The state of Mace's Road actually put my back out when the bus travelled along it. How can you expect people to use the buses when the roads make a bus trip to awful? And no not everybody likes cycles or thinks they are fantastic! Plus stealing parking space from small businesses is a belly blow to trade. We have lost enough. How about cleaning up the Weir in Radley Park - it's disgusting. What must visitors think? Our rivers saved our bacon during the E.Q's - The weir has been a stinking mess for years. And stop giving industry licence to pollute both river & air in Woolston (I see filthy chemicals floating down the river, while ducks rush to get out merely preen, at the same time there's a smell) And now there's a bore for drinking water? very healthy! NOT!
11508	Lili Rose	Bates	I support making Cumnor Terrace from Garlands Road to Marshall Street one-way but have some concerns / would like to see specific amendments	Garlands Road is high traffic - I think it would be safer to have over bridge at crossing (just east of Cumnor Terrace) rather than lights. Also there is a slight rise here reducing visibility to cyclists / pedestrians which may impact safety in spotting vehicles. I support single lane proposal as maintains river bank nature strip.
11500	Ian	Chesterman	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	I think this is a good plan and I will use this route. Cumnor Terrace does not have much vehicle traffic and any inconvenience to motor vehicles is slight compared to the large improvement in safety afforded to cycles by implementing this plan
11484	Tom	Williams	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	
11479	Allan	Burns	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	
11472	Rick	Houghton	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	

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11471	Mr/Ms	McDonald	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	<p>As pointed out its an industrial area. The impact on the river bank is huge as at present its in its natural state. Don't much around with it.</p> <p>Why should people who live & drive down this way be put out for the minority of cyclists. Let them share or use the footpath outright. Hardly anyone in this city walks & when they do its for pleasure & exercise not as a rule for transport. Putting more traffic onto Marshall, Chicester & Radley is not fair on residents they are residential mostly.</p> <p>Radley St has increased in volume of traffic & its almost impossible to get out at peak hour either way as the traffic speeds at 60 not 50. You think cycle lights will help? Rubbish.</p> <p>Garlands Rd Bridge has restricted view as you well know its already a heavily used road, is this not the 73 Ring Road?</p> <p>Why put cycles on main rds when they can use quieter streets & you don't need to go spending 100s &1,000. How many cyclists in ChCh really use it as a way to get to work.</p> <p>The cycle ways you've in place are a nightmare for large transport, cars & pedestrians who don't get the right of way. Cyclist have no rules e.g. Colombo St, Bealy Ave to Edgeware.</p> <p>Of course you say feed back is important but truly we are (public Joe blogs) not stupid.</p> <p>It appears your expressing interest in how we give feedback. Bullshit.</p> <p>Its already drawn, planned, etc. You'll go ahead regardless of public feedback. Go on just plan on.</p> <p>Cyclist lobby needs educating in road rules:</p> <ul style="list-style-type: none"> No helmets (very common) Riding through intersections on red lights (common) Mounting foot paths to cut corners (common) Cycling one way street wrong way (not so common) Road rage when they're in the wrong (common) Not using designated cycle ways, instead riding on road causing traffic to slow (happens) No hand signals & not looking about (very common). <p>By the way I ride a cycle, motorbike, drive a car, can walk, have a class 2 & 4 licence, & am respectful of others</p>
11470	W J C	Royds	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	<p>I support enhancing the 2 way system.</p> <p>I emphatically oppose the one way idea which seems mainly aimed at enhancing cycle route while it messes up everyone else. I just don't believe the reasoning used as it is illogical.</p> <p>This is a very beautiful area which deserves an upgrade but retaining two way. We all know how frustrating one way systems are & this idea just looks so odd. It will mess up a lot of traffic flow in surrounding streets. It seems the planners want to concentrate entirely on the cycle way benefits regardless. This area is a disgrace at present but that is no reason to take advantage of its neglect and not enhance it as 2 way. The more I think about the one way idea the crazier it seems. I want to appear in person at any meeting regarding this one way idea. I am ANGRY about it</p>
11469	L	Barfoot	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	<p>The reason I support this is the parking by cycleways it is so dangerous with these cars parked there. Something needs to be done.</p> <p>In general this whole area of Cumnor Tce is a eye sore with rubbish dumping and the trees and flax growing right over the road. I cycle this way to get to my work in Kennaway Road most days and can say I am looking forward to this cycle way being done as it will be a tidy up for this forgotten area.</p>

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11468	River	Gibson & Jordan Smit	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	Hopefully something will be done about the ugly abandoned looking buildings at the intersection of Cumnor Tce/Garlands Road. A speed bump to slow down on Cumnor Terrace would be good too as cars drive VERY fast down there
11467	Simon	Kingham	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	Looks a great idea
11466	steven	muir	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	i think making this section one way makes a lot of sense and will make the cycleway much better
11465	Olly	Powell	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	Good for the waterway, and less traffic, so win win.
11400	Robert	Fleming	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	Seems logical to me. Great to see that more of the river corridor can be retained. Reduced traffic flow will enhance the area of both cyclists , pedestrians and residents. Excellent that cycles and pedestrians will not need to be on a mixed use path as it can easily place tensions between the two groups no matter how appropriately behaved everyone tries to be. Good solution and I support it fully.
11389	Matt	Jackson	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	

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11381	John	Metcalf	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	<p>The proposed cycleway borders a vital industrial zone. The section for which this proposal covers is directly adjacent to the old Skellerup site which has since been sold and will be developed into an industrial park. As a direct consequence of this, the number of heavy goods vehicles travelling on this section one way will force all this heavy traffic into the adjacent residential zone and will undoubtedly result in complaints for the residents. The current design allows this traffic to enter and leave directly onto Garlands Road, away from the residents. It is wholly inappropriate to hamper the vital revenue generating activities in this way, for the sake of a few bicycles. Let's get our priorities right and make sensible decisions.</p> <p>12.02.2018</p> <p>Firstly, my thanks to you, Kath and Rochelle for coming to meet with me the other day to discuss the proposal for Cumnor Terrace. I appreciate you making the time to come and discuss the proposal. Please apologise to them for me, I do not have their email addresses so couldn't copy them in to this email.</p> <p>Having gone through the proposal and listened to the explanations of why this is being proposed as a one way system now, I am still very concerned.</p> <p>I thought it best I just enumerate my concerns as they still are with some comments to each and I ask that you excuse me if some of them appear to be rather direct, it is not my intention to offend, I really just want to highlight why I feel as I do, plainly and simply so that there is no ambiguity.</p> <p>1. No right turn from Cumnor into Garlands. You explained to me that this was part of the original and approved plan for this area. I must have missed something somewhere as I had no idea this was ever being considered. I fully agree with the concern that exiting southwards from Cumnor and turning right into Garlands is at present quite dangerous due to the very limited lines of sight and the proximity to the bridge. Had it just been stated that nothing can cross the Garlands road centre line at that intersection, I most probably would have said, fair enough, it is dangerous. But to approve a controlled (traffic lights) intersection to allow bicycles to cross whilst still claiming it is unsafe for vehicles to cross, it seems to me that your team (and council) are adopting a double standard.</p> <p>a. If you can put a controlled intersection to allow bicycles to cross safely, then most certainly the same traffic lights can be used to allow traffic to turn southwards out of Cumnor and turn right into Garlands road. Let us please bear in mind, that Woolston is a heavy industrial area. It is intended to be able to accommodate heavy goods vehicles entering into and out of the area and in order to facilitate the ongoing business and the critical revenue generation of the area it is incumbent on Council to ensure the free passage of those HGVs. So the argument that was previously made to stop right turning out of Cumnor Terrace is flawed given that traffic lights are going to be installed anyway. So go ahead and install the lights (that is an excellent idea) but design them such that you cater for the vital traffic that must exit the Skellerup site via Cumnor Terrace.</p> <p>b. The old Skellerup site has as you are aware, been on sold and in the near future it will be transformed into an industrial park of some sort, which will inevitably mean a large increase in the number of HGVs entering and leaving. I believe it was Rochelle who said that part of what you are trying to do is discourage traffic from the area, because of the difficult intersection. Let me be very clear about this next statement. It is not your role, nor Aurecon's role, nor even Council's role, to discourage traffic from this area. It is your combined roles to deal with the traffic and engineer solutions which ensure it can pass safely. Let me reiterate here, the Woolston industrial area is a VITAL industrial zone for this city and the businesses operating here now and in the future must be allowed to do so in the knowledge that the city council and its officers are working to support their business transactions not discouraging them.</p> <p>2. The necessity to increase the green space on the banks of the river. I'm sorry, but this is a nonsense and is simply being proposed because of the desire to limit Cumnor to one way which then gives you too much real estate for bicycles so we now claim the river needs bigger embankments. This river has been ignored by Council for many many years (to their disgrace). I fully support resolving the pollution problems, but that is not within the scope of this project. What you do to Cumnor Terrace has no bearing on the river and should have no bearing on the river, so please desist from using it as an excuse for this proposal. It is simply expedient to add extra real estate to it because you know it would create an outcry if the cycle lane were extended to 4m wide.</p> <p>3. One way Cumnor. As I explained to you at the meeting and which I believe you fully accepted, the traffic numbers you have used in your proposal are well out of date and most certainly do not take into consideration the obvious increased density when the Skellerup site has been redeveloped. Let me restate here. It is the planning department of the council's role to properly plan for future changes in traffic density when making any proposals to change the design of the roads. So one has to question, why appropriate traffic numbers were not used when designing this proposal? It doesn't take a scientist to realise that the Skellerup site would inevitably be redeveloped, so why was this not considered?</p> <p>a. You suggested to me that once the new owner has completed his development plans he can then compile a traffic plan and put a proposal to council to allow sufficient traffic. That is laughable given that if the road is now changed to one way, any plans he has for development will be limited to what that one way road can accommodate and what the impact of that might be on the surrounding residents. So in effect, what this proposal does is make the Skellerup site (and his investment) worthless or at best significantly decreased in value. Such behaviour is culpable, it is yet again, another attempt to restrict the industrial activities in this area.</p>

Submission ID	First name	Last name	I / We	Comments - please be as specific as possible to help us understand your views
				<p>4. Traffic through Marshall street. Making Cumnor one way as you propose will force all traffic entering and exiting the Skellerup site to travel along Marshal street. You were of course quite right when you said that the current residents living along Marshal street are already aware they live opposite an industrial zone so they are used to HGV traveling along their road. What you have failed to consider adequately is that whilst this is indeed true, it is true for the current traffic density given that traffic from that site currently exits through the gates directly onto Garlands road so they don't actually get that much traffic on Marshall St. When the site is redeveloped, many of the businesses will have entrance and egress directly and only onto Cumnor terrace and Marshall street. So all of their traffic will now have to go through Marshall street which will increase the density considerably. It is quite obvious that Council will start receiving many complaints from the residents of Marshall street regarding the noise and vibrations caused by the HGVs. Not to forget of course that any children living in the area will be put at increased danger. It is one thing bordering an industrial zone that has limited traffic, but it is a very different prospect when those traffic numbers suddenly exponentially increase.</p> <p>5. You also suggest it would be appropriate to install an HGV restriction at the intersection of Cumnor Terrace and Marshall street, to prevent the HGVs continuing along Cumnor (along the river bank) until it eventually meets Radley, which any vehicle wanting to head North East (or come from that area) might well be inclined to do. I agree with this.</p> <p>6. You also passed a comment regarding the lights to be installed by the bridge for the cyclists which will create a gap in the traffic which will ease congestion at the intersection of Radley street and Garlands Road. I believe this will, although possibly not as much as you expect due to the quick change sequence of the lights and the distance between the lights and Radley street. Having a business on Garlands road we regularly see that any gaps created are very quickly closed as traffic tends to speed up whenever there is a gap. Invariably the traffic trying to turn right out of Radley street are stuck there for quite a while.</p> <p>a. With the one way proposal, the traffic at this intersection will increase significantly, exacerbating an already difficult situation. Inevitably, this intersection will need to be controlled or someone will jump it and cause an accident.</p> <p>In conclusion and to summarise my position; I do NOT support converting the section of Cumnor Terrace between Garlands Road and Marshall Street into a one way heading Northwards. Traffic entering and leaving the Skellerup site must be encouraged to do so directly to and from Garlands Road.</p> <p>Further, I do NOT support the change to stop vehicles turning right out of Cumnor Terrace based upon the safety issue, because you have already planned and agreed to install a controlled intersection there which of itself removes the very reason for stopping the right turn.</p> <p>I DO support installing traffic lights there but want to see the scope extended so they control vehicles exiting from Cumnor Terrace and wanting to travel both East and West.</p> <p>I IMPLORE you all to STOP trying to drive traffic away and instead engineer suitable ENABLING solutions which encourage the free flow of business. If you continue to thwart business activities (as you have done in the City Centre with all interminably long the road work projects) you will end up driving it to a more supportive town or city and lose the vital revenues received from it. How then will CCC balance its books?</p> <p>Please note that I have copied the current owner of the Skellerup properties into this email for him to respond as he sees fit</p>
11292	Ariel	Whoite	I do not support making Cumnor Terrace one-way from Garlands Road to Marshall Street	As a resident of Sheldon Street, I am a strong supporter of the Cycleway, however there have already been other access restrictions to Sheldon street from the west end of the street. Adding a one way section on Cumnor Terrace only further restricts access to Sheldon Street from the east end by restricting driving access from Garlands Road to Marshall Street. I don't believe the benefits of reducing the street width by 2.9m are more value than the ability for residents to access our street from Garlands Road, along Cumnor Terrace.
11291	Meg	Christie	I support making Cumnor Terrace from Garlands Road to Marshall Street one-way but have some concerns / would like to see specific amendments	We fully support the one-way concept as this will create a very quiet route for commuters and recreational walkers and cyclists and retain more vegetation. Thank you. However, even though I see there is a footpath on the other side of the road, human nature is that we (and our dogs) tend to like walking beside water and not to have to watch out for cars exiting driveways. Therefore I would like to see the space on the shared path for people on bikes and on foot clearly delineated, especially near corners where sightlines maybe obscured by vegetation.
11290	Natalie	Brodie	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	
11244	Greg	Vodok	I support making Cumnor Terrace one-way from Garlands Road to Marshall Street	Good for cyclists. No point in keeping it two-way if on 19 cars use it.

