

Submissions - Woolston Park transportation improvements community consultation

| Submission ID | First name | Last name | I / We | Name of organisation (if applicable) | Comments - please be as specific as possible to help us understand your views |
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| 10936 | Sandra & Martyn | Leadley | support the plan | Santyn Holdings Ltd | Excellent improvements to Ferry Road and entrance to Hopkins Street! |
| 10916 | Dirk | De Lu | | Spokes Canterbury Cyclists Association | <p>Spokes appreciates Councils efforts to improve safety and encourage students to cycle and walk to Te Waka Unua School.</p> <p>To best realize the benefits of this project encouraging walking and cycling Council will need to make sure that the connections to both Linwood Ave and Heathcote Expressway MCR's are safe, inviting and provided as those routes are developed.</p> <p>The existing cycle lanes on Ferry Road are a mere 1.6m wide which leaves little room for errors, interactions with pedestrians, car doors being opened into the lane, or motorized vehicles straying from their lane.</p> <p>Recommendations:</p> <p>Continue green paint cycle lane on Ferry Road at zebra crossing to remind cars to stay in their lane.</p> <p>Given the location on Ferry Road with commercial activity, a school and a park Cycle Design Guideline 3.2.3 'Local cycleways/Urban commercial centres/Cycle lanes: Design principles' is instructive and requires cycle lanes to be a minimum of 1.8-2 meters in width. Narrowing of the median strip and/or grass berms can easily allow the cycle lanes to be increased to 2 meters.</p> <p>Alternatively a 900mm door buffer zone should be provided.</p> <p>While the new shared path will be helpful for children accessing the school it will not serve the needs of those people cycle commuting on Ferry Road.</p> <p>Conflicts between users on the shared path may be limited by expanding the path width to 4 meters.</p> <p>Spokes encourages Council to apply the Guidelines consistently. It is understood that some situations do not lend themselves well to application of best practices and that funds are limited. The concern is that substandard infrastructure aggrieves all road users while leaving the most vulnerable at mortal risk. Given that this route will be frequented by young children and is a main cycle commuting route the application of the minimum guideline is clearly indicated.</p> |
| 10911 | Albert Pene on behalf of SAM Investments (2007) Ltd | None | support the plan | | |

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| 10878 | Kirsty | Peel | have some concerns | Canterbury District Health Board | <p>1. The submitter is the Canterbury District Health Board (CDHB)</p> <p>2. The submitter is responsible for promoting the reduction of adverse environmental effects on the health of people and communities and to improve, promote and protect their health pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956. These statutory obligations are the responsibility of the Ministry of Health and, in the Canterbury District, are carried out under contract by Community and Public Health under Crown funding agreements on behalf of the Canterbury District Health Board.</p> <p>3. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.</p> <p>4. We welcome the opportunity to comment on the Woolston Park Transportation Improvements . The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.</p> <p>5. While health care services are an important determinant of health, health is also influenced by a wide range of factors beyond the health sector. Health care services manage disease and trauma and are an important determinant of health outcomes. However health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector.</p> <p>6. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the "social determinants of health" .</p> <p>7. The most effective way to maximise people's wellbeing is to take these factors into account as early as possible during decision making and strategy development. Initiatives to improve health outcomes and overall quality of life must involve organisations and groups beyond the health sector , such as local government if they are to have a reasonable impact .</p> <p>8. The CDHB supports most of the proposals in the plan on Ferry Road in the vicinity of Te Waka Unua School, in particular the signalised crossing and the narrowing of Hopkins Street. These improvements will make the area safer for cyclists and pedestrians, both reducing potential harm from accidents and encouraging active transport to school which is shown to have health benefits .</p> <p>9. The marked cycle lane along Ferry Road of a width to meet cycling guidelines is also supported by the CDHB.</p> <p>10. The CDHB is concerned about the removal of the pedestrian crossing close to Smith Street. There is a Kindergarten in Smith Street and pedestrians with children, often in pushchairs, likely to be wanting to cross the road at this location. The CDHB recommends that the CCC reconsider the use of a pedestrian refuge and at a minimum, retain the pedestrian crossing.</p> <p>11. The CDHB also suggests that the speed limit be reduced to 40km/hr at this location to further improve safety in this area with high numbers of young people.</p> <p>12. The CDHB does not wish to be heard in support of this submission.</p> <p>13. Thank you for the opportunity to submit on the Woolston Park Transportation Improvements.</p> |
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| 10875 | Nagin & Indra | Patel | have some concerns | PK's Dairy | <p>We are the occupants / owners of the dairy at 448 Ferry Road.</p> <p>As one of the parkings at the front of the dairy will be removed and there will only be one left as a P10 mins. Can we request that the parking further up by the bus stop is also made P10 to allow parking for our customers.</p> <p>By further up by the bus stop we mean the parking before the bus stop not after it.</p> <p>Thank you</p> |
| 10874 | Tom | Ledger | support the plan | | <p>I suggest that cycle ways in traffic are a dangerous / bad idea.</p> <p>Cyclists are extremely vulnerable and unprotected so should not generally be in the flow of vehicular traffic.</p> <p>I suggest that all cycle ways be incorporated into wider foot paths where ever possible. All over the city!</p> <p>This would not only markedly increase safety, assist traffic flow, increase available parking, it would also remove many berms. These are an impractical impediment and expense to both council & residents. Especially as moves to ban parking or other uses of berms will only increase residents resistance to doing maintenance on council land.</p> <p>Surely having a kerb between vehicles & cyclists is a sensible protection?</p> |
| 10863 | Leila | Torrington | support the plan | Environment Canterbury : Written on behalf of Environment Canterbury Public Transport Team. | <p>Thank you for the opportunity to provide feedback on the Woolston Park Transport Improvements. This submission is from the staff of the Public Transport team at Environment Canterbury.</p> <p>The Purple Line bus uses Ferry Rd to travel to Sumner and return to the City/Airport. There are 2 paired bus stops near Smith St and near Tilford St. We strongly support the addition of a signalised crossing at Te Waka Unua School which will provide a safer crossing for Purple Line bus users to access the school and other amenities.</p> <p>We support the addition of a pedestrian refuge island near the dairy at 448 Ferry Road. This enables passengers to cross in two stages and improves traffic to flow more efficiently between eastbound and westbound crossings.</p> <p>We also support an increased footpath width on both sides of the signalised crossing near Te Waka Unua School to create a shared space for cyclists and pedestrians at peak times.</p> |
| 10859 | Ruth | Stuart | have some concerns | Te Waka Unua School | <p>I strongly believe that narrowing the intersection of Hopkins Street and Ferry Road is going to create huge problems.</p> <p>It is already very difficult to turn in or out of Hopkins Street, which many of our parents and staff must do daily.</p> <p>Hopkins Street is generally much safer for the drop-off and pick-up of our students, but it is going to make this a lot more difficult. We have, in the past had accidents and near-misses at this corner, and I believe the reduced space will increase the likelihood of this happening as there will be absolutely no margin for error, or room to get out of the way of anything.</p> |
| 10858 | Bianca | Nielsen | support the plan | Kimihia Parents' College, 521 Ferry Road | <p>I work at a school for young mums that backs onto this area. In order to help us keep our students smoke free and to support our woolston community to stay smoke free in green spaces children use (such as this small park), I would like to see more prominent smoke free signage put on walls and entrances to all ccc green spaces around/near to/across the road from Te Waka Unua, Kimihia Parents' College and Kimihia Early Learning Centre. There is inadequate smoke free signage in these green spaces, especially the park across the road from Te Waka Unua that links up with Smith Street. People using these green spaces should be able to do so without inhaling smoke, and children learning in the area shouldn't have to see or smell it either.</p> |

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| 10844 | Kylie | Adamson | have some concerns | | <p>I support this project, and am in support of the new Heathcote Expressway. I ask that you please consider moving the proposed traffic lights on Ferry Road outside Te Waka Unua school to the intersection with Hopkins Street. I believe this change will benefit both projects.</p> <p>Currently, it can be difficult to exit Hopkins Street onto Ferry Road due to high traffic volumes on Ferry Road. In particular when turning right. I am concerned at the potential for further congestion at this intersection once the 'left turn only' has been installed at the western end of Mackenzie Avenue (as part of the Heathcote Expressway).</p> <p>Thank you for your time reading this submission.</p> |
| 10806 | Kimberley | Evans | support the plan | | |
| 10804 | Helen | Willis | have some concerns | | <p>As a disabled person who works at the community centre I support the plan and wonder if a disabled parking spot near the park has been thought of for access to the community centre as the school parking will take up the spots near the entrance way. Just my thoughts as a disabled staff member who walks with crutches and as there are also alot of elderly people accessing the community centre</p> |
| 10775 | Liz | Goslin | support the plan | | <p>I lived in Woolston for 10 years and found the roads (Ferry) too be busy and was hard to cross the road from Portstone Nursery as I lived across the road. Cars around the school coming and going in all different directions and I walked my daughter to school and picked her up because I felt she wouldn't be safe to walk by herself.</p> <p>Any changes would be such improvement to the area to help make this area safe for children and cyclists.</p> |
| 10774 | Gary | None | support the plan | | <p>Yes, Great, but I would like to see the tram put in. Run it in the Centre of the Road from city to Ferry Med. I'm sure the returns would be great</p> |
| 10750 | Ben | Dodgshun | have some concerns | | <p>I fully support the general intention and design of these improvements. My concern is around the alignment of the westbound traffic and cycle lanes. There is a very short and sharp lateral shift in the lane alignment, with a solid object (refuge island) on one side and a parking space on the other. Westbound traffic is likely, in my opinion, to cut across the cycle lane as it passes the parking space, pushing cyclists towards the "door zone" of the high turnover parking space. Considering the traffic volumes on Ferry Road, including the amount of heavy vehicles, there is a likelihood that this will result in collisions. I do not believe the green paint next to the parking space will remedy this issue.</p> <p>The safest options would be to remove the P10 parking space, or indent it. As this is likely not possible, another option would be to remove or reduce the kerb buildout on the northern side to give more space to westbound traffic.</p> |
| 10731 | Catherine | Coomber | do not support the plan | | <p>From the Womens Group at the Woolston Development Project, 497 Ferry Road. We object to the loss of car parking as some of our members have limited mobility and are elderly. It is hard to get a car park near enough most of the time anyway and this will increase the difficulty. This group is important for our social and mental wellbeing.</p> <p>Signed by 12 members of the Women's Group.</p> |

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| 10715 | August | Malcolm | have some concerns | | <p>Whilst we agree with making the Ferry Road crossing outside Woolston School safer, we have concerns about the impact of the proposed changes to vehicle access to our home and parking outside our home at [REDACTED]</p> <p>The supplied diagram and explanation of changes to the footpath and road is a little unclear. We are CDHB employees and sometimes do 24 hour on-call emergency shifts where we have very limited time to get to the hospital (cardiac emergencies). The main questions and concerns we have involve the widening of the footpath, and the proposed median strip in the road. Will we still be able to park outside our home? This is imperative, we have more than one vehicle and also other people live in the front unit and we cannot all park in the driveway with out compromising ability to leave the property promptly. We also have to reverse out of the driveway onto the busy road as we have no room to turn vehicles on the property. The proposed median strip will mean we can only leave in the direction eastwards and not toward the city. How far will the median strip go before we can safety U turn to head toward the city? Also, the street numbering on the council supplied diagram is incorrect. There is only 499 Ferry Road which has Unit 1 at the front and Unit 2 at the back. There is NO 499A or 499B Ferry Road, those numbers were changed to 501-507 several years ago. The numbers 499A and 499B Ferry Road are incorrect and need to be removed from the map as they are confusing.</p> |
| 10704 | Anouk | Minnaar | have some concerns | | <p>I would like to see the shared path section to be extended to the entrance of Woolston Park.</p> <p>This will make a safe passage for the little cyclists that are not ready to get on the road yet.</p> |
| 10662 | Monique | Price | support the plan | | |
| 10661 | G L | Denley | do not support the plan | | Leave road as is, change speed limit to 40 kmh from Mackworth St to Woolston Park |
| 10660 | Kirstin | Walsh | support the plan | | <p>Why is there a shared cycle / pedestrian space needed as well as a cycle lane outside Te Waka Unua School? I would have concerns about cyclists on the shared path at peak school times with little children running out of the school gate.</p> <p>Safety features with the signalised pedestrian crossing and refuge island good idea as those crossings are very busy.</p> |
| 10604 | Michaela | Booster-Fischer | support the plan | | Bus stop outside 481 Ferry Rd should be covered shelter |
| 10603 | M | Monk | | | NO problems as long as Ferry Rd is not narrowed. |
| 10573 | Fiona | Frew | support the plan | | Great ideas, always want to support pedestrian & cycling b4 cars. |
| 10562 | Laurence | Mote | support the plan | | Looks great. Please optimise light signals to impede cyclists as much as possible. |
| 10556 | Tanya | Jenkins | support the plan | | ANY improvement is FaBuloUs |
| 10545 | Arthur | McGregor | support the plan | | |
| 10543 | Andrew | Palliser | support the plan | Kensington property developments ltd | Seems fine to me. More green areas and safer for kids. Good work ccc. |
| 10542 | Eleanor | Capper | support the plan | | I am happy with the proposed changes, especially the 10 minute parking restriction for one car just outside the Portstone Courts gateway. We have a bus stop to the left of the gate. There is difficulty getting out because of the cars parked to the right of the gate restricting a view, especially for those going to work in the morning. The number of cars banked up along the road makes it all the more difficult to exit. To date there has been a van parked outside the dairy all day, belonging to the owner which does restrict the view even more. I would not be the only resident in the 12 units who finds it difficult to have access to the road. |

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| 10530 | Bev | Adams | have some concerns | Woolston Development Project | <p>Regarding the widening of the footpath from 487 Ferry to 497 Ferry Road: this seriously impacts parking available to parents picking up children from our After School & Holiday Programmes, and to women attending groups and meetings throughout the week who have physical disabilities etc. Families involved in Woolston Development Project services are not able to park on site due to blocking the entrance to the residential property at the back of 497 Ferry Road (495).</p> <p>We request that widening stay as it is on our side. 'No Stopping' does not apply between 487 & 497 Ferry Road.</p> |
| 10516 | Jackie | Simons | have some concerns | Woolston Community Association | <p>The widened footpaths and resulting "no-stopping" areas on both sides of Ferry road - outside the school and on the other side from Mary Dixon Reserve to past the proposed crossing, has removed almost all the parking for parents of children at the school; all people wishing to use The Community Centre in Woolston Park; and all people, including parents collecting their children from the After School Program at The Woolston Development Project. These Community Services are essential to the well-being of our Community and adequate parking is necessary to ensure safe access for people; some of whom are unable to walk very far. There is no off street parking available for our clients. It also leaves nowhere for other people (sports teams etc) using Woolston Park to park their cars. What is proposed has the potential to increase risk to all because of the frustration around gaining access to these services. Jackie Simons Chairperson</p> |
| 10502 | Glen | Koorey | have some concerns | | <p>This looks like a very useful local link and a useful connection to the Major Cycleways north and south. A few suggestions: (1) how about extending the shared path to the entrance of Woolston Park? (which also gives access to Woolston Community Centre and Silvester St) (2) how about some sharrow markings to support people using Hopkins St to get to the school or Heathcote Expressway? (3) why not move the signalised crossing closer to Hopkins St to minimise the need for people using Mary Dixon and Hopkins St to detour away from their desire line?</p> |
| 10438 | Jill | Havens | have some concerns | | <p>Regarding the widening of the footpath from 487 Ferry to 497 Ferry Road: this seriously impacts parking available to parents picking up children from our After School & Holiday Programmes, and to women attending groups and meetings throughout the week who have physical disabilities etc. Families involved in Woolston Development Project services are not able to park on site due to blocking the entrance to the residential property at the back of 497 Ferry Road (495).</p> <p>We request that widening stay as it is on our side. 'No Stopping' does not apply between 487 & 497 Ferry Road</p> |

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| 10335 | Janeane | Reid | have some concerns | Te Waka Unua School | <p>NARROWING OF HOPKINS STREET</p> <p>I have concerns about narrowing Hopkins street access to Ferry Road as this is already an intersection where we witness many accidents. This is often due to the impatience of vehicles trying to turn right onto Ferry Road which is very congested. My concern is that with right turning traffic then holding up left turning traffic by reducing this intersection to a single lane this will create further driver impatience which often results in reckless driver behaviour. Due to congestion if right turning traffic are forced to turn left there is no immediate block that drivers can use to then access Ferry Road to the right. This may result in U turns on busy Ferry Road to avoid large detours for drivers to get where they are heading. If drivers take the immediate right turn onto Smith Street at the end of this street it is a RIGHT TURN ONLY onto Linwood Ave also. This will make any parents picking up on Hopkins Street who then need to head Right on Ferry Road either block all left turning traffic on Hopkins street or will result in that driver having to detour a considerable distance to head in the correct direction.</p> <p>PEDESTRIAN CROSSING OPPOSITE THE SCHOOL</p> <p>I am very supportive of lights being put in to support this dangerous crossing. I am concerned the location is remaining as close to Hopkins Street as it currently is as being this close to the intersection is dangerous. This crossing is also very close to the crossing on Ferry Road by Smith Street while in the opposite direction there is no area to cross safely. The two most recent incidents where children have been hit by vehicles outside the school on Ferry Road have occurred in the area between the School and the community centre near the utility building. Unfortunately the distance from this exit of the school to the current crossing deters parents and students from using the crossing. I believe a better location for the lighted crossing would be in the middle of the school site along Ferry Road - around the middle point of the current crossing and the entrance to the community centre & Woolston Park.</p> |
| 10313 | Eddie | Smit | support the plan | Vodafone | Vodafone does have underground network in this area, right outside the school. |