

Hereford Street Upgrade – submissions and project team responses

No.	Support	Comments	Response	First name	Surname	Organisation
16972	Yes		Thank you for your feedback	Jamie	Houghton	
16976	No	As a cyclist who has been doored (hit off my bike by someone opening their door into cycle ways) twice recently and having fractured ribs and my wrist, I believe for cyclist safety the cycle way needs to be physically separated from traffic. With parking cars, courier deliveries and buses all navigating this stretch, it will be dangerous for cyclists to bike through. Having the cycle lane separated on the left hand side of all parking and loading zones is far safer for cyclists trying to avoid being hit in busy centre city traffic. All that needs to happen is the cycle way curve around behind the parking and loading zones. Cycle ways do not have to be a straight line. It may need to use a little bit more footpath than currently allocated but there is plenty of space already allocated for foot traffic. Thank you for considering this input.	The street is designed as a local distributor street and a key passenger transport route. This requires the traffic lanes to be widened in the block between Colombo Street and Oxford Terrace to better accommodate the mix of traffic uses. It is not however a key cycle route within the central city, where other routes such as Worcester, Tuam and St Asaph Street have been/ are being planned for better provision for cyclists. Therefore, painted on-street cycle lanes adjacent to the traffic lanes are used on Hereford Street to provide a safer environment for cyclists who choose to ride on Hereford Street, along with advanced boxes at the signal intersections. The cycle lanes are a total of 1.8 m wide giving a safer space adjacent to car parks, and of course are within the slow speed 30 km/h zone which also aids cyclists' and pedestrians' safety.	Kyle	Sutherland	
16980	Yes	There will undoubtedly be complaints about removal of parking spaces and difficulties with driving along this route. However, if you view any major city center, routes are provided to allow access to multi-storey car parks and not for through fairs. Hence, the proposed pedestrian and bike friendly approach should be welcomed as a modern and thought out design that will benefit the city in the long run.	Thank you for your feedback.	Tom	Pendreigh	
16982	Yes	There are few existing car park building available in the centre at the moment, so I don't think 60mins paid car parks are necessary for Hereford Street, however, drop off / pick up carpark and loading / unloading carpark should be required for local businesses.	Thank you for your feedback. On-street parking prioritises loading zones, short-term parking (including for small passenger service vehicles) and mobility parks. The supply of on-street metered spaces is proposed to be reduced from the existing number in order to provide for the different mix of uses.	Qi	Gao	
16986	Yes	I think it looks fantastic and there is a real need for the upgrade on this street! I work at the BNZ centre so see how busy it gets! I also see how dangerous it gets with uber and taxi pick ups along the terrace! Plan looks amazing :)	Thank you for your feedback.	Ashleigh	Maw	
16987	Yes	Beautiful concept design that takes to what is what is currently great strip of inner-city experience to the next (and overdue) level.	Thank you for your feedback.	Josh	Kelleher	
16988	Yes	I'm not sure where it fits, but as a regular walker of the Avon river, and regularly crossing Hereford St between Cambridge and Oxford, it really breaks pedestrian flow by having to go to either the Hereford/Oxford or Hereford/Cambridge lights to cross. There really should be a mid-block pedestrian crossing that continues the river path on the west side of the Avon river. I'm suggesting that a North-South pedestrian route be established crossing Hereford St at this point: https://goo.gl/maps/kcSvKnXYWZF2 (Google Maps link with pin showing approximate location of desired crossing).	Thank you for your feedback. A separate project for the length of Hereford Street between Oxford Terrace and Cambridge Terrace forms part of the Avon River Precinct project being undertaken by Ōtākaro Ltd on behalf of the Crown. This provides for widened footpaths across the Hereford Street bridge and will help improve crossing opportunities.	Gavin	Treadgold	

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16991	No	I do not support the upgrade at this time, however would be happy for it to take place once the road repairs in badly quake damaged parts of the city (mainly in the East) are completed.	Thank you for your feedback. The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The Council is required to provide a safe and adequate roading facility within the central city, and the works are planned for the coming year to help complement the new buildings recently completed and under construction along the street.	Di	Trower	1950
16992	Yes		Thank you for your feedback	Dea	Majstorovic	
16994	No	I do not believe the location will be suitable for street dining. It is in shadow almost all of the time. I think the extra plantings will reduce parking spaces and make corners more difficult to navigate. I like the idea of extra off-street parking. However, the street needs to be wide enough so that a car making a right turn into the carpark building doesn't hold up traffic behind while it waits for oncoming traffic to clear (this is currently a problem on Lichfield -- no room for cars to pass to the left of a car turning right into the carpark building). We should learn from the mistakes on other similar street upgrades. Let's leave this one alone.	The outside dining area has been provided where there is existing use of the footpath for this purpose, and it is mainly on the southern sunnier side of the street. The tree planters have been placed within this widened footpath and within kerb build-outs close to courtesy crossings. The traffic lanes would be widened from 3 m to 3.25 m between Colombo Street and Oxford Terrace. Adjacent to these lanes are 1.8 m wide painted on-road cycle lanes, providing adequate space for vehicles to manoeuvre. The new off-street parking buildings have been designed to accommodate queuing vehicles within the building entrance to help reduce turning pressures on the street.	Brent	Silby	
16995	Yes	I strongly support more cycle lanes in the CBD.	Thank you for your feedback.	Lisa-Mareike	Ottenhaus	
16996	Yes	I am 100% in board with the upgrade to the street! I was walking down it the other day past the BNZ Centre and actually thought to myself it is such a pity the street looks so haggard because the building looks so nice next to it. Don't listen to these fools in the Facebook comments doubting it- it needs to be done and they will see why when it is complete! As a newbie ratepayer I have only recently started paying attention to this kind of thing and I am more than happy for my money to go to such a thing. People underestimate how much beautifying a street can make a difference and I am so excited to see the end result! Next monstrosity is Cashel Mall and High Street- how dingy and depressing is it?! That needs a serious upgrade and I can't wait to submit my approval when that 'have your say' is revealed!	Thank you for your feedback.	Jordan	Dyer	

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16997	Yes	I would prefer even more pedestrian space between Oxford & Colombo streets making it less convenient for through traffic. Either that or make the full street as shared space with no signs, or road marking.	The street is a local distributor street and a passenger transport route requiring the traffic lanes to be widened in the block between Colombo Street and Oxford Terrace. Due to the number of new and planned buildings along the street, including some major office buildings, it is expected to be the busiest E-W traffic street through the core of the central city. Also, the number of people choosing to cycle into the city is increasing, including to these Hereford Street buildings. However, as this is not a key cycle route within the city, painted on-street cycle lanes adjacent to the traffic lanes are used to provide a safe lane for cyclists. Given these constraints the proposed changes aim to achieve a balance between these strongly competing needs, while improving the pedestrian and streetscape environment.	Paul	Jackson	
16998	Yes		Thank you for your feedback.	Johanna	Ryan	
16999	No	1) The capital expenditure is not a need or essential and should be deferred. 1) The cycle lanes should be off road. On-road cycle lanes are simply dangerous and provide a poor level of service.	The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The upgrades also help to support some significant new and planned buildings along the street. The Council is required to provide a safe and adequate roading facility within the central city for all road users. The number of people choosing to cycle into the city is increasing. While this is not a key cycle route within the city, painted on-street cycle lanes adjacent to the traffic lanes are used to provide a safer route for cyclists. This is not a separated cycle lane such as those provided on key cycle routes within the city.	David	Robinson	
17000	Yes	I work in the city and support the continued upgrading of unrestricted in the city	Thank you for your feedback.	Michele	Dyer	
17001	Yes	I think it looks perfect, to extend seating on the southern side makes sense, and the stores on both sides look beautiful too. So long as this project is done efficiently, unlike the somewhat debacle that is Manchester Street	Thank you for your feedback.	Alex	Short	
17003	Yes	Why is public provision being made for Uber who do not contribute to the city?	The consultation plans propose increased provision for night-time taxi and small public service vehicles (e.g. Uber type). These 14 planned spaces are focused close to the western end of the street near Oxford Terrace where they are expected to be most useful.	kevin	Prince	
17004	Yes		Thank you for your feedback.	Matt	Goldsbrough	
17005	No	Why do you insist on putting pavings stones/brick type pavers etc. everywhere It drives me nuts. I went in to see the Red Zone display and was so disappointed to see pavers everywhere in Cashel Mall. They are so dangerous for elderly and disabled. I stopped going to the Central Library pre earthquake because the	Thank you for your feedback. The pavers to be used are concrete pavers which are 400 mm by 200 mm in dimension. They have a smooth, flat surface and a lightly	Carolyn	Ford	

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		pavers from the car park to the entrance were so dangerous. Will only go to the central city if absolutely necessary now. The cost to lay these compared to brushed or stamped concrete must be so much more expensive. I like the design but not the flat surface choice.	bevelled edge. Unlike cobblestones, these provide a smooth surface when laid to form the footpaths and the space between pavers is minimal.			
17006	Yes	Upgrade much needed and looks good. Retains access for cars, delivery vehicles, cyclists and pedestrians. Desperately required upgrade!	Thank you for your feedback.	Conor	Leahy	
17007	Yes		Thank you for your feedback.	Nicholas	Martin	
17008	No	This street does not need a beautification project. All that is needed is simple repairs to the storm water reticulation, a new surface on the road and a concrete sidewalk. I recently went to Melbourne, and walking extensively around the city I saw that very few of the streets had more than a bitumen or concrete sidewalk, and people/businesses were more than happy. To suggest that the CCC need to waste rate payer money on these endless vanity projects is disgusting, and the narrative in the LTP process that the CCC want to get 'back to basics' was clearly a lie. Also, the proposed timeline is incorrect, the proposed finishing date is about a year too close for a CCC run project.	Thank you for your feedback. The street is badly damaged following the earthquake and repairs are required to the road paving, kerbs and channels, footpaths and stormwater drainage. The street is also a local collector road and a passenger transport route requiring the traffic lanes to be widened in the block between Colombo Street and Oxford Terrace. The number of cyclists has also increased and painted on-street cycle lanes are required to provide a safe place for them to travel. The footpath will use concrete pavers in line with the treatment of other central city streets, creating an attractive streetscape with the addition of trees within raised planters. The project team is working to ensure that this project is completed as quickly as practicably possible while maintaining access to businesses along the street.	Peter	Taylor	
17009	Yes	I fully support the plan. I especially love the idea of widened footpath for outside dining area. I wonder though if you could come up with something to attract more people to come and dine especially in winter? The Terrace has the river for people to look at while eating but Hereford street does not currently have a feature. I'm thinking something like semi permanent Christmas light displays over Hereford street in between the buildings facing each other?	Thank you for your feedback. The project team is considering ways to make this an attractive place for people to visit. The concept of footpath-edge dining will be largely managed by individual hospitality premises.	Godo	Miyazaki	
17010	Yes		Thank you for your feedback.	Richard	Hanson	Redson Corporation Holdings Limited
17011	No	Don't take any more parking away from the city...I can not believe you haven't listened to the people of Chch and got the no more cycle lanes....I am a cyclist and would rather be in with the vehicles and traffic especially now you have a lower 30 km speed limit	The number of people choosing to cycle into the city is increasing. This includes Hereford Street, where there are major office buildings with daily commuting cyclists. Therefore, the painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use within the lower speed 30 km/h zone. Inexperienced cyclists are uncomfortable travelling in a shared space on relatively busy streets, where Hereford Street is a local traffic distributor street and an important bus street. Our safety-led design practice is therefore to provide an on-street cycle lane because of the volume of traffic expected to use Hereford Street. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. The number of off-street parks to be provided is significantly more than those that can be provided on the street, where the remaining provision is focussed on the essential needs of taxis / small passenger service vehicles, servicing and loading spaces and parking spaces for those who are mobility impaired.	Greg	Urquhart	

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17015	Yes	Fantastic to see the proposal for Hereford Street to be upgraded between Oxford Terrace and Manchester Streets. I was walking down Hereford Street today and thinking that when the two new buildings are built either side of Colombo Street that something needed to happen to the streetscape itself to make it more appealing. Really like it.	Thank you for your feedback.	Mark	Bellamy	
17016	Yes		Thank you for your feedback.	Rhun	Evans	
17017	Yes	It would be great to have some free 15 min parks for people just stopping to get lunch at the take away places down Hereford street such as hachi hachi, burger fuel, wendys	Five minute parking has been provided for people wishing to stop and collect lunches from the food outlets on Hereford Street.	Laura	Harbrow	
17019	Yes		Thank you for your feedback.	Darcy	Knibb	
17020	Yes	Do it at the same time as the Otakaro works on the Hereford bridge. No point in start stop start stop. Get it done as quickly as possible - much quicker than Manchester street (I know the scale etc is different). Lots of trees and raised planter beds is nice - why not the rain gardens idea again? Would be nice to be consistent and also filter the stormwater.	Council is working very closely with Ōtakaro Ltd which has designed the upgrade works for Hereford Street across the river bridge. The plan is to reduce disruption from these two project works as much as possible. Rain gardens have not been included in the design because of the multiplicity of underground services in this length of Hereford Street, which unfortunately prevents the level of tree and landscape planting being implemented on other streets.	Matthew	Vannoort	
17021	No	<ol style="list-style-type: none"> 1. Do not add cycle lanes as these are not in line with the original slow street concept proposed 2009/2010. We don't these in 30 kmh speed zone and wider footpaths need to be retained. 2. Keep wider footpaths 3. No point in doing Colombo to Manchester yet until damaged/vacant/eyesore buildings at Manchester St end are demolished and rebuilt. 4. Need more all day motorcycle parks as not enough on Colombo St. 5. Suggest making all 3 parking bays on Colombo St for motorcycles to replace 2 bays further south which are often full and stormwater drains are a problem for parking bikes / risk of losing keys etc. 6. A lot of ratepayers money was spent back in 2010 so Oxford to Colombo should only be repaired / reinstated as per existing layout - it works really well so leave it as-is please. 	<p>Painted on-street cycle lanes have been chosen in preference to the original shared street design because of the volume of traffic that will use Hereford Street (including to a number of major office premises) and the speed difference between cyclists and vehicles. Cycle use in the central city is increasing, and so in undertaking the proposed scheme design both options were considered carefully. Given the need for wider traffic lanes (for bus priority), as compared with the pre - earthquakes upgrade, and the increased need for on-street cycle protection, wider footpaths can only be provided by removing some parking spaces. Space for short-term parking, loading zones, mobility parks and taxis / small passenger service vehicles is required to maintain the viability of businesses on Hereford Street, and to complement the off-street parking provided by the new and planned central city parking buildings. The additional motorcycle parking on Colombo Street immediately south of Hereford Street is provided to replace that which currently exists in Hereford Street.</p> <p>The Council needs to repair this badly damaged street to make it a safer street for all users. It is not practical to wait until all buildings have been rebuilt prior to undertaking this work.</p>	Euan	Gutteridge	
17024	Yes		Thank you for your feedback.	florian	risse	

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17025	No	<p>The streets are too narrow and dangerous, to people want to eat right on the street like that with car fumes and there wouldn't be much sun.</p> <p>Why the need for cobblestones surely this is more expensive!</p> <p>Rate payers have had enough of our rates going up and the huge amounts spent on this sort of thing by the city council!! Most people don't like going into city because of the roading plan, no free parking and how far everything is spread out. Stop the spending and give us locals a break we are struggling and just want the roads near our homes fixed please listen to comments look in facebook pages people have had enough.</p>	<p>Thank you for your feedback.</p> <p>The traffic lanes will be wider than they currently are between Colombo Street and Oxford Terrace, increasing from 3 m wide to 3.25 m, which is expected to work better with this busy street. The streetworks are planned to fix a street that has been very badly damaged due to the earthquakes and demolition activity, and to complement some significant new and planned buildings.</p> <p>The outdoor dining areas provided replace those which exist now, and are focused on the sunnier south side of the street. As we are seeing on other central city streets, activity is now increasing due in part to the street upgrades and the slower, safer traffic environment.</p> <p>Concrete pavers have been chosen for the footpath to give the central city area a distinct and attractive look, and achieve a similarly attractive appearance to the new Colombo and Lichfield Streets footpaths.</p>	Carrie	Knighton	
17026	Yes	<p>I am Wellington-based but Christchurch-raised and often return to Christchurch for work. When I'm in Christchurch I both drive and cycle but cycling is my primary mode of transport in town. The increased cycle lanes through the city are one of the most exciting and progressive aspects of the redevelopment of the city (and the envy of other NZ cities). This new lane is an excellent addition to the growing network through the CBD. As a visitor I am more likely to visit streets (i.e. spend my money) where there are good cycle lanes and cycle parks. I would prefer fully separated cycle lanes and fewer car parks, but given this is a not one of the central city's key cycle streets these painted lanes are still a welcome addition.</p>	<p>Thank you for your feedback.</p>	Ralph	McCubbin Howell	
17027	No	<p>First off I think the council will do what they want to do anyway, since why does anyone listen to us.</p> <p>Yes fix the footpaths, but why can't you keep traffic the way it is.</p> <p>In regards to the cycle lanes, why can you do what a tonne of European cities (small and large do) which is have a lane for cyclists and pedestrians and they all share it.</p> <p>No parking has to be removed you can widen the footpath a little bit and split it between cyclists and pedestrians, why do cyclists need two lanes if you only widen one side. Lets all share the limited space.</p> <p>People SHARE the path- seriously how hard is it for the council to do something simple and cost effective for once.</p> <p>I don't agree with removing parking space unless you plan on having a 24/7 parking building close by that is not expensive to park in. i.e \$2.50 am hour \$6.00 all day/ night rates.</p> <p>In theory I understand what the council is trying to achieve but I wish our money would go back to core services.</p>	<p>The street is a local distributor street and a passenger transport route requiring the traffic lanes to be widened in the block between Colombo Street and Oxford Terrace. Due to the number of new and planned buildings along the street, including some major office buildings, it is expected to be the busiest E-W traffic street through the core of the central city. Also, the number of people choosing to cycle into the city is increasing, including to these Hereford Street buildings. However, as this is not a key cycle route within the city, painted on-street cycle lanes adjacent to the traffic lanes are proposed to provide a safe space for cyclists. Given these constraints the proposed changes aim to achieve a balance between these strongly competing needs, while improving the pedestrian and streetscape environment. The remaining on-street parking is focussed on meeting essential servicing and loading needs, as well as providing for taxis / small passenger service vehicles and some mobility parking spaces. The street has one existing and a planned second major parking building, which provide considerably more safe, convenient parking for local businesses and hospitality outlets than Council could realistically accommodate on street.</p>	Catherine	Double	

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17028	No	You have better things to be spending our rates money on, and you have proven that you don't know what you are doing - St Asaph St as an example. Incompetent at its best!	Thank you for your feedback. The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The street upgrade will complement a number of important new and planned buildings along its length. The Council is required to provide a safe and adequate roading facility within the central city, and the scheme is designed to achieve a balance between the competing needs of all road users.	Teri Lynn	Cooper	
17029	Yes		Thank you for your feedback.	Richard	Houghton	Engco
17030	No	The upgrade could be OK provided it doesn't end up like St Asaph St. I drove down there the other day & was astounded at how dangerous it is to navigate. I shudder to think what it would be like at night.	Thank you for your feedback. The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The street upgrade will complement a number of important new and planned buildings along its length. The Council is required to provide a safe and adequate roading facility within the central city, and the scheme is designed to achieve a balance between the competing needs of all road users.	Ann	Kirwan	
17031	No	I support most of the design but am strongly opposed to the planting of ornamental pear trees. It would be lovely to start attracting more native birds back to chch and to do this we need native trees. There are many beautiful species. Why not plant some south island Kowhai trees which give lovely yellow flowers and grow very well in Christchurch? Or if not Kowhai look at an evergreen species. Whilst some of our exotic trees are beautiful in summer / spring they make Christchurch feel very dull in the winter without leaves in my opinion.	Thank you for your feedback. The ornamental Callery pear has been selected as its form is well suited to a city street. Being deciduous it will allow light to penetrate to street level during the winter months. Native trees thrive best when planted together. In this situation, with the trees needing to be within raised planters, the Callery pear is a better species to use. We propose that the trees will be under-planted with native plant species.	Matthew	Gardner	
17032	Yes	It looks great! Less cars, more bikes/pedestrians is what a vibrant city needs.	Thank you for your feedback.	Hugo	Hills	
17036	No	Sick of all these cycle lanes. I am sure there is going to be a big accident at some stage as it is difficult enough to drive in the city now without having to watch for cyclists coming up on your left especially as there are not many cyclists using the lanes. We need more parking not less not everyone can walk the distance from the car parks to business venues meaning most people I know now go to suburban areas as it is no pleasure to drive and try to park in the city. Using the bus would be an answer but again there are not enough buses around.	The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use. This is not a separated cycle lane such as those provided on key cycle routes within the city, but helps the safety of cyclists who choose to cycle along the street, including to the new major office buildings along its length. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. The number of off-street parks to be provided is significantly more than those that can be provided on the street and, with their proximity to the street, will offer a better parking experience. The Council is required to provide a safe and adequate roading facility within the central city. The scheme is designed to achieve a balance between the competing needs of all road users.	Elizabeth	Sutherland	

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17038	No	<p>I really don't see the point of having a separate designated cycle lane that only runs for two city blocks ie it goes nowhere. All it will do is make the road lanes narrower than they need to be, particularly with widened footpaths. This part of the city gets very busy at night with taxis etc, and historically what happens is that the taxi ranks get full, and then they stop in the middle of the road lane so that passengers can get in and out of the car. Currently other traffic has room to negotiate these stopped vehicles without it coming to a standstill. If the lanes are narrowed due to the "cycle lane to nowhere" this means that traffic will back up when taxis stop as there will be no room to pass.</p> <p>If there is no dedicated cycleway running the full length of Hereford St, then putting in a cycle lane just for two city blocks seems like a monumental waste of time, money and energy, along with the loss of road amenity for vehicular users. There are plenty of other cross city cycleways for cyclists to use which have already been built at great ratepayer expense.</p>	<p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safe lane for cyclists to use. This is not a separated cycle lane such as those provided on key cycle routes within the city. The cycle lanes on this length of Hereford Street tie into the on-street cycle lanes that currently exist on Hereford Street east of Manchester Street.</p> <p>The traffic lanes will be wider than they currently are in the length of Hereford Street between Colombo Street and Oxford Terrace. The on-street cycle lane is adjacent to these widened lanes. Night-time parking spaces will be provided for small passenger service vehicles at the western end of Hereford Street near Oxford Terrace.</p>	Simon	Woodley	
17039	No	<p>Please stop spending money you don't .. and your rate payers don't have. Hardly any bikes use the expensive and poorly designed cycle ways now.. The cost verses benefit is only on your spreadsheets .. Do not undertake anymore Street upgrades of any description.. Please</p>	<p>The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan.</p> <p>The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The Council is required to provide a safe and adequate roading facility within the central city. The planned upgrade complements existing and planned major new buildings along its length.</p> <p>The number of people choosing to cycle into the city is increasing, including on Hereford Street to major new office buildings. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use. This is not a separated cycle lane such as those provided on key cycle routes within the city.</p>	Clive	Went	
17040	Yes	<p>I like the improved environment for everyone not in cars (wider footpaths, cycle lanes, cycle parks, mid-block crossings, Colombo/Hereford intersection having Barnes dance phase and very few traffic lanes), but I think it would be better for everyone if it was taken further. The lengths of wide footpaths to enable on-street dining are quite short (and look like they are located in the shadier part of the street south of the tall IBIS building) - it would be nice to have this treatment along more of the street. Provision for cyclists is better than nothing but still sub-standard - 1.5m cycle lanes are narrow, particularly when they are hard up against high-turnover carparking (the risk of getting doored seems very high). Priority for bus users is non-existent despite Hereford St being defined as a Key Public Transport Link in the Accessible City plan.</p> <p>Some of these issues could be solved by removing a few off-street parks. The amount of on-street parking is not necessary given the excessive off-street parking in this area. Shifting bus stops into the traffic lanes could also free up space (and speed up buses).</p> <p>Also concerned that the movement restrictions at the Colombo-Hereford intersection may just be ignored by drivers (there's no physical barriers to making these turns), with associated safety and efficiency impacts.</p>	<p>Thank you for your feedback.</p> <p>The outside dining area has been provided where there is existing use of the footpath for this purpose. The southern footpath is the sunnier side.</p> <p>The cycle lanes are a total of 1.8 m wide giving a safe space adjacent to car parks.</p> <p>An in-lane bus stop is an option that could be considered, but the project team chose indented bus stops to provide consistency throughout the central city and to recognise that Hereford Street is a local distributor street used by other vehicles.</p> <p>On-street parking prioritises loading zones, short-term parking, including for taxis / small passenger service vehicles, and mobility parks.</p> <p>Hereford Street is a local distributor street and therefore maintaining free traffic flow along the street is a key objective of this upgrade. We acknowledge that the banned turns will need to be enforced for them to be effective, and we will be looking further at central city traffic direction signage to help improve levels of compliance with prohibited turns.</p>	Chris	Morahan	
17041	No	<p>My concern I the planting of Callery Pear trees as mentioned in todays paper. When I looked up these trees on the internet there is a number of articles about how invasive these trees have become in North America.</p> <p>I also have concern about planting ornamental fruiting trees in pedestrian areas as most still drop fruit which creates a mess and a falls risk.</p>	<p>The tree chosen is Pyrus 'Candelabra". Though it is an ornamental callery pear tree it does not have the unpleasant characteristics of the Calleryana species.</p> <p>The fruit of the tree is very small and insignificant and not expected to create a nuisance.</p>	Maxwell	Owen	

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17042	No	Please Listen very carefully ... Fix all the buggered roads first before you waste any money on needless / not required projects in a dying CBD. We don't need any more push bikes lanes in the city .	Thank you for your feedback. The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The street upgrade will complement a number of important new and planned buildings along its length. The Council is required to provide a safe and adequate roading facility within the central city, and the scheme is designed to achieve a balance between the competing needs of all road users.	G	martini	ChCh Priorities
17044	Yes		Thank you for your feedback.	Dane	Moir	
17045	Yes	Looks great, love the accessibility for cycling. Central city is starting to look great. Not sure about the pear trees, have heard they are not great.	Thank you for your feedback. The tree chosen is Pyrus 'Candelabra". Though it is an ornamental callery pear tree it does not have the unpleasant characteristics of the Calleryana species.	Peter	Galbraith	
17046	Yes	Great to see trees and space for all forms of travel	Thank you for your feedback.	Joy	McLeod	
17048	No		Thank you for your feedback.	Di	McLellan	
17049	No	Why does this HAVE to happen as pointed out by councillor Pauline - when will the council learn the city has been through enough - have you seen how many people go through the city? I'd like to know why we need a 5m footpath? Absolutely a waste of space. And to take away more parking ! where do you propose we all park when coming to the city? The pay parking isn't even enough to cater for workers and the buses are not sufficient. I totally do not support even more cycle ways! enough is enough council I thought you had listened and were going to prioritise please explain the priority of this because I don't see it as one at all. Stop spending are money inappropriately its robbery when you are going to put up rates I don't support anything like this ever and am sick of paying for your silly decisions!	The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The Council is required to provide a safe and adequate roading facility. A five metre wide footpath is provided where there is existing outside dining. Two metres of this space is allocated for street furniture (including planters) and for tables and chairs that may be provided by business owners. A three metre clear space is provided for pedestrians, generally against the building line. Thirty seven car parks are provided on this length of Hereford Street. This parking is prioritised for short-term parking, mobility parks, loading zones and taxis / small passenger service vehicles. Long-term parking within the central city is provided in the off-street car parking buildings. The number of people choosing to cycle into the city is increasing and so the painted on-street cycle lanes adjacent to the traffic lanes provide a safe lane for cyclists to use. This is not a separated cycle lane such as those provided on key cycle routes within the city.	Kim	McCall	
17050	No	Taking out the car parks is beyond belief- how much more money do we spend on unused cycleways - who is going to be accountable for this - our city does not have the climate or the population to hope it will be used - you want people to send money in the city - will they cycle home with all their bags,,,you have no proof that this is money well spent - put your money into a good quality transport system that everyone can use not just a few fanatical cyclists-this is not the time to send even more money on cycleways- it's just unbelievable that no one has to be accountable for the money being spent - unbelievable	Thirty seven on-street car parks will be provided on Hereford Street between Manchester Street and Oxford Terrace, which are being prioritised for servicing and loading, taxis / small passenger service vehicles and mobility parks. This on street provision is intended to complement in excess of 698 short-term off-street car parks in parking buildings on Hereford Street, with another car parking building planned. Hereford Street is a local distributor street and a passenger transport route, which was badly damaged in the earthquakes and through subsequent demolition. The Council is obliged to provide a safe space for the street to be used by cyclists, especially given that it also has to accommodate heavy vehicles. The painted on-street cycle lanes are adjacent to the traffic lanes and are not separated like key cycle routes in the central city. The street is already being used by increasing numbers of cyclists commuting to and from important new office buildings along its length.	Nona	Hargrave	
17052	Yes		Thank you for your feedback.	Tom	Rose	

No.	Support	Comments	Response	First name	Surname	Organisation
17053	Yes		Thank you for your feedback.	Daniel	Parkinson	
17058	No	No pick up or drop of points for passenger vehicles, nearly impossible to safely pick up , drop workers of in city without having to get stuck in parking buildings. Not supporting car pooling I feel is a mistake in planning this city with easy access to shops denied.	The on-street parking proposed on Hereford Street provides for 5 minute parks as well as loading zones and mobility parks. The 5 minute parks are designed to be used for pick-up and drop-off of passengers.	Paul	Tait	
17062	Yes	Good to see more cycleways, bus users and and pedestrian access . Time for Christchurch rates to benefit the well being of Christchurch residential ratepayers, and to benefit the Christchurch transport network by alleviating congestion. Christchurch is not and never should be a giant free car park nor a through fare for those who choose to pay their residential rates elsewhere while relying on Christchurch ratepayer funds. Our biggest expenditure is widening and reconstructing roads for others while we have overcrowded pools, very busy libraries and our water has been neglected. Time to put Christchurch first. If LGNZ sits on his hands regarding funding targeting, we need to say no more freebies for those who are our greatest cost. Yes to this plan, no to free car parks, free art galleries, free trips to the botanic gardens, stadiums, isolating communities for those who don't pay residential rates here, and turning Christchurch into a motorway. Christchurch people should benefit from making the sustainable choice to live in a city..... rather than supporting those who are a constant drain on the Christchurch ratepayer while paying residential rates elsewhere as areas like Selwyn and the Waimak do, where they can afford park'n'rides, cycleways, more new pools and libraries without a word of protest and where many people who use our most costly services live. We must not sell off our assets and deplete our own infrastructure to continue this unsustainable waste while we wait for others to wake up to the truth as we have been doing for decades. No more Greater Christchurch strategies without sorting out where the costs and benefits will lie.	Thank you for your feedback.	Emma	Jamieson	
17063	Yes	I agree with the overall redesign of the street and in particular welcome the goal to make the street more pedestrian- and cycle-friendly. I particularly welcome that cycle facilities will connect with the cycle facilities on Manchester Steet. I am however concerned about the current design of the painted-on cycle lanes. As somebody who regularly cycles through the central city to commute from and to work, as well as to get to businesses and restaurants in the central city from Mairehau, a method of transport I prefer over having to use my car, I would be a frequent user of the new cycle facilities. I do however fear that they do not offer as much protection for vulnerable cyclists as possible. As I can see, the cycle lane will pass by parking spots. Since having arrived in Christchurch, I have had a number of incidents where people exited cars without paying attention to cyclists, and where I needed to brake hard or swerve abruptly to avoid crashing into either the exiting passenger/driver or the doors of the car. To avoid being hit by cars, cyclists need to be able to keep at least one metre distance from cars. At the same time, cars overtaking cyclists should keep a distance of at least 1.5 metres to allow for any unavoidable swerving by the cyclist, which can happen for a variety of reasons (sudden wind, potholes, icy patches, puddles, buses pulling out a stop without looking, etc.) Adding to that 80 cms width of a city-style bike handlebar, a single-direction paint-on cycle lane would need to be at least 3.3 m in order to allow for safe cycling, but the current proposal only provides for a 1.8 m paint-on cycle lane. This thus creates unnecessary potentially lethal risks for cyclists. Car drivers will almost never keep a proper distance of at least 1.5m from cyclists if paint-on cycle lanes creates the illusion that everything is fine as long as they are not going over the line. These cycle lanes in fact end up encouraging wreckless overtaking by car drivers who	Thank you for your feedback. Hereford Street is not one of the city's key cycle routes, where other east - west streets such as Tuam, St Asaph and Worcester Streets better accommodate their needs, either by physical separation or by much lower traffic levels. Therefore painted on-street cycle lanes are proposed. The cycle lanes will be 1.8 m wide, giving space for a cyclist to safely ride adjacent to parked cars. As it is also a slow street it should be safer for cyclists to move into the vehicle lane if required. It is expected that cyclists will ride carefully and within the speed limit on this street. The traffic lanes have also been widened to 3.25 m providing additional space between cyclists and vehicles.	Jan Jakob	Bornheim	

No.	Support	Comments	Response	First name	Surname	Organisation
		will overtake cyclists with less than 1.5 m distance in free-flowing traffic. As a cyclist who welcomes the opportunity to support the CBD and CBD businesses, I would be significantly more comfortable with a design that uses a semi-segregated cycle lane on the southern side of the street. I would suggest a design that combines east- and westbound cycle lanes on the southern side of the street next to the 5m wide sidewalk with no parking between sidewalk and cycle lanes. The cycle lane and the part of the road intended for motorised traffic should be separated with flexible pollards like the ones found at the intersection Clyde Road/Creyke Road/Kotare Street. This makes cycling significantly safer, attracting cycling customers to this part of the CBD. I do not request speaking rights for the Infrastructure, Transport and Environment Committee meeting, but am more than happy to do so if desired.				
17070	Yes	Please ensure pavers are safe for wheelchair users. Many of the existing cobbled pavers on Cashel Mall are a hazard. Their raised surfaces whilst looking fabulous in fact will catch the small wheels on the front of a wheel chair and stop it dead in its tracks. The user can very easily be thrown out of their chair (has happened in Cashel Mall). Smooth flat pavers somewhere on each footpath will render them completely safe for wheelchair users. This is another way we can improve the accessibility of Christchurch. Many thanks	The pavers to be used are concrete pavers which are 400 mm by 200 mm in dimension. They have a smooth, flat surface and a lightly bevelled edge. Unlike cobblestones, these provide a smooth surface when laid to form the footpaths and the space between pavers is minimal.	Hans	Wouters	NZ Spinal Trust (CEO)
17071	Yes		Thank you for your feedback.	Jaeden	Martin	
17073	No	All of the so called improvements to the centre city have had the opposite effect. The street setouts, 30km speed limits, cycle lanes are frustrating to deal with and I don't go into the centre city because of it. These changes that are proposed just help to keep me out of the central city	Thank you for your feedback.	James	Kelly	
17074	Yes	Yes. Great work team. I particularly like the upgrade to strand lane. I also support the cyclelanes which helps provide a multi transport option. I see you get a lot of negative feed back but please ignore this as the CCC are looking at the big picture and long term future. The city is looking fantastic and the multi transport approach will put CHCH as one of inclusive cities in the world.	Thank you for your feedback.	Peter	Martin	Mr
	NI	I act for the owners of (numbers provided) Hereford St. Both buildings are being repaired for re opening. (Name of business) was a 5 star facility with its own 3 Limosene cars transporting guests. In 2010 there was a two park drop off loading zone directly outside the tiled entry frontage to the Hotel. The placement of a similar loading zone outside the entry foyer is essential for the daily drop off and pick up of guests ,linen and Hotel supplies for the functioning of the 5 star facility. Would you please confirm receipt of this email as i am presently overseas.	The project team has considered the option for providing a loading zone close to the hotel. This will be included in the option to be presented to Council.	Denis	Harwood	
17094	Yes	The plans to improve Hereford Street look good. I always used to think Hereford Street was a cold, dark, windy canyon, but opening it up to more light and planting deciduous blossom trees seems an excellent idea.	Thank you for your feedback.	Dorothy	Batcheler	

No.	Support	Comments	Response	First name	Surname	Organisation
17095	Yes	<p>Hi In response to your plans for Hereford Street. I do like these plans but suggestions I would change the Bus Stop to the block between Colombo Street and Oxford Terrace. Reason being The Bus Interchange is only a short walk away and use should be encouraged. This Bus Stop could be a Bus Park for Tourist Buses. Spring is a nice colourful time in Christchurch and Winter is drab I suggest having evergreen trees rather deciduous trees that are bare in winter. Maybe Magnolias. During works close Hereford Street so the works can be completed early.</p> <p>I do assume the current derelict buildings in Hereford Street would be demolished before works start and new construction is underway.</p>	<p>The location of the bus stop has been chosen to be close to the Hereford Street / Colombo Street intersection, and seeks to provide a sufficient coverage of bus stops in the central city so most passengers do not have to walk too far to or from bus services. Allowing for the current uses of the footpath in the block between Colombo Street and Oxford Terrace, there is not a suitable location for bus stops there.</p> <p>A deciduous tree has been chosen to allow light to reach the footpath during winter months. Under-planting will be provided within the planters.</p> <p>The construction stage must allow for businesses in Hereford Street to continue to operate. We will explore methods of construction to allow the works to be completed as quickly as practicably possible. The Council is working with building owners to accelerate repairs. Ideally the buildings would be repaired before work starts on the street, but Council has a responsibility to provide safe streets. If building repair work has to be undertaken after the street works are completed, then building owners will be required to protect the new works.</p>	Ashley	Read	
17096	No	Why do the footpaths need to be so wide? Even in the picture you only show about three people using them.	A standard central city footpath is 3 m wide. We have provided a 5 m wide footpath where there is existing use of the footpath for dining. A widened footpath is also required for installation of trees within planters and for other street furniture.	Chris	Elliott	
17098	Yes	My only comment would be to have physically separate cycle lanes if possible. These work so well in European cities and completely change the way people experience and commute in a city (good for tourists and residents). Less cars = less noise, pollution and stress!	Separated cycle lanes are provided in streets which are designated as key cycle routes. Hereford Street is not identified as such but provision has been made of painted on-road cycle lanes to give a safe space for cyclists to use.	Tom	Brennan	
17100	Yes	Aside from taxi stands, there should be areas dedicated only for dropping off/picking-up passengers, where vehicles are only allowed to stay for 10 or 15mins, whichever is more suitable. During busy hours, passenger vehicles tend to overflow the boundary lines of designated stands. This hampers the flow of traffic and should be minimised, if not totally disallowed.	The P5 parks and loading zones are available for drop-off and pick-up of passengers. These are 5 minute parking spaces.	Erick	Jalocon	
17101	No	<p>I support the proposed scheme in general but do not support the large number of car parks that are planned to be allocated for Hereford Street. There are enough off-street parking options available in the area so just a small number of car parks/loading bays should be made available in Hereford Street for vehicles to access for loading or off-loading of goods or for dropping-off or picking-up people. This parking should only be allowed for up to 10 minutes and no parking should be allowed for over 10 minutes.</p> <p>The planned 37 car parks for this area are too many car parks taking up valuable amenity space. This should be a pedestrian friendly area with very good amenity values and not used for so many car parks. As stated in the proposal there are more than 900 off-street parking spaces already available in this area and an additional 400 car parks planned for the Oxford Terrace end of Hereford Street. There should not be any requirement to have 60 minute on-road parking in this area with the number of off-street car parks available in the area.</p>	<p>On-street car park numbers have been reduced on Hereford Street from both the pre-earthquakes and existing situation, but as you have noted, there are new privately-owned car park buildings on Hereford Street for off-street car parking.</p> <p>The remaining on-street car parks give priority for goods vehicles, coaches, taxis / small passenger service vehicles, mobility parks and short-term parking for those who do not wish to stop for long. Eleven paid parking spaces are provided in the two blocks with eight of these converting to small passenger service vehicle parks during night hours. We believe this represents a good balance between the streetscape enhancements and maintaining a pragmatic level of on-street access for activities not easily accommodated in the new parking buildings.</p>	Kevin	Crutchley	

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17102	Yes	Please note I do support it but on the condition there is sufficient loading bays put on as this street requires a lot of servicing to the businesses in the area especially the hosp industry. The current loading bays are normally occupied by taxi drivers who can occupy these slots for up to and over 30 minutes while they wait for passengers. The sighting of the loading bays needs to be carefully considered so that they are safe for pedestrians and cyclists as well as follow motorists. Failure to allow for sufficient loading bays will see these vehicles double park, park on yellow lines etc that will cause chaos for fellow users of Hereford Street creating danger and a high risk of injury or worse.	Loading zones and 5 minute parks are provided to permit servicing and short-term stopping. Small passenger service vehicles will be able to stop in these for pick-up / drop-off only. Off-street loading bays are provided at most of the new buildings.	Marc	Duff	Fresh Connection Christchurch
17104	Yes	Mostly excellent. Having bike lanes in the same zone as parked car doors is always a safety issue. Shared bike/pedestrian space is also problematic. 30k zones are working very well and need to be maintained and extended.	Thank you for your feedback. The cycle lane is 1.8 m wide next to parking spaces which provides space for cyclists to pass safely.	Mike	Greenslade	
17106	Yes	My only concern with any new development is the sunlight. Extending the pedestrian area is fantastic, to allow a much more inclusive community a much greener space and great for any business that have the option to extend into this space. However it is not much cop if you then have building around the area that blocks out the sunlight. Remember as I am sure you will know if you are from Christchurch, it is not the warmest place even in the summer so to block out the sun will not make these areas very inviting. Lets make Christchurch a nice open sunny feel about it rather than a city that is shadowed by buildings.	Thank you for your feedback. Building heights are determined by the District Plan applicable to new buildings in the Commercial Central City Business Zone. We note your observations, however.	Leeanne	Munro	
17109	Yes	I support this proposal because: - It is a significant improvement on the damaged status quo - It has a pedestrian focus with traffic calming features, appropriate to its central city location - It has appropriate provision for cyclists (of which I am one) I support the removal of parking spaces, given the high level of off-street parking available.	Thank you for your feedback.	Arthur	McGregor	
17110	No	All the street trees should be NZ native treea. Not cherry blossoms. If NZ native trees are used then I would support the upgrade of Hereford St.	Thank you for your feedback. The ornamental Callery pear (Pyrus "Candelabra") has been selected as its form is well suited for a city street. Being deciduous it will allow light to penetrate to street level during the winter months. Native trees thrive best when planted together. In this situation, with the trees needing to be within raised planters, the Callery pear is a better species to use. We propose that the trees will be under-planted with native plant species.	Ashley	Crook	
17111	Yes	The trees are wrong - problems around the world with the unpleasant and awkward (semen-like) smell when flowering. Seriously reconsider this choice; if they're cheaper this is why. En masse will be a disaster in spring.	The tree chosen is Pyrus 'Candelabra". Though it is an ornamental callery pear tree, it does not have the unpleasant characteristics of the Calleryana species.	Dean	Koorey	

No.	Support	Comments	Response	First name	Surname	Organisation
17112	No	While I am not opposed to these ideas I but submit against the plans as, financially, our rates are increasing rapidly and I can't see how we can continue to pour money into what is becoming an inaccessible central city for local communities.	Thank you for your feedback. The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The Council is required to provide a safe and adequate roading facility within the central city.	Matthew	Ruscoe	
17113	No	It's narrow and no room for access to services and deliveries	The traffic lanes will be widened between Colombo Street and Oxford Terrace from the current width of 3 m to 3.25 m. Parking prioritises loading zones, short-term parking and mobility parking. Off-street loading zones are provided by many of the new buildings.	Russell	Clark	Civil
17115	No	Outdoor seating is not required on this street. It is a cold wind tunnel and other streets are more appropriate for this. Additionally the space allowed for this could be used to have more road space. Additionally further reducing car parking is not ideal.	Five metre wide footpaths are proposed where outdoor dining areas currently exist. The space allocated for dining is 2 m at the kerb edge on the southern side of Hereford Street. Three metre wide footpaths are provided for pedestrian access. Business owners choose to use the dining spaces if they wish. The widened footpaths also provide for the installation of tree planters and other street furniture.	Steve	Gorrie	
17116	No	Yesterday 22nd July we walked along Hereford St where you want to widen it for street seating. There was hardly any sunlight on south side where outdoor seating would be. There was a strong easterly wind blowing along the street making it most unpleasant. Just fix up streets with better footpaths and roading and forget your grandiose ideas. The money saved can be spent on more important works in the city. Stop wasting time and money.	Five metre wide footpaths are proposed where outdoor dining areas currently exist. The space allocated for dining is 2 m at the kerb edge on the southern side of Hereford Street. Three metre wide footpaths are provided for pedestrian access. Business owners choose to use the dining spaces if they wish.	David	Wagstaff	
17118	No	Stop these "upgrades" - fix the roads, and then that's it. Do not do any of these money wasting upgrades.	The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The upgrade of the street will also support a number of important new buildings there, under construction and in planning. The Council is required to provide a safe and adequate roading facility. At the same time, the number of people choosing to cycle into the city is increasing and so the introduction of painted on-road cycle lanes will provide a safer place for cyclists to ride than currently exists.	Jeremy	Chang	Dr
17119	No	As you well know, painted cycle lanes do not provide "safe zones" or "improve cycle safety". The text and video on this page show cycle lanes between parked cars and the text advises that there will be coaches this area. In addition there is off street parking. This means that people on bicycles will need to contend with high volumes of large vehicles, many with poor visibility. Even in a 30kph zone this is clearly not a safe proposal.	The cycle lane is 1.8 m wide next to parking spaces which provides space for cyclists to pass safely. While this provides a safer environment for cyclists who choose to use Hereford Street, other central city streets that are part of the key cycleway network are being provided with improved infrastructure including some separated provision (such as on Tuam and St Asaph Streets).	William	Tuckey	

No.	Support	Comments	Response	First name	Surname	Organisation
17124	No	<p>PLEASE LEARN FROM YOUR MISTAKES.</p> <p>This is road narrowing by stealth.</p> <p>Hereford St runs east west and has always been one of the the coldest streets in Christchurch.</p> <p>Outdoor eating as shown in the pretty video (no wind, people in short sleeves etc) is really only viable on 20 or 30 days per year due to the prevailing easterly.</p> <p>Why have footpaths the same width as Singapore (4.5 million people) as it's obvious from the wide footpaths in Colombo St they are unnecessary as people are shunning the inaccessible city because of the changes already made.</p> <p>The only part of the plan that makes sense is the painted bicycle lane rather than the " dedicated" abominations elsewhere.</p> <p>The trees are also a good idea. Taking away street parks is not. Can't you see what it has done to business's elsewhere - Cambridge Terrace for example.</p> <p>Why kill another city street.</p>	<p>Thank you for your feedback.</p> <p>The traffic lanes will be wider than they currently are between Colombo Street and Oxford Terrace, increasing from 3 m wide to 3.25 m.</p> <p>The outdoor dining areas provided replace those which exist now. Business owners choose to locate tables and chairs in these spaces. The 5 m wide footpaths have been provided where outdoor dining is located. The wider sections of footpath also accommodate tree planters and other street furniture.</p> <p>Thirty seven of the existing 51 on-street car parks will remain. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace.</p>	Patrick	Scott	
17126	No	<p>Thank you for your time on the phone.</p> <p>I find it disappointing these plans have only come to our attention now, we actually pay the council for (name provided) to be our public private partner at council on our developments, I would have thought it would have been relatively easy to find Dad or my contact details, we have had a lot of consent work with you guys over the last 2 years and have one currently.</p> <p>Never the less, I have put our contact details below so hopefully we can be included in future discussions.</p> <p>The fact that the bus stop was placed over our carpark entrance also seems like a rather obvious oversight, or that there was just a lack of investigation during design.</p> <p>Our view as discussed is that with our commitment to develop and our tenants commitment to a city that is far from bustling with people, you are penalising us both by taking away their carparks and effectively a large portion of their business. We are looking next to the corner site for development so this should be factored into your longer term planning. Logistically, to place a bus stop between the Carpark entrance, our carpark entrance and a busy intersection makes no logistical sense. There is enormous amounts of vacant land and empty undeveloped buildings just up the street where the bus stops would not only not hinder business, but would provide a safer option for bus users getting on and off. If all the above is less important that your bus stop maximum distance rule than maybe your rules need to be revised.</p> <p>Dad and I will both be at the drop in on Monday the 30th of July, we look forward to discussing options then.</p> <p>14.08.2018 We would like to stress that we need 4-5 P5 or P10 car parks to accommodate our f and b retailers and their takeaway and delivery services. We</p>	<p>The Council's project team invited the owners of all businesses and properties in the two Hereford Street blocks to meetings earlier this year to discuss concept plans while these were being developed. It is unfortunate that you did not see these invitations.</p> <p>As discussed with you on 25 July when you met with members of the project team, we have reviewed the design to accommodate your entranceway and provide additional parking outside 138 Hereford Street.</p> <p>The location of the bus stop relates to available space on the street and its distance from adjacent stops. The location in this block of Hereford Street best suits passenger transport requirements. Its location has been amended to move east so that it is outside the proposed convenience store which we had considered with you.</p>	Michael & Genevieve	Ogilvie-Lee	

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		also need corner underground access considered for development future proofing and to eliminate unnecessary re works on Hereford Street.				
17145	No	<p>1. Concept of large-scale, year round outdoor dining is a false assumption given shading of existing/proposed buildings and prevailing winds. This space could better be used for short term parking (see reasons below) or additional landscaping.</p> <p>2. As one who is less mobile (but not disabled) on street parking, rather than parking buildings and longer walks is an essential attractor for me to come into the city and shop and spend. This parking need only be 60 minute or so and happy to pay for on-street parking</p> <p>3. A marked cycle lane in a 30kph street is not the best solution (my husband has been almost doored on streets where you have narrowed the lanes in this way. A better solution for the cyclists in my family would be to make this street cycle priority (ie those double arrows with a bike painted in the middle of the lane).</p> <p>4. Finally, although not shown, please can we not have rain gardens. St Asaph st rains gardens are the ugliest thing I have seen and are a trust embarrassment when showing visitors around our great city.</p>	<p>The outdoor dining areas have been located where there is already existing outdoor dining facilities. Business owners choose to locate tables and chairs in these spaces.</p> <p>On-street parking prioritises mobility parking, short-term parking and loading zones. Provision is also made for small passenger service vehicles during night-time hours. In addition, more than 600 short-term off-street car parks are available in parking buildings, one currently existing and one planned in these two blocks of Hereford Street. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace. In these buildings there are dedicated mobility parking spaces closest to the lifts on each floor to help make them easy to access.</p> <p>The cycle lanes each side of Hereford Street are 1.8 m wide giving space for cyclists to pass parked vehicles safely. As it is also a slow street it should be safer for cyclists to move into the vehicle lane if required. The traffic lanes have also been widened to 3.25 m providing additional space between cyclists and vehicles.</p> <p>Because of the multiplicity of underground services in Hereford Street the proposed tree planting is in planter boxes.</p>	Malin	Zachau	
17146	No	<p>Too many on street car parks have been removed from the central city already. The roads are narrow enough already without causing even more congestion with the addition of cycle lanes. There are more than enough cycle lanes in the city already. Do not agree with the addition of outdoor dining areas on the footpath - they will not be utilised as Hereford Street is a cold wind tunnel. Keep the road wide enough to retain the on street parks. The trees are too close to the buildings and will add to the already shaded footpaths. Trees are likely to die or fail to thrive and are too large for the area. Tidy up the street but do not remove the on street parking or add more cycle lanes.</p>	<p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including for cyclists commuting to a number of significant office buildings along the street.</p> <p>While 14 car parks have been removed in the two blocks, in excess of 900 short-term off-street car parks are provided in car parking buildings existing and proposed on Hereford Street. The remaining on-street parking is therefore prioritised to loading, servicing, taxis / small passenger service vehicles and mobility spaces, and intended to complement the new off-street provision.</p> <p>The outdoor dining areas have been located where there is already existing outdoor dining facilities. Business owners choose to locate table and chairs in these spaces.</p> <p>The traffic lanes will be wider than they currently are between Colombo Street and Oxford Terrace, increasing from 3 m wide to 3.25 m.</p> <p>The trees chosen are deciduous allowing light to the street level during winter months. Their location is close to the kerb line, away from the buildings.</p>	Tina	Bailey	

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17151	No	Taking away car-parking is killing our city. Providing yet more unused cycle lanes is putting off drivers coming into the city who spend money especially so as Hereford St isnt mentioned in -accessible-city-replacement-transport-chapter as a cycle route.. When was the last time you saw someone on a bike spending up large in the city. With the current build of Spark and the soon to be started new telecom building beside the existing telecom house there will be massive underground works to be done for this and and the spark building. Possibly telecom house will be demolished due to it only being 33% of code. It would be stupid to redevelop Hereford st as it will have to be dug in in the near future. The rate payers cant afford his gold plating . All that is required is for the broken curbing to be repaired and the existing footpaths repaired. Once all the construction has been completed in a few years then something can be done.	The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safe lane for cyclists to use, including cyclists commuting to the office buildings along the corridor. On-street cycle lanes have been chosen in preference to the original shared space design because of the volume of traffic that will use Hereford Street and the speed difference between cyclists and vehicles. Each traffic lane in the block between Colombo Street and Oxford Terrace is currently 3 m wide and needs to be widened to a minimum of 3.25 m, which this scheme proposes. Hereford Street is a local distributor street and a passenger transport route. Wider traffic lanes are therefore required in the block between Colombo Street and Oxford Terrace. The Council needs to repair this badly damaged street to make it a safer street for all users. It is not practical to wait until all buildings have been rebuilt prior to undertaking this work, and so every effort is being made to ensure the works are tied in closely with those adjacent construction sites.	Trevor	Taylor	
17152	Yes	I would like to see a safe way for bikes and vehicles to turn into Rolleston Avenue, at the moment I avoid biking or driving this way as there are so many near misses.	Thank you for your feedback. Rolleston Avenue is not part of this project but your concerns will be forwarded to traffic operations within the Council.	Heidi	Connolly	
17155	No	There is no need for the cycle listed on this side street. Also it's ignorant that there are sufficient spots for contactus and deliveries to businesses. I am not a business owner but believe the council needs to offer discounted parking in ther parking buildings for business owners. They already pay huge leases.. parking costs are ridiculous for them.	The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use. The business owners have been involved in the development of the proposed design, and the remaining on-street parking is designed to prioritise the needs of those businesses, including for loading and servicing, coaches, taxis / small passenger service vehicles (for the hospitality outlets) and some on-street mobility parking. Council is currently offering the first hour free in its new central city parking building on Lichfield Street.	Jane	Geary	
17162	No	This council declared they would be going back to basics - these are all nice to haves not need to haves. The people of Christchurch cannot sustain the rates increases to pay for frivolous expenditure when the basic infrastructure (roading in the east) is STILL not fixed. Stop with the cycle lanes and unnecessary decoration. Fix what needs to be fixed urgently first.	The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The Council is required to provide a safe and adequate roading facility within the central city. The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use.	Jayne	Stephenson	
17163	No	There are two groups of people that you always forget about; Disabled people need easy access to the businesses so need street car parks The actual business owners, they want & need car parking in front of their businesses You've already ruined St Asaph & Manchester Street, they are far too narrow and dangerous please don't ruin anymore streets You can make them look nice without going to these extreme measures & cost I feel sorry for business owners in town they are going to find it tough the more you take car parks away	Three disability car parks are provided within the two blocks. These are in addition to those provided within the off-street car parking buildings, and which are typically located on each floor and closest to the lifts to help access. The on-street parking is prioritised for short-term parking, disability parking, loading zones and for taxis / small passenger service vehicles (which are especially sought at night time by hospitality business owners). A good level of convenient, long-stay parking is available in off-street car parking buildings. The business owners have been involved in the development of the draft proposed design, which does seek to achieve a balance between a number of competing uses for this busy street.	Tracey	Fowlds	

No.	Support	Comments	Response	First name	Surname	Organisation
17244	No	<p>I believe you are removing to many car parks and making the footpaths to wide.</p> <p>I'm all for improving the road but I have a family with 4 children and shopping in the city is getting harder and taking longer. It's very difficult to find close inexpensive car parks to the shops I would to go to. The cycle lanes should not be a priority. I have a large car as I have a large family making roads narrower makes it dangerous for me to drive and harder for me to get my kids out of my car.</p> <p>Please think of the families rather than just office workers and tourists.</p>	<p>Thirty seven of the existing 51 on-street car parks will remain. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace.</p> <p>The new cycle lanes are being provided to help improve safety for cyclists who are increasing in numbers across the central city, including to and from a number of important office premises along Hereford Street. The proposals in fact widen the Hereford Street traffic lanes, between Colombo Street and Oxford Terrace, from those currently existing, and so should help make it easier to travel along the street in a vehicle than currently is the case.</p>	Amy	Turnbull	
17246	No	<p>How about the council stops wasting our money. U increase rates every year and waste all the money on things we don't need. Maybe we should focus on having a new council.</p>	<p>The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The Council is required to provide a safe and adequate roading facility within the central city.</p>	James	Chen	
17248	No	<p>We agree with the street upgrade in principal but not with the proposed design.</p> <p>Issues:</p> <ol style="list-style-type: none"> 1. Painted cycleways next to proposed heavy vehicle access and high frequency parking is dangerous for cyclists. Priority is given to busses, delivery vehicles and taxis or larger vehicles with blind spot issues. This could jeopardise sightings of cyclists approaching via painted cyclelane from behind and with cars travelling down centre of the road there will be minimal space for the cyclist to manoeuvre. Suggest using sharrow treatment instead. This will a) give cyclists more room on the road in instances of vehicles pulling out in front of them and make it easier for vehicles to see cyclists. b) it will widen the road for all users. With the 30km treatment there should be no issues with conflicting speed. Reference Colombo St for instance. 2. There is no unity of design treatment with other completed streets in the central city. The streets should have some cohesion to reduce confusion for drivers and cyclists and to unify the look of the central city. Suggest using sharrow treatment instead. This will reflect the street scape treatment on other completed streets e.g Colombo street. Make the city centre more attractive and less confusing for users. 3. At present as quoted by council "more than 900 off-street parking spaces are available in existing car park buildings on Hereford Street. An additional car park building, with about 400 car parks, is planned at the Oxford Terrace end of Hereford Street." These off street carparks connect to each shopping centre within the area so the need for additional short stay carparks is unnecessary. It is necessary to leave disabled parking, taxi and delivery however. Removing on street parking will make it safer for cyclists and pedestrians, better flow for cars with a reduction of cars pulling in and out and more pleasant for outdoor diners with less fuel emissions and noise pollution. Council has research showing that car parking space under-utilised in the central city. A recent Life in Christchurch survey (25 July 2018) showed a drop in people driving to work, instead using alternative modes of transport and additionally a drop in people using their cars for shopping and activities. (see attached supporting evidence). 	<p>On-street cycle lanes have been chosen in preference to the original shared lane design because of the volume of traffic , including buses and heavy vehicles that will use Hereford Street, the speed difference between cyclists and vehicles (which the lower speed limit also addresses), and the amount of congestion expected on Hereford Street. This decision has been confirmed by an independent report considering the options for cycle lanes (cycle lanes vs shared lanes).</p> <p>Given the expected traffic volumes on Hereford Street, we believe that for cyclists who are not so confident, riding in the flow of traffic in a sharrow would not be comfortable for them. Although this is not a major cycleway, there will still be "interested but concerned" cyclists who need to cycle to / from their offices or the other offerings on Hereford Street.</p> <p>Each traffic lane is currently 3 m wide and needs to be widened to a minimum of 3.25 m to allow for buses. That will help avoid some of the current "pinching" problems. The slightly widened traffic lanes are blended with 1.8 m cycle lanes and advanced boxes at the intersections to help cycle safety and complement the lower 30 km/h speed regime. These cycle lanes continue along Hereford Street to the east, through the East Frame, providing consistency along the route.</p> <p>Short-term on-street car parking is required for customers of the food outlets on Hereford Street, specifically for those who make use of Uber Eats, where short-term parking is required for picking up food orders. However the number of on-street car parks adjacent to the proposed cycle lanes has been reduced to 37 in the two blocks. A small number of these are 5 minute parks, though loading zones are proposed at 5 minute limits also. Where there is high turn-over parking, the green surfacing has been included adjacent to the spaces, which would not normally be the case. This green surfacing will help to identify to users of the parking space of the need to watch for cyclists.</p>	Charlotte	Bebbington	Action Bicycle Club

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		Please see Attachment 1 in the Hereford Street Upgrade attachments document.				
17250	Yes	May be some rubbish bins at bus stops	Thank you for your feedback. Rubbish bins will be placed close to the kerb along Hereford Street.	Jillian	Kirby	
17251	Yes	Fantastic that the cycleways are to be painted and made clearer. This street currently feels very narrow to cycle along, and hotels and bars result in taxis frequently stopping for drop offs and pickups. Clearer cycle lanes would encourage them to pay more attention and look behind them before moving into the path of cyclists. Thanks for making the daily commute safer!	Thank you for your feedback.	Ryan	Douglas	
17257	No	The cost is not justified. We don't need cycle ways on both sides of the road. Paving is an expense not justified and should be seal. We cant afford to lose more parking, enough is enough!	The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The upgrade of the street will also support a number of important new buildings there, under construction and in planning. The Council is required to provide a safe and adequate roading facility. At the same time, the number of people choosing to cycle into the city is increasing and so the introduction of painted on-road cycle lanes will provide a safer place for cyclists to ride than currently exists. Thirty seven of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short stay parking, loading and servicing, and for taxis,- in order to support frontage businesses. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking	Craig	Musson	

No.	Support	Comments	Response	First name	Surname	Organisation
			spaces. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace.			
17266	Yes	0	Thank you for your feedback.	Bebe	Frayle	
17283	No	Shading from buildings on North Side will ruin any street appeal. This is the only cross city access way except Armagh Street. Trees yes but widening footpaths futile. What cost? Like all council grand ideas no cash have been given. Council cannot afford. Wyn Williams house was promised trees an curbing but the council had no money, subsequent re-sealing negates any future for that idea. Cashel street is ruined by North building shading.	Five metre wide footpaths are proposed where outdoor dining areas currently exist. The space allocated for dining is 2 m at the kerb edge. Three metre wide footpaths are provide for pedestrian access. Business owners choose to use the dining spaces if they wish. The widened footpaths also provide for the installation of tree planters and other street furniture. The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings, and the street upgrade will complement the existing and planned new buildings along the street.	RA	Owan	

No.	Support	Comments	Response	First name	Surname	Organisation
17295	Yes	<p>I like the idea of making Hereford Street a 'vibrant street', this will increase the feeling of a 'people-friendly' city and make the city as a whole a nicer place to walk and cycle. We need the city centre to have a good vibe if people are to hang out in it. Hereford Street links well with the Square, Rauora Park and the river</p> <p>I have some concern about the use of 'courtesy crossings', I believe I've heard that these can create risk through uncertainty about the right of way.</p> <p>I support doing something to make cyclists safer on this street but I have concerns about cyclists' visibility and safety on the road. I currently cycle this stretch of Hereford Street and it is very busy with people pulling out, dropping people off, pulling in to do deliveries etc. I appreciate that it is not expected to be a main cycle route but would ask that you consider extra ways you can make the road safer for cyclists. I looked at your flyover video and my experience of the street is that it is already a lot busier than this and that much of the traffic is not going straight up the road but is pulling in and out from parks and premises along it. I wonder if it would be safer for cyclists to be on the main part of the road with those cycle markers on the road, rather than moved to the side where much of the more complex vehicle movement (pulling onto and off the road and carparks) occurs. Perhaps painting 30 on the road to remind people of the speed limit would also help.</p> <p>I support the reduction in the number of parking spaces, parked cars make visibility more difficult for drivers, cyclists and pedestrians.</p> <p>Good on you for working to make Christchurch a more liveable and accesible city.</p>	<p>Thank you for your feedback.</p> <p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the office buildings along the corridor. Hereford Street is not part of the main cycle route network however. Other streets like Worcester, St Asaph and Tuam are better able to offer a higher level of service for cyclists, and will be increasingly signed as the recommended routes.</p> <p>On-street cycle lanes have been chosen in preference to the original shared space design because of the volume of traffic, including buses and heavy vehicles that will use Hereford Street, and the speed difference between cyclists and vehicles (which the lower speed limit also addresses). Each traffic lane is currently 3 m wide and needs to be widened to a minimum of 3.25 m, which this scheme proposes. That will help avoid some of the current "pinching" problems. The slightly widened traffic lanes are blended with 1.8 m cycle lanes and advanced boxes at the intersections to help cycle safety and complement the lower 30 km/h speed regime. The courtesy pedestrian crossings are being proposed as they are the most pragmatic solution to what are expected to be increasing mid-block pedestrian crossing movements as the laneways network is developed and occupied to the north and south of Hereford Street. They are raised in a similar way to those existing pre-earthquake, and at such time as crossing activity increases significantly, could be converted to zebra crossings at a later date. Hereford Street is a local distributor street and a passenger transport route. Wider traffic lanes are therefore required in the block between Colombo Street and Oxford Terrace.</p> <p>The Council needs to repair this badly damaged street to make it a safer street for all users. Unfortunately it is not practicable to wait until all buildings have been rebuilt prior to undertaking this work, and so every effort is being made to ensure the works are tied in closely with those adjacent construction sites.</p>	Caroline	Syddall	
17296	Yes	<p>Make sure the herringbone pavers aren't a slip hazard when wet. I don't support confusing pedestrian crossings. It is a zebra or not. Weird things cause confusion. Driver confusion causes accidents.</p>	<p>The herringbone pavers are concrete pavers and will provide a similar surface finish to concrete footpaths. These will be non-slip.</p>	David	Taylor	
17297	No	<p>The council should fix other roads that are in a worse state than Hereford street. This is just assuring a few rate payers when other streets will help more Tate payers.</p>	<p>The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The upgrade has been approved by the Council in the 2018-28 Long Term Plan.</p>	Peter	Ophuis	
17298	Yes		<p>Thank you for your feedback.</p>	Rebecca	Doubleday	
17307	No	<p>Please do not use tiles on the footpath, for ladies in high heels it is hard walking, visitors with suitcase on wheels it's a pest. Unsightly and collect dirt.</p> <p>Do not make any less parking, please listen to the business owners (rate payers) plea.</p> <p>No need for cycle way, there are plenty of alternative cycleways.</p>	<p>The herringbone pavers are concrete pavers and will provide a similar surface finish to concrete footpaths. These will be non-slip. Thirty seven of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short stay parking, loading and servicing and for taxis / small passenger service vehicles in order to support frontage businesses. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces. A further 270 short-</p>	David	Diggs	

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			term off-street car parks are provided in the car parking building west of Oxford Terrace.			
17308	No	<p>Remove garden beds and trees. Light and access issues.</p> <p>Have zebra crossings, not courtesy crossings. And more of them.</p> <p>Widen unobstructed footpath space, and bound road-side with bollards.</p> <p>Pedestrian signage is needed.</p> <p>Double bus stop provision, and have multiple bus shelters at each.</p> <p>Yellow Tactile Ground Surface Indicators (TGSIs) can be installed temporarily now, to make crossings safer now.</p> <p>More cycle parking can be provided, whist chevrons can be used in place of marked cycle lanes. It is 30kph.</p> <p>Please see Attachment 2 in the Hereford Street Upgrade attachments document.</p>	<p>The outdoor dining areas have been located where there is already existing outdoor dining facilities, and the proposed garden beds and trees are intended to complement the overall upgrade of this important central city street.</p> <p>On-street parking prioritises mobility parking, short-term parking and loading zones, and Council will continue to review the availability of on-street short stay cycle parking provision.</p> <p>The cycle lanes each side of Hereford Street are 1.8 m wide giving space for cyclists to pass parked vehicles safely, and therefore means it is difficult to widen the footpaths any further from that proposed. The proposed cycle lanes in combination with the lower speed limit, expected traffic levels and slightly widened traffic lanes (from the existing) are expected to offer a better overall outcome than "sharrow" type markings as installed on Colombo Street, which will be a lower traffic volume street than Hereford Street.</p> <p>The courtesy pedestrian crossings are being proposed as they are the most pragmatic solution to what are expected to be increasing mid-block pedestrian crossing movements as the laneways network is developed and occupied to the north and south of Hereford Street. They are raised in a similar way to those existing pre-earthquake, and at such time as crossing activity increases significantly, could be converted to zebra crossings at a later date.</p> <p>All the crossing points will have appropriate TGSIs applied to ensure a consistent standard of advice for visually impaired pedestrians.</p> <p>The Council is also looking more widely at central city wayfinding signage for pedestrians, which can be used to complement this scheme as the laneway network further develops.</p> <p>The proposed bus stops are intended to complement those across the central city supporting the new Interchange and Manchester Street "superstops", and have been planned in consultation with Environment Canterbury to ensure a good standard of access for passengers to the Hereford Street bus services.</p>	Robert	Kadlubowski	
17336	No	<p>Ask yourselves: is this layout considered best practice? Will this be held up as an urban planning exemplar world wide? If your answer is yes then don't bother to read my comments below. Disappointed.</p> <p>We have been gifted a 30 Kmph Zone in our central city. Th rideable being that pedestrians cyclists and vehicles can safely flow together through the city. But all I see in your plan are barriers to this flow. Pedestrians must cross here, cyclists stay in your lane while cars squeeze past. In a 30kph zone there are no need for cycle lanes, they are travelling a similar speed, there is no need for a centre line, don't block off the sidewalk with barriers. Place diagonal features across the</p>	<p>Thank you for your feedback.</p> <p>The design of Hereford Street reflects its designation as a local distributor street within the central city, being one of the main east-west vehicle routes in the city, also being a bus route for the No. 17 bus, and along with accommodating tourist coaches to local hotels.</p> <p>The features you refer to have been applied to shared spaces within the city such as Oxford Terrace. In many of these new shared-zone streets the speed limit is set at 10 km/h to allow pedestrians and vehicles to share the space safely. However, in all cases the volume of vehicle traffic on the new shared-zone streets is considerably less than we expect for Hereford Street. The central city 30 km/h zone is</p>	Laurence	Mote	

No.	Support	Comments	Response	First name	Surname	Organisation
		<p>roads and encourage pedestrians to walk the quickest line to their destination. We don't walk in squares! Create a shared space in a livable city.</p> <p>Such a missed opportunity if you go ahead with this mean-spirited, segregationist, stiff-backed, poor excuse for a design.</p>	<p>therefore intended to offer a much improved environment for pedestrians and cyclists on streets such as Hereford Street, but which are still expected to be fairly busy with motorised vehicles. The number of vehicles expected to use Hereford Street is therefore greater than would normally be considered suitable for a cyclist to share a vehicle lane with no marked lane or advanced areas at signals, even under a lower speed regime. Therefore painted on-road cycle lanes are proposed to give a dedicated space for cyclists who are defined as interested but concerned (i.e., those cyclists who prefer to have some dedicated space to feel safer and more confident).</p> <p>Three courtesy crossings are proposed between intersections to provide pedestrian connections across the street, and these are each designed to provide logical connections to the crossing north – south laneways. The barrier you refer to has been proposed in order to allow for dining space on the kerb side of the pavement, a new feature for Hereford Street. This provides a safe place for people to sit close to the cycle lane and roadway, and also for parents and carers to be more comfortable when children are dining with them in those areas. The Council is required to make these places safe for all users of course, and inter-visibility between pedestrians and approaching vehicles is a very important consideration in the detailed design of each of the crossings.</p>			
17344	Yes	<p>The exit area on the south side of Hereford Street at 104 and 100 Hereford Street are where two car parking building have their entrances and exits. I would like to see the foot path narrowed across these two driveways so that a slip lane is effectively created to allow exiting vehicles to turn left without having to immediately having to enter the main flow of traffic.</p> <p>I would also suggest a raised courtesy crossing connecting Tramway Lane and Tattersalls Lane.</p> <p>I would suggest the two P5 spaces outside 76 Hereford Street on the south side of Hereford Street remain as P5 throughout so that it is a place for Taxi and Uber drop offs off the road.</p>	<p>Thank you for your comments.</p> <p>A slip lane would not be appropriate for vehicles entering the car park. Slip lanes, in this sense, are used when there is a need to allow turning vehicles to exit the main flow of traffic before slowing down. This is to keep the traffic flow on the main road moving, reduce delays to other vehicles and improve safety on high speed roads where there is a risk of rear end crashes. In this instance, as the speed limit is only 30 km/h, it would not have a material benefit as the delay to vehicles on Hereford Street will be very minimal and there is not a risk of collision from vehicles slowing in the traffic lane.</p> <p>Consideration has been given to providing the crossing between Tattersalls Lane and Tramway Lane. However this location is quite close to the Hereford Street / Manchester Street intersection, where we could have three lanes of cars queuing. In this case pedestrians would be walking out between queued cars, without being able to see into the other lanes, which would be unsafe. There is however a signal controlled crossing just to the east of the location.</p> <p>The two P5 parks outside 76 Hereford Street are proposed to be multi-use and not restricted to small passenger service vehicles. If they are dedicated to small passenger service vehicles, the current use of such parks indicates that taxis use these as waiting places and not necessarily as drop-off or pick-up spaces. P5 parks will provide the opportunity for taxis and Ubers to drop-off and pick-up passengers.</p>	Antony	Gough	The Terrace Christchurch Limited

No.	Support	Comments	Response	First name	Surname	Organisation
17346	No	I am concerned that the width of road available for cars is very narrow and is therefore restricting. There is not enough casual parking available for people to complete short tasks (37 parks for how many thousand car drivers !) I also note that all parking for cars will need paying for while other forms of transport get free parking . Have you considered putting the footpath on only one side of the road and the cycle lane on the other ?That would free up more road space and cause less congestion.	<p>Thank you for your feedback.</p> <p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the office buildings along the corridor. As the footpaths are expected to be increasingly busy, removing one or other of the footpaths is unlikely to represent a solution that would have support from frontage businesses or offer a safe and practical option. On-street cycle lanes have been chosen in preference to the original shared space design because of the volume of traffic , including buses and heavy vehicles that will use Hereford Street, and the speed difference between cyclists and vehicles (which the lower speed limit also addresses). Each traffic lane is currently 3 m wide and needs to be widened to a minimum of 3.25 m, which this scheme proposes. That will help avoid some of the current "pinching" problems. The slightly widened traffic lanes are blended with 1.8 m cycle lanes and advanced boxes at the intersections to help cycle safety and complement the lower 30 km/h speed regime. Thirty seven of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short stay parking, loading and servicing and for taxis, in order to support frontage businesses. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace.</p>	Yvonne	Russell	
17388	Yes	The proposed changes look exciting but there are parking issues now. The construction cones on the corner of Columbo and Hereford are completely pointless. While rarely used by the construction not happening there, They have completely removed any onstreet parking for uber and delivery drivers needing to access Hells pizza and Best Turkish Food co. Causing drivers to park on the sidewalk risking pedetrian safety and fines. We are only stopping for up to 5 mins max. There are very few alternatives that make sense here. Those cones need to go. I am trying to make a living legally but you make it very difficult to do so. Also, people will not park in buildings as long as there is a competitively priced on street parking. Most will pay more to park on the street. Do your planners not understand peoples motivation at all?	<p>The cones currently in place on Hereford Street outside 2 Cathedral Square have been placed as part of the transport management plan for the construction work being undertaken there. This is managed by the Christchurch Transport Operations Centre.</p> <p>Thirty seven of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short stay parking, loading and servicing and for taxis (including small passenger service vehicles, such as Uber), in order to support frontage businesses. Fourteen such over-night spaces are proposed at the western end of the street to enable good access to local hospitality businesses. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces, where the ability to meet the local demands with on street parking metered or otherwise will always be very limited. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace. The proposed scheme provides for short term on-street parking on both the northern and southern sides of Hereford Street immediately east of Colombo Street. Additional parks from those shown in the consultation plan are proposed.</p>	Jon	Parsons	
17390	Yes	Love the focus on cycling and greening those public realm spaces, creating more pedestrian friendly environment. Awesome stuff.	Thank you for your feedback.	Rachel	Murdoch	

No.	Support	Comments	Response	First name	Surname	Organisation
17395	Yes	The 490 carpark building needs to be bigger, town parking has to be affordable. There are more workers coming into the city & spending from \$40-\$90 per week ion parking is unsustainable for many people.	Thirty seven of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short stay parking, loading and servicing and for taxis (including small public service vehicles, such as Uber) in order to support frontage businesses. Fourteen such over-night spaces are proposed at the western end of the street to enable good access to local hospitality businesses. These are intended to complement the existing and proposed off-street parking buildings. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces, where the ability to meet the local demands with on street parking, metered or otherwise, will always be very limited. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace.	Michael	Robinson	
17399	Yes	Put in more on street parking. Cycles can share the road with cars like in many international cities.	Thirty seven of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short stay parking, loading and servicing and for taxis (including small passenger service vehicles, such as Uber) in order to support frontage businesses. Fourteen such over-night spaces are proposed at the western end of the street to enable good access to local hospitality businesses. These are intended to complement the existing and proposed off-street parking buildings. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces, where the ability to meet the local demands with on street parking, metered or otherwise, will always be very limited. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace.	helen	marginson	
17469	Yes	Great to see the building lines being kept clear of obstructions for access for pedestrians - will bylaws ensure there are no objects placed in this zone? There appears to be a grey coloured pole in the artists impressions on the North East side of the Colombo/Hereford intersection. This is in the pedestrian flow and a potential hazard - is this to be included? The grey colour blends the pole into the background also. Are there detailed designs for the kerbs and tgsi layout at the Barnes Dance?	Thank you for your feedback. As required throughout the city obstructing pedestrian paths with signage is not permitted. It would be normal that any such signage would be against the kerbline Any sign posts will be white and signal poles will be yellow. The fly-through was an impression of the look of the street and not an accurate representation of the final design. Detailed designs for the kerbs and tactile paving can be provided, however we are not yet at that stage. We will be in contact prior to construction to get some feedback.	Carina	Duke	Blind Foundation

No.	Support	Comments	Response	First name	Surname	Organisation
17470	No	<p>While the outdoor eating area looks nice, it would be at the cost of street width which makes it not worthwhile. With all the facilities for cycling already in the city, the cycle lanes are not necessary. Please, don't do anything which makes driving more difficult; also, the footpath does not need to be as wide. Cutting off the left turn into Cathedral Square is an unnecessary imposition on drivers - just one more "straw on the camel's back" adding to the difficulties of driving in town, which will keep people from coming into the city.</p> <p>Yes, tidy up the street and footpaths over those two blocks, maximise the number of car parking spaces available, and do the job as quickly as possible. Please do not waste time and money doing more than that, especially when the extra things planned will add further difficulty for those who might drive into the central city.</p>	<p>Thank you for your feedback.</p> <p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the office buildings along the corridor. As the footpaths are expected to be increasingly busy, reducing the width of the footpaths in this busy central city street is unlikely to represent a solution that would have support from frontage businesses. Thirty seven of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short stay parking, loading and servicing and for taxis, in order to support frontage businesses. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The upgrade of the street will also support a number of important new buildings there, under construction and in planning. The Council is required to provide a safe and adequate roading facility.</p>	Stephen	Coulthard	
17480	No	Waste of money to benefit private business not public use.	Thank you for your feedback	Nic	Pronk	
17481	No	Currently for drivers it is very restrictive getting into the city center particularly if coming from the East for example to get into the Litchfield St Car park. The most convenient way is to go down Hereford St and turn left into Durham St / Cambridge Tce. It seems that the changes will further restrict traffic in this area given that the streets either side of Hereford Street do not facilitate vehicles. Whether CCC staff likes it or not the huge majority of Christchurch residents travel by car.	<p>Thank you for your feedback.</p> <p>A separate project, now starting to be implemented across the central city, is providing drivers with better information as to the best routes to and availability of parking in the new central city parking buildings. Over the coming years, the intention is that this wayfinding signage to parking facilities would be supplemented further out from the core area, to help drivers avoid frustrating searches for parking spaces.</p>	Alex	Eason	
17484	Yes		Thank you for your feedback.	Trevor David	Mollard	The Heritage Hotel

No.	Support	Comments	Response	First name	Surname	Organisation
17496	No	Thinking about Christchurch, the city needs business, it needs prosperity, vibrancy and culture. We are currently rebuilding and have a way to go. We need to seriously think about how we are going to achieve these things in order to bring wealth into the community and business, so ultimately we all benefit. At present, many businesses and sectors are hurting, they need to be supported by the local community, by visitors and tourists. How do we achieve this? We have a convention centre underway, we also need a multi use arena (it is unfortunate this is realistically 6-7 years before we see a completed structure), as examples. I urge the Council and associated organisations to carefully think about priorities. The design of Hereford Street looks good however what is more important for the city right now? (Please, no more grasses and flaxes). How many more CBD streets is the Council planning to revamp? Please think about the financials and the past expenditure on consultants, could we have done better? What lessons have been learned? There are many concerns in the community right now about Council decision making.	<p>Thank you for your feedback.</p> <p>Hereford Street is badly damaged as a result of the earthquakes and subsequent demolition of buildings, and its condition is far below what is acceptable for a central city street environment. The upgrade of the street will also support a number of important new buildings there, under construction and in planning. The Council is required to provide a safe and adequate roading facility and that is why Council has committed to delivering improvements on this street in the next year or so.</p> <p>In order to support businesses as much as possible, 37 of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short stay parking, loading and servicing and for taxis, in order to support frontage businesses. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces, far more than could ever reasonably be provided within the street environment. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace.</p>	Judith	Tabb	
17497	Yes	I cycle this street every morning. It's currently very dangerous especially with large vehicles unloading and the carpark entrances meaning cars and trucks pull out in front of cyclists without warning. The cyclelanes should be on the side of the footpath so that cycles are protected from parked cars and loading vehicle manoeuvring in and out of road.	<p>Thank you for your feedback.</p> <p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the office buildings along the corridor. Hereford Street is not part of the main cycle route network however. Other streets like Worcester, St Asaph and Tuam are better able to offer a higher level of service for cyclists and will be increasingly signed as the recommended routes.</p> <p>On-street cycle lanes have been chosen in preference to the original shared space design because of the volume of traffic, including buses and heavy vehicles that will use Hereford Street, and the speed difference between cyclists and vehicles (which the lower speed limit also addresses). Each traffic lane is currently 3 m wide and needs to be widened to a minimum of 3.25 m, which this scheme proposes. That will help avoid some of the current "pinching" problems. The slightly widened traffic lanes are blended with 1.8 m cycle lanes and advanced boxes at the intersections to help cycle safety and complement the lower 30 km/h speed regime.</p>	Jennifer	Clarke	

No.	Support	Comments	Response	First name	Surname	Organisation
17500	Yes	<p>First off, I can see the benefits of the upgrade in general and wholeheartedly support the plan to upgrade that street. It's a dangerous and unsightly mess right now so it needs to be spruced up and redesigned.</p> <p>However, I have serious reservations about the safety of the proposed painted cycle lane on the side of the road where on-street parking is to be retained. The video clearly shows how dangerous the design is and how little space there will be for cyclists to travel safely, especially when you know there'll be buses, coaches, and lorries using the same road and they already encroach into painted cycle lanes anywhere else those exist. As a regular cycle commuter on Hereford Street, I know how impatient drivers in that area tend to be, and how distracted and careless drivers and pedestrians can be in that part of town. Pedestrians step out into the road from between parked cars without looking for cyclists, drivers pull in or out of on-road parking spaces and the parking buildings without looking for cyclists, delivery vehicles extend wider than their lane allows, and drivers and passengers fling open the doors of parked cars without looking to see if a cyclist is coming past. The proposed design does nothing to improve cyclist safety in any of those scenarios. If there is no desire to create a safe, separated cycle lane (or, as I suspect is the case, those with the desire to do so have been bullied and shut down by those who insist on retaining on-street car parking), then why pretend that a painted one is of any real benefit in this particular area? Just paint sharrows on the road and tell drivers and cyclists that from now on, they're sharing the lane. Don't shove cyclists onto the edge and into one of the most dangerous spaces on the whole road. I already "take the lane" when I cycle down this particular piece of Hereford Street because it's the only safe way to travel by bike. Please don't give drivers ammunition to criticise cyclists like me who will feel forced to continue taking the safer wide lane even though you've painted a green stripe down the side. I'm not sure who came up with the 30cm buffer zone but</p> <p>If there must be a painted cycle lane, maybe put the parked cars beside the lanes of moving traffic and put the cycle lane between parked cars and the footpath. Every car has a driver who is liable to fling their door open into a cyclist's path, but not every car has a passenger exiting on the other side. Reduce the cyclist risk of being shoved under a bus (literally) by putting cyclists where there only "might" be danger rather than where there is guaranteed to be danger.</p>	<p>Thank you for your feedback.</p> <p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the office buildings along the corridor. Hereford Street is not part of the main cycle route network however. Other streets like Worcester, St Asaph and Tuam are better able to offer a higher level of service for cyclists, and will be increasingly signed as the recommended routes.</p> <p>On-street cycle lanes have been chosen in preference to the original shared space design because of the volume of traffic, including buses and heavy vehicles that will use Hereford Street, and the speed difference between cyclists and vehicles (which the lower speed limit also addresses). Each traffic lane is currently 3 m wide and needs to be widened to a minimum of 3.25 m, which this scheme proposes. That will help avoid some of the current "pinching" problems. The slightly widened traffic lanes are blended with 1.8 m cycle lanes and advanced boxes at the intersections to help cycle safety and complement the lower 30 km/h speed regime.</p>	Jenny	Adamson	
17501	Yes	<p>Hook turn boxes to be added please to enable cyclists to turn safely from Colombo Street, right into Hereford to go east. In fact is there a reason why 4 boxes could not be included to enable cyclists to have unrestricted turning in any direction at this intersection? Prioritising good access for cycles will reduce the amount of risky behaviour.</p>	<p>Thank you for your feedback. Hook turns are not proposed to be included for vehicles right turning from Colombo Street. The Colombo Street traffic flows are low and only require cyclists to turn across one lane. There is also limited space to provide them with the operation of the Barnes Dance pedestrian phase.</p>	Robert	Fleming	
17502	No		<p>Thank you for your feedback.</p>	Rahul	Agarwal	

No.	Support	Comments	Response	First name	Surname	Organisation
17503	Yes	Would be good to put separate bike lanes to make it more safer for cyclist.	<p>Thank you for your feedback.</p> <p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the office buildings along the corridor. Hereford Street is not part of the main cycle route network however. Other streets like Worcester, St Asaph and Tuam are better able to offer a higher level of service for cyclists, and will be increasingly signed as the recommended routes.</p> <p>On-street cycle lanes have been chosen in preference to the original shared space design because of the volume of traffic, including buses and heavy vehicles that will use Hereford Street, and the speed difference between cyclists and vehicles (which the lower speed limit also addresses). Each traffic lane is currently 3 m wide and needs to be widened to a minimum of 3.25 m, which this scheme proposes. That will help avoid some of the current "pinching" problems. The slightly widened traffic lanes are blended with 1.8 m cycle lanes and advanced boxes at the intersections to help cycle safety and complement the lower 30 km/h speed regime.</p>	Sonny	Cortes	
17505	Yes	I support the upgrade of Hereford Street for cycling. I regularly use Hereford Street coming from Colombo Street or High Street then down Hereford St to Rolleston Ave. It is difficult to turn left from Colombo St heading north into Hereford Street, particularly with the number of tourist pedestrians going to square. Making this easier would be helpful. Hook turn boxes for cyclists on Colombo turning right and left into Hereford would help. The wide pedestrian crossings have no cycle protection encouraging cars to pull left. Some sort of separation that gives priority to pedestrians but also protects cyclists should be added. Flexible marker posts between cycle and vehicle lane outside 164 Hereford where road narrows.	<p>Thank you for your feedback.</p> <p>Hook turn boxes for cyclists to turn into Hereford Street will be added to the plan for Council approval.</p> <p>The cycle lanes will not be separated as this is a local cycle way and not a key cycle route. At the mid-block pedestrian crossing locations there is a raised table which will make it so that vehicles slow down, creating a safer environment for pedestrians and cyclists.</p> <p>Flexible posts will not be included. The traffic lanes do not become narrow in this location and a minimum width of 3.25 metres is maintained. The vehicles do however have to undertake a lateral shift. The lateral shift that vehicles are required to undertake meets the current guidance and therefore vehicles will be unlikely to cross into the cycle lane. We have also added green surfacing to make it clear to drivers that they need to move around the cycle lane.</p>	Anne	Scott	

No.	Support	Comments	Response	First name	Surname	Organisation
17508	No	<p>Cashel street is the only street in the cbd where you can drive both ways through the city so obviously it does have a high car usage to go from East to West. Therefore it should have space for cars to drive comfortably through at 30km/h without worrying about the cyclists. A slightly narrower footpath would be better and yes I do love the trees ! But no need for a cycle lane which takes too much space (as proved on St Asaph street) . The cyclists can easily use all the other streets where cars do not have access.</p> <p>Please note that in the city the ONLY STREET where you can drive from East to West and Vice versa without any detours, obstacles or the street turning into a one way is CASHEL street....</p> <p>Would it be so all the CCC workers can access their work place from both ends of the city . If you can look after your staff do look after your citizens as well and listen to their comments.</p> <p>Please take note or less and less people will bother going into the city. I myself live in Sumner and do not have to go to the city anymore since I can find everything I need between here and the city. Why should I bother with the detours and traffic nightmares you impose on us with all your changes in a cbd that flowed so nicely before.</p> <p>I do use the Lichfield street carpark but I have to do a gymkana course to get there. i cannot drive straight through from Fitzgerald to get there.</p>	<p>Thank you for your feedback.</p> <p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the existing and planned office buildings along the corridor. Hereford Street is not part of the main cycle route network however. Other streets like Worcester, St Asaph and Tuam are better able to offer a higher level of service for cyclists, and will be increasingly signed as the recommended routes.</p> <p>In order to support businesses as much as possible, 37 of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short stay parking, loading and servicing and for taxis in order to support frontage businesses. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces, far more than could ever be reasonably provided within the street environment. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace.</p> <p>On-street cycle lanes have been chosen in preference to the original shared space design because of the volume of traffic , including buses and heavy vehicles that will use Hereford Street, and the speed difference between cyclists and vehicles (which the lower speed limit also addresses). Each traffic lane is currently 3 m wide and needs to be widened to a minimum of 3.25 m, which this scheme proposes. That will help avoid some of the current "pinching" problems. The slightly widened traffic lanes are blended with 1.8 m cycle lanes and advanced boxes at the intersections to help cycle safety and complement the lower 30 km/h speed regime.</p>	Martine	Marshall	

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17524	Yes	<p>The proposed people focused and treed environment is a massive improvement on the pre-EQ and existing utilitarian and economically decaying corridor. I support most of the proposal. Suggested changes are:</p> <p>1. So as to better achieve the objectives set out in the An Accessible City Chapter of the Christchurch Central Recovery Plan (Ref 1), I suggest that the on street parking be absolutely minimized, or preferably removed completely. In the aforementioned Chapter, Hereford St is designated a public transport priority route. Having people coming or going from on street car park spaces will impede vehicle movement, worsening congestion and inconvenience, and creates an unnecessary risk for cyclists.</p> <p>I am perfectly happy for there to be only off-street parking on this section of road, and note with enthusiasm the increased numbers of off-street spaces coming on-line. Our city needs to seize this opportunity to achieve a balance for ALL modes of transport, and foster a strong business environment through providing a vibrant, efficient and safe city. In order to achieve this, car parking will need to be minorly compromised within the central city and use the excellent off-street facilities available. This is especially important on this public transport priority corridor a development that is appropriate both now and in the future.</p> <p>2. Prioritize cyclist and pedestrian safety.</p> <p>2.1 Please install some form of separation of the cycle lane from cars even something minor, like the rumble strip as suggested on page 10 of An Accessible City (Ref 1)</p> <p>2.2 Aligned with the point 1 above, it is well known that on-street parking is dangerous for people cycling, walking and driving. It reduces sightlines making it harder for people walking, driving and cycling to see each other. People cycling can be hit by car doors and vehicles accessing the parking (Ref 2)</p> <p>Eliminating casual on-street parking improves safety on city streets; most especially by reducing the risk of dooring cyclists by 90% (Refs 2,3) and for child-pedestrian vs car impacts (Ref 4). Please note the [total] number of accidents is reduced by about 25% in streets where on-street parking is prohibited (Ref 4).</p> <p>Further, it is also well known that increasing cycle safety increases the number of woman cycling (Ref 5), a group currently under-represented; which in turn normalizes cycling as a transport mode.</p> <p>3. I support CCC fostering a strong business environment, and making sound economic investments in the central city via evidence based and democratically supported improvements. Specifics I'd like to have on record and be considered are:</p> <ul style="list-style-type: none"> - the benefit/cost ratio, or return on investment to the community from walking and cycling infra-structure has been shown to be is 10 or 11 to 1 (Ref 6) - walking and cycling infra-structure is better for local businesses than motorised transport streets (Ref 7) - In walkable urban cores, bicycle infrastructure is likely to provide a bigger boost to local businesses than on-street parking, especially where off-street parking 	<p>Thank you for your feedback.</p> <p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the existing and planned office buildings along the corridor. Hereford Street is not part of the main cycle route network however. Other streets like Worcester, St Asaph and Tuam are better able to offer a higher level of service for cyclists, and will be increasingly signed as the recommended routes.</p> <p>In order to support businesses as much as possible, 37 of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short stay parking, loading and servicing and for taxis in order to support frontage businesses. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces, far more than could ever be reasonably provided within the street environment. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace.</p> <p>On-street cycle lanes have been chosen in preference to the original shared space design because of the volume of traffic, including buses and heavy vehicles that will use Hereford Street, and the speed difference between cyclists and vehicles (which the lower speed limit also addresses). Each traffic lane is currently 3 m wide and needs to be widened to a minimum of 3.25 m, which this scheme proposes. That will help avoid some of the current "pinching" problems. The slightly widened traffic lanes are blended with 1.8 m cycle lanes and advanced boxes at the intersections to help cycle safety and complement the lower 30 km/h speed regime.</p>	Peter	Holder	

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		<p>exists within the vicinity (Ref 8).</p> <p>Overall.</p> <p>It is a great idea to do this work at the same time as replacing the storm-water system and repairing the road and footpath.</p> <p>I totally support CCC making Hereford Street part of the Accessible City network linking the foot and cycle traffic from the eastern city components such as High Street, the Bus Exchange and the large residential developments slated for Manchester St, with western aspects of the city such as the offices on Montreal and Cambridge and the Hospital. Further, calming the traffic and having Hereford accessible to the Tuam and St Asaph cycle ways, and with consistent safety and street markings, should facilitate business sustainability.</p> <p>I support integrating the widened Strand Lane link to Cathedral Square - a great idea.</p> <p>I appreciate the opportunity to comment, and support rates investment in the revitalizing the city. Many thanks</p> <p>References</p> <p>1 http://ceraarchive.dpmc.govt.nz/sites/default/files/Documents/an-accessible-city-replacement-transport-chapter-october-2013.pdf</p> <p>2 https://www.bccc.bc.ca/street_parking_dangerous</p> <p>3 https://www.nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/cycling-network-guidance/tech-notes/TN001-separated-cycleway-options-tool-april-2016.pdf</p> <p>4 https://etsc.eu/wp-content/uploads/2017-01-Road-safety-priorities-for-the-EU-in-2017_Malta.pdf</p> <p>5 http://health-equity.lib.umd.edu/916/1/12pm.pdf</p> <p>6 http://www.mdpi.com/1660-4601/15/5/962/htm</p> <p>7 https://theconversation.com/do-the-sums-bicycle-friendly-changes-are-good-business-58213</p> <p>http://www.torontocycling.org/uploads/1/3/1/3/13138411/daniel_arancibia_ce_report_bike_lanes_december_10.pdf</p>				
17530	Yes	Being so close to the square, it will be wonderful to have a street that is more pleasant for people to spend time in, with trees, seating, and cycleways.	Thank you for your feedback.	Leonie	Jackson	

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17531	Yes	<p>My comment is that there is no wind reduction. Anyone who lives in ChCh knows the Easterly and also knows it whistles down Hereford Street like a funnel. No one will be sitting out in those seats with no wind reduction measures.</p> <p>On another matter re Disabled Parking (which I use). PLEASE DON'T build square buildups either side of the park! The parks in Colombo Street outside Ballantyne are basically unusable. You can't drive into them due to the curbing, and backing in means you are doing it in the middle of the road much to the frustration of other drivers. Thanks for the chance to have a say.</p>	<p>Thank you for your feed back.</p> <p>The outdoor dining proposed replaces that which currently exists and is noted as being well used, particularly in summer.</p> <p>The kerb returns will not be constructed in the same manner as those outside Ballantynes. Instead they will have a radius on them designed to make it easier to move into or out of the parking spaces.</p>	Sandra	Shaw	
17538	Yes		Thank you for your feedback.	Shane	Morrow	
17548	No	<p>I agree that Hereford Street badly needs repairing and upgrading but not as has been proposed. The street needs to be widened as in places it is as narrow as less than 6 metres wide between the kerb build-outs. Currently two buses (or trucks) cannot pass on Hereford Street, the roadway is ridiculously narrow. I disagree with the proposal to remove car parks, if anything more car parking spaces are needed and are needed now, not next year. The removal of parking would be extremely foolish as the Council cannot afford to give away more revenue streams. The planners should be made to spend a day from 8am to 6pm on the block observing the behaviour of the users of the street. Every day there are trucks and coaches and construction vehicles parked all over the place on the footpaths and kerb build-outs. There is no room for cyclists in the current configuration. The footpaths need to be narrowed to make way for a wider roadway and the footpaths should be designed as a shared walkway and cycle path just like the east side of Cambridge Terrace. Not everybody wants to or has the ability to ride a bicycle yet every plan the council has come up with since the quakes are designed primarily for the needs of cyclists who are the minority of road users, more emphasis should be placed on the needs of the majority of road users motorists of various kinds including motorcyclists and commercial vehicle drivers. For safety's sake wherever possible cyclists should be kept off the roadways, so I disagree with the proposed painted cycle lanes within the live lanes of the roadway, there is no room for this. All the existing kerb build-outs should be removed for efficient use of the space. If trees have to be planted, make sure they are evergreen and hardy enough to tolerate the gale-force winds that travel down Hereford Street from time to time. If deciduous trees were to be planted the dropped leaves in autumn would just be a hazard and a problem for enforcement of parking restrictions and broken yellow lines. I think for planting in this area shrubs would be much more practical than trees. I am also not happy with the thought of Hereford Street being closed for the construction of these changes as it is so inconvenient when it is closed, diversions are always so far from where you want to go and such a waste of petrol. Council should be trying its hardest to slim down these reconstruction plans in order to save money for rate payers, who are already paying far more than they should have to for lots of "nice to haves" that are not of any vital importance like 1.24 million dollar touch screens. Stop giving away revenue, stop spending rate payers money on frivolous unnecessary things, start being more fiscally responsible with rate payers money.</p>	<p>Thank you for your feedback.</p> <p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the existing and planned office buildings along the corridor. Hereford Street is not part of the main cycle route network however. Other streets like Worcester, St Asaph and Tuam are better able to offer a higher level of service for cyclists, and will be increasingly signed as the recommended routes.</p> <p>In order to support businesses as much as possible, 37 of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short stay parking, loading and servicing and for taxis / small passenger service vehicles in order to support frontage businesses. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces, far more than could ever be reasonably provided within the street environment. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace. Each traffic lane is currently 3 m wide and needs to be widened to a minimum of 3.25 m, which this scheme proposes. That will help avoid some of the current "pinching" problems. The slightly widened traffic lanes are blended with 1.8 m cycle lanes and advanced boxes at the intersections to help cycle safety and complement the lower 30 km/h speed regime. The proposed scheme therefore seeks to balance the many competing needs on this important central city traffic street, and the proposed footpath and streetscape enhancements are intended to support the concentration of hospitality premises along this important street.</p>	Kate	Webber	

No.	Support	Comments	Response	First name	Surname	Organisation
17561	No	<p>Generally it looks a much improved plan for Hereford Street - however Road space may be maximised on this street & within many other City streets if:</p> <ul style="list-style-type: none"> -Cycle way lanes are wider for 2 way access but are located ONLY on one side of the street only. -Cycle lanes are best located closest to the pedestrian pavements & the car/bus parking is better closest to the road (to alleviate any waiting for cyclists to pass & also to improve safety for the cyclists please) -A median white road strip (in the centre of the road) enables much more flexibility of traffic movement & emergency vehicles to access areas. -The Strand Lane Pedestrian crossing needs to be more clearly marked -?eg as a zebra crossing or give way sign etc? <p>Good examples of how these requests may work are on Frankleigh Street, Somerfield.</p> <p>Please see Attachment 3 in the Hereford Street Upgrade attachments document.</p>	<p>Thank you for your feedback.</p> <p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the existing and planned office buildings along the corridor. Hereford Street is not part of the main cycle route network however. Other streets like Worcester, St Asaph and Tuam are better able to offer a higher level of service for cyclists and will be increasingly signed as the recommended routes.</p> <p>In order to support businesses as much as possible, 37 of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short stay parking, loading and servicing and for taxis in order to support frontage businesses. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces, far more than could ever be reasonably provided within the street environment. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace. Each traffic lane is currently 3 m wide and needs to be widened to a minimum of 3.25 m, which this scheme proposes. That will help avoid some of the current "pinching" problems. The slightly widened traffic lanes are blended with 1.8 m cycle lanes and advanced boxes at the intersections to help cycle safety and complement the lower 30 km/h speed regime. The proposed scheme therefore seeks to balance the many competing needs on this important central city traffic street, and the proposed footpath and streetscape enhancements are intended to support the concentration of hospitality premises along this important street.</p>	julie	Tobbell	
17564	Yes	<p>You don't seem to have taken the foreign tourists explicitly into this and how they cause congestion during work-hours. I often find when I am coming to work that the tourists are standing on the footpath taking photos near the Christchurch Cathedral and the OGB. I love tourists visitng my city but they often slow me down when I trying to get to work or to pick up a child at the end of the day. Can there please be some designated points for tourists where they can get a good view of the buildings mentioned above but not slow down the population coming to work here?</p>	<p>The proposals to improve the footpath environment plus a better link to the emerging laneway network (including Strand Lane through to Cathedral Square) should help to reduce footpath congestion from visitors to the central city.</p>	Susmita	Das	

No.	Support	Comments	Response	First name	Surname	Organisation
17567	Yes	<p>Looks great and the fly-through is really useful.</p> <p>In it's current form, the narrow section of Hereford Street is awful for riding my bicycle through and looking forward to the wider road and cycle lanes. With that much traffic and heavy goods vehicles is there a reason why separated cycleways are not being provided. Appreciate it is a slow street but it can be fairly intimidating riding in that much traffic and with coaches, buses and servicing vehicles.</p> <p>I don't support all the P5 parking on the southside close to Oxford Terrace. Having that many short-term spaces next to a cycle lane creates an unsafe situation with so many movements crossing the lane. What are they all for, there are no banks or short-term uses there except for a juice bar? It is not clear? Recommend reducing the number of P5 parks and extending the time frame to P60 if they all have to be retained.</p> <p>Also it's a shame that you come from the Laneway at 92 and walk out onto the street into on-street parking. Is it not possible to remove the two parks in front and provide for more useful street uses like art etc. Increasing the number of P60 spaces to replace the P5 spaces at the western end would then keep the same number of usable parks.</p> <p>Can the courtesy crossing between the BNZ Centre and Strand Lane include an actual zebra crossing so pedestrians actually have priority and not have to take a chance at the courtesy crossings. Also retain the zebra crossing at Westpac Lane, why would you remove a facility that actually gives pedestrians some priority. At present it is quicker to use Hereford Street to go east to Barbadoes Street on leaving the West End Car Park due to the short green time for right turners on to Durham Street and the amount of westbound traffic coming through the intersection. Having raised platforms and zebra crossings should help reduce this, but so would turning the entry/exit to the West End Car Park around so you exit on to Cashel St with no opposing traffic.</p> <p>Will Council be adopting a Healthy Streets Policy? and possibly consider using the ten indicators when finalizing the design?</p> <p>The proposed cycle parking provision is also inadequate. The stands that are provided now are generally full and there is only a small increase. Remove additional on-street parking to create further areas of wider footpath for more cycle parking. This will also improve cycle safety as cyclists will have relief from the threat of door opening.</p> <p>Support the turn bans at Colombo/Hereford. Can there be an exemption for left</p>	<p>Thank you for your feedback.</p> <p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the existing and planned office buildings along the corridor. Hereford Street is not part of the main cycle route network however. Other streets like Worcester, St Asaph and Tuam are better able to offer a higher level of service for cyclists and will be increasingly signed as the recommended routes.</p> <p>In order to support businesses as much as possible, 37 of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short-stay parking, loading and servicing and for taxis in order to support frontage businesses. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces, far more than could ever be reasonably provided within the street environment. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace.</p> <p>The project team has worked closely with business owners on the street and believes that the scheme consulted on meets both the needs of the community as well as those who operate businesses there. The proposed scheme seeks to balance the many competing needs on this important central city traffic street.</p> <p>The option of installing a zebra crossing between the BNZ Centre and Strand Lane and retaining the zebra crossing near Westpac Lane was considered. Based on their current usage it has been decided to provide a courtesy crossing at both of these locations. Should usage increase to the extent that zebra crossings are warranted, these can be installed at a later date.</p> <p>The principles of the Healthy Streets policy are included in the Christchurch Central Streets and Spaces Design Guide which has been used to develop the proposed design for Hereford Street. The ten indicators of everyone feels welcome; people to choose to walk and cycle; people feel relaxed; easy to cross; clean air; not too noisy; places to stop and rest; people feel safe; things to see and do; and shade and shelter are included into the design for the street.</p> <p>Cycle parking has been provided where possible on the street and will be considered further during the detailed design phase.</p> <p>A left turn for cyclists from Hereford Street to Colombo Street north will be considered during the detailed design phase. A concern relating to this is the presence of tram tracks.</p>	Gemma	Dioni	

No.	Support	Comments	Response	First name	Surname	Organisation
		turning cyclists from Hereford to Colombo north? So no left turn except for cycles?				

No.	Support	Comments	Response	First name	Surname	Organisation
17571	Yes	<p>This design could be bolder to make it look spectacular after hours.</p> <p>I'd like to see some bold and creative design of the upgraded Hereford Street, incorporating permanent light and garden features inspired by the Botanical D'Lights and Sydney's Vivid festival.</p> <p>Make Hereford a unique street that will become a destination for locals and a tourist attraction in its own right. Do something that looks great during the day but spectacular at night. Inject colour, life, intrigue, art and fantasy into what would otherwise just be another urban concrete scape.</p> <p>Make it a one of a kind, original New Zealand street celebrating light, colour and digital art. Encourage developers to install video billboards that will add to the lighting showcase with advertising but also digital art. Similar to the everyday streets of Hong Kong and the amazing video billboards inside the new Tom Bradley terminal at LAX. Work in partnership with council owned Orion to install a spectacular Led light installation hanging across the length of the street. Such lights could be choreographed to music. Think Regent St in London at Christmas or Fremont St in Vegas.</p> <p>Think outside the box and use new technologies to reinvent Hereford Street and other Street upgrades you have planned. Make Christchurch a destination for such awesome lighting, art and video displays.</p>	<p>Subject to the total project cost we propose to incorporate LED lighting into the raised planters. We are working with Matapopore to provide appropriate graphic images and interpretation onto the planters and the screens which will give Hereford Street its own unique identity. Similarly we are exploring ways of incorporating patterns into the paving to acknowledge old water courses and express ideas of wayfinding throughout the city. In the utility zone between the kerb and the footpath thoroughfare, there could be opportunities for public or private artworks. This area will be used for outdoor dining, raised planters with trees, seats and low planting, cycle stands, rubbish bins and drinking fountains.</p>	Ollie	Harrow	
17576	No	<p>The main important part of Hereford street near terrace is Taxi rank. I think the council totally ignore it in the proposed upgrade. Please reconsider it to provide more space to taxi stands.</p>	<p>Thirty seven of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short-stay parking, loading and servicing and for taxis (including small public service vehicles, such as Uber) in order to support frontage businesses. Fourteen such over-night taxi / small passenger service vehicle spaces are proposed at the western end of the street to enable good access to the concentration of local hospitality businesses there. These are intended to complement the existing and proposed off-street parking buildings. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces, where the ability to meet the local demands with on-street parking metered or otherwise will always be very limited. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace.</p>	Narinder	Singh	
17582	No	<p>Don't want anymore cycle lanes. They are holding back the city.</p>	<p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the existing and planned office buildings along the corridor. Hereford Street is not part of the main cycle route network however. Other streets like Worcester, St Asaph and Tuam are better able to offer a higher level of service for cyclists and will be increasingly signed as the recommended routes.</p>	Ayeisha	Couper	

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17594	No	I support it mostly but I think the parking outside of the BNZ Centre hasn't been well thought through. I work in the BNZ building and sit overlooking Hereford Street. There is only two parks in the proposed plan, one of which is a mobility park and the other a loading zone. Many trucks need to park outside the BNZ Centre on a daily basis to unload supplies to the building and the many restaurants. Already they struggle to find parks and will have no choice but to park over the mobility park (because of their share size) as the parks further up the street are p60 and will seldom be available. Added to this, I frequently need to load work materials into a car and I struggle to get a park full stop, on either side of the road. This is made worse by up to 6 taxis (on a bad day) taking all available parks on the other side on the road outside the Ibis. They sit for long periods of time in the loading zones and p5 parks and won't move even when trucks are having to double park. The only time we get relief is when Council officers come down and patrol. I suggest that a number of parks are made P5 or loading zones on the BNZ side of the road and that the mobility park is moved to the Ibis side (I look out from my desk at the current one and it is seldom used), and a second mobility park is put on Colombo Street for access to the BNZ centre. This proposed plan reduces the current parking available to us outside the BNZ centre, which is going to make it really difficult for those delivering supplies to the building and businesses and for staff being picked up/dropped off, or trying to boxes into their car.	Thank you for your feedback. Thirty seven of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short-stay parking, loading and servicing and for taxis (including small passenger service vehicles, such as Uber) in order to support frontage businesses. Fourteen such over-night taxi / small passenger service vehicle spaces are proposed at the western end of the street to enable good access to the concentration of local hospitality businesses there. These are intended to complement the existing and proposed off street parking buildings. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces, where the ability to meet the local demands with on street parking metered or otherwise will always be very limited. The on-street provision has therefore been planned in discussion with a number of frontage businesses, and represents a balance between the many competing needs along this increasingly busy street. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace.	Cathy	Bruce	Based in BNZ Centre
17602	No	This would all be a waste of money, with the exception of the necessary infrastructure repairs. Hereford St has always been a cold wind tunnel and this has not changed post quake. This means that no one will want to sit outside in the areas provided as they will constantly be shaded and cold. I suspect the proposed trees will not be successful due to the wind and cold. Working in the city both pre and post quake I have certainly not seen the numbers of pedestrians that would warrant wider footpaths (unless you include the beggars outside Wendys). Recently I had car problems in the block of Hereford St between Colombo and the river and it was incredibly difficult for me to pull my car over to let other traffic pass, I can only imagine this being a bigger problem if these changes go through. Also judging by the weeds I have seen around town growing under the trees that have been planted road side I can only see these changes making the city look messy and empty. I am sure that there are far more beneficial ways that the money for these proposals can be spend across the city.	Thank you for your feedback. The outdoor dining areas have been located where there is already existing outdoor dining facilities, and the proposed garden beds and trees are intended to complement the overall upgrade of this important central city street. On-street parking prioritises mobility parking, short-term parking, loading and taxi /small passenger service vehicle zones, and represents a balance in meeting the many competing needs on this increasingly busy street. The project team has liaised with a number of businesses and developers over these draft proposals which are intended to help complement a number of the existing and planned significant buildings along the street. In this proposal for Hereford Street the footpaths are narrower than currently exist on the southern side. The width for pedestrians is 3 m with an additional width of 2 m to accommodate street furniture, planters and replacement dining space. The same widths apply to the northern side of the street but the length set aside for dining space is less.	Kate	Manning	N/A
17605	Yes	As someone who regularly cycles down Hereford St, the best safety feature at the moment is that traffic moves at the same speed as cyclists due to the speed humps, narrow lanes and stopping/parking traffic. This is very good considering the number of buses and trucks that usually need to be cycled around. As the road widening is likely to speed up traffic, please make sure the speed humps are sufficiently intrusive to keep traffic speeds modest. (especially as the video shows buses poking out into the cycle lane).	Thank you for your feedback. The proposed cycle lanes are intended to complement the lower speed regime and deliver a safer environment for cyclists who choose to use this busy corridor.	Jared	Keen	
17609	No	I represent Colliers International Real Estate Management Limited. Colliers manage many of the main retail and commercial buildings in the CBD. We have done so for 40 years, but particularly since the earthquakes and the rebuild we are now managing many of the major retail complexes including BNZ Centre, The Crossing, ANZ Centre and we manage many major commercial buildings including PwC Centre, Awly Building, Lane Neave Building, HSBC Tower and many others. We are totally opposed to the proposed upgrading works in Hereford Street.	Thank you for your feedback. The project team has worked closely with local property owners and business owners to work towards a solution that meets their needs and also project objectives. Many of the property and business owners have indicated that they wish the work to proceed as quickly as possible.	Evan	Harris	Colliers Real Estate Management Ltd

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		<p>As everyone is aware the CBD retail is really struggling. It has been a winter of discontent and we have seen shops closed due to going broke and I don't believe there would be one Central City retail building that hasn't got requests from tenants to either terminate their leases, or seeking significant rent reductions. The public have just not returned to the CBD. While the workers have returned, the general public do not come into the City anymore. Their perception is that traffic and parking are difficult. In fact there is plenty of parking, but they don't know how to get to it, as the roadworks over the last two years have been absolutely diabolical and destroyed access to our accessible city .</p> <p>We regularly seek input from customers in our retail developments and they keep telling us that they don't know the way to get into the city anymore as it's totally confusing and they don't know which roads go where. Changes have been made to Tuam, St Asaph, Lichfield, Durham and Manchester Streets and all of these have received major public criticism and this has added to the consumers confusion and the why bother attitude.</p> <p>It is in fact very difficult to get from some parts of the city into the CBD. The one way streets, the Cashel Street blocking, the Gloucester Street blocking, the Worcester Street blocking have all caused confusion.</p> <p>Hereford Streets is one of the only two way through streets actually left operating.</p> <p>This confusion has been acknowledged recently by the Mayor agreeing that the changes into St Asaph / Tuam Streets have not been correct and amazingly last week by the City Council traffic planners advising people not to use Manchester Street as a through road. Millions has been spent on Manchester Street making it a lovely boulevard and now they're telling people not to use it because with the bus lanes that have been put in it's not customer friendly.</p> <p>Our understanding is that all the building owners in Hereford Street have objected to the proposal.</p> <p>We also understand most retailers have also said no to it in the one to one discussions that the City Council have had. I certainly know that's the case with BNZ Centre and The Terrace.</p> <p>Two main reasons have been given for the upgrade. One to put a cycleway through, which is ridiculous. Cycleways are now prominent in various streets including the St Asaph and Tuam Street areas, Manchester Street, Worcester Street and Armagh Street. Surely there is one street that can be left without a cycle lane.</p> <p>Hereford Street is a major through road and is the only access to one major carpark building and a second one when Antony Gough builds his. It's also a main accessway to various office building carparks.</p> <p>The second major reason is to make it more people friendly. This is a joke as Hereford Street has always been a freezing street with the easterly wind tunnel. There is little chance of any further outdoor dining. The current outdoor dining outside BNZ Centre is not heavily used because it is freezing cold. The Council plan to push these seats out against the roadside by making the footpath wider is nonsensical as the public don't want to sit out beside smelly vehicles and buses. They want to be right beside the shopfront where it's reasonably protected. Also the stores servicing those tables don't want to have to cross a pedestrian footpath to get from their shops to service the tables. They should be and will be against the shopfronts and what's there is enough. Further development on Hereford Street in that area is not really going to provide any further</p>				

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		<p>opportunities for outdoor dining, so this given reason is not serious.</p> <p>There is also a huge perception of carparking issues in the CBD. As I previously mentioned Hereford Street is a through street, so you must give people on it as many options for parking as you can. While you say you're only removing 14 parks, this is 28% of the parks on Hereford Street and they are being removed for no more pressing use as the bicycle and pedestrian use should be secondary in this one street left in the CBD as a traffic street.</p> <p>The fact that it's going to still be a major bus route, also means it is ridiculous to narrow it and put seating along the side and bus lanes.</p> <p>Perception is reality and the changes to Hereford Street will be perceived as making it unfriendly for traffic and unsafe for no real use.</p> <p>I understand it's also proposed to remove the taxi's from the Hereford Street bridge. This again apparently is to allow for the cycle lane. This taxi stand works particularly well at the moment and by moving it east you simply lose carparks and again for no reason.</p> <p>The retailers need our pedestrians to use Cashel Mall as their main pedestrian thoroughfare, so we should not be encouraging them to use Hereford Street.</p> <p>With an adequate amount of seating that is there now and the fact that it's a wind tunnel, we should simply be leaving the layout the way it is, but fixing the damaged footpaths. The new paving is an excellent idea, but it should be applied to the existing layout only.</p> <p>To reinforce this view I refer you to a great Press article by Jonny Moore at www.stuff.co.nz/the-press/opinion/105921739/johnny-moore-rebuild-roosters-hurting-cbd-hospitality</p>				
17610	Yes		Thank you for your feedback.	James	Dryden	
17611	Yes		Thank you for your feedback.	James	Foote	
17612	Yes	Please do not put any of the absurd push outs into the street as has been done on st asaph an Lichfield. They just make any possible parking even harder and make the lanes dangerously narrowed.	<p>Thank you for your feedback</p> <p>The design of entry and exit radii to the on-street parking and loading spaces has been modified since the construction of St Asaph Street are intended to make access and egress to the parks easier.</p>	Lesley	Dunn	
17613	Yes	Looks great, start work asap	Thank you for your feedback.	Logan	Johnston	
17615	No	This is something that doesn't need to happen now... Do it in 5 years sure when the city is the city again. Don't need any of the fancy arty things that have been proposed. We just want the city back	The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The Council is required to provide a safe and adequate roading facility within the central city, and the works are planned for the coming year to help complement the new buildings recently completed and under construction along the street.	Christina	Graham	

No.	Support	Comments	Response	First name	Surname	Organisation
17616	No	Given the results of the 'upgrades ' to St Asaph and Manchester Streets, it is clear that the Council's Traffic Engineers are either utterly incompetent or working to their own selfish agenda with no regard to the wider community. It is most unlikely that the benefits of the proposed upgrade would ever eventuate and the money would be better spent on basic road repairs throughout the city.	The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The Council is required to provide a safe and adequate roading facility within the central city, and the works are planned for the coming year to help complement the new buildings recently completed and under construction along the street.	Nicholas	Smeaton	
17617	No	<p>Before I can support this plan I want to see much more information around business buy in and engagement.</p> <p>I have asked in the social media space a number of times what the intention is regarding ensuring a 'mall style' consideration for the currently trading business groups and seen nothing.</p> <p>I saw a number of businesses go out of business in Shirley and Richmond when roading work was done over recent years including my own and close friends.</p> <p>I am also concerned about the management of rubbish in these areas. On a recent trip to have a look before responding to this engagement I encountered piles of rubbish just sitting in the street.</p> <p>We can't be presenting ourselves as a modern clean city when rubbish is just everywhere.</p> <p>I also have no idea what this project is costing. I can see from the rating database what the values of the buildings in the area are, but I have no idea what investment is being made here. How can I support such a venture without having a clue what it's costing? The question is just silly.</p> <p>Much more planning needs to be made clear before I can venture support for this project.</p> <p>Please see Attachment 4 in the Hereford Street Upgrade attachments document.</p>	<p>Thank you for your feedback.</p> <p>The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The Council is required to provide a safe and adequate roading facility within the central city, and the works are planned for the coming year to help complement the new buildings recently completed and under construction along the street. The Long Term Plan identifies this project as having a budget of \$4.9 million. This is in line with the cost of building a central city street.</p> <p>The proposed design seeks to encourage pedestrians to use the street while balancing the needs of its use for public transport and as a local distributor street.</p> <p>The Council contracts out its maintenance work including cleaning of the street and footpaths, and the emptying of rubbish. We will investigate what is happening on this street in regard to cleaning. We are aware of the rubbish that is left by some of the people who use the street at night and are working with different agencies to deal with this issue.</p>	Don	Gould	
17618	Yes	Not flowering cherry trees, Native and Lime trees please.	<p>Thank you for your feedback.</p> <p>The ornamental Callery pear has been selected as its form is well suited to a city street. Being deciduous it will allow light to penetrate to street level during the winter months. Native trees thrive best when planted together. In this situation, with the trees needing to be within raised planters, the Callery pear is a better species to use. We propose that the trees will be under-planted with native plant species. Lime trees are proposed at each end of Hereford Street.</p>	Karen	Whitla	
17619	Yes		Thank you for your response.	Matthew	Hooker	
17621	No	For goodness sake LEAVE IT ALONE. Cut the crap with the butchering of our roads. Your city is telling you no now listen. You are elected by us now listen.	<p>Thank you for your feedback.</p> <p>The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The Council is required to provide a safe and adequate roading facility within the central city, and the works are planned for the coming year to help complement the new buildings recently completed and under construction along the street.</p>	Hayden	Turnbull	

No.	Support	Comments	Response	First name	Surname	Organisation
17623	No	I cycle more than I drive, and those cycle lanes look like a good way to get doored, especially considering the frequent parking turnover suggested by the hour-long stays and taxi/rideshare traffic. Would sharrows, as in Columbo, not be more enjoyable on this 30km street?	<p>Thank you for your feedback.</p> <p>The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the office buildings along the corridor. Hereford Street is not part of the main cycle route network however. Other streets like Worcester, St Asaph and Tuam are better able to offer a higher level of service for cyclists, and will be increasingly signed as the recommended routes.</p> <p>On-street cycle lanes have been chosen in preference to the original shared space design (or the sharrow type provision on the Colombo Street central sections) because of the larger volume of traffic, including buses and heavy vehicles that will use Hereford Street - and the speed difference between cyclists and vehicles (which the lower speed limit also addresses). Each traffic lane is currently 3 m wide and needs to be widened to a minimum of 3.25 m, which this scheme proposes. That will help avoid some of the current "pinching" problems. The slightly widened traffic lanes are blended with 1.8 m cycle lanes and advanced boxes at the intersections to help cycle safety and complement the lower 30 km/h speed regime.</p>	Justin	Rogers	
17556	No	<p>Why use the callery pear tree, when its seeds are spread far and wide so much so by birds, its a pest in the usa., just like wilding pine is in NZ.</p> <p>There are more important streets to repair first, eg Kilmore st, there is nothing wrong with Hereford st at the moment. It has already been dug up before.</p> <p>With the further reduction of car parking, the nature of road layouts, the city is becoming impossible to navigate around and do business in.</p> <p>The cbd is crying out for more people to use, but the current attitude of the city council is so anti this in their actions, that people are voting with their feet and staying in the suburbs, and the brave businesses are struggling in the cbd.</p> <p>Also some people are reluctant to use parking buildings after the earthquakes, and prefer on street parking.</p> <p>How is a motorist suppose to access colombo st, north for the cathedral, or south for shopping? with no turning.</p> <p>when using hereford st going east.</p> <p>There is no need to put cycle lanes down every street!</p>	<p>The ornamental callery pear (Pyrus 'Candelabra') has been selected as its form is well suited to a city street. Being deciduous it will allow light to penetrate to street level during the winter months. Native trees thrive best when planted together. In this situation, with the trees needing to be within raised planters, the Callery pear is a better species to use. We propose that the trees will be under-planted with native plant species.</p> <p>Hereford Street is badly damaged as a result of the earthquakes and subsequent demolition of buildings, and its condition is far below what is acceptable for a central city street environment.</p> <p>The preferred scheme seeks to encourage people to use the CBD by providing a people-friendly street while also providing ample parking both on-street and off-street.</p> <p>On-street cycle lanes are required because of the volume of traffic, including buses and other heavy vehicles that will use Hereford Street.</p>	Jeff	Scandrett	
17625	No	Restore it as quickly and cheaply to what it was without any expensive new improvements.	<p>Thank you for your feedback.</p> <p>The upgrade of Hereford Street has been approved by the Council in the 2018-28 Long Term Plan. The street is badly damaged as a result of the earthquakes and subsequent demolition of buildings. The Council is required to provide a safe and adequate roading facility within the central city, and the works are planned for the coming year to help complement the new buildings recently completed and under construction along the street.</p>	Michael	Hempseed	

No.	Support	Comments	Response	First name	Surname	Organisation
17626	Yes	I really like the proposals encouragement of active transport and creating more space for connecting, dining, having a coffee and hanging out. I often cycle to work along Hereford St and home again and it is hard at present, bumpy and narrow. I think there's potential for Hereford to be a much more pleasant street. My only problem is with these courtesy crossings. I think they're confusing for everyone. Drivers are not sure if they have right of way, pedestrians are not sure if they can cross freely out if drivers must give way, then add cyclists and it's a mess. Make it clear and give pedestrians priority and right of way.	Thank you for your feedback The courtesy crossings are intended to reproduce those raised crossing implemented with the street upgrade just before the earthquakes. Those were working well on observation, as they helped support a lower speed regime on the street. Now the street is under a formal 30 km/h speed limit they are retained as courtesy crossings for the present, and will be capable of conversion to zebra crossings if observed pedestrian activity increases. All are being designed with tactile paving layouts and change of surface colour to ensure they are not mistaken for controlled crossings.	Matthew	Reid	
17627	No	Cycle Lanes are an unnecessary addition to this street. If The council proposes to keep it pedestrian friendly and wants to attract businesses and people to the city rain or shine, Then more on street parking is required. Cycle lanes are adequate on other streets in the city and cyclists can join other road users such a cars by parking outside of these streets and walking to their destination.	Thank you for your feedback. The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the existing and planned office buildings along the corridor. Hereford Street is not part of the main cycle route network however. Other streets like Worcester, St Asaph and Tuam are better able to offer a higher level of service for cyclists, and will be increasingly signed as the recommended routes. In order to support businesses as much as possible, 37 of the existing 51 on-street car parks will remain. Those remaining are being prioritised for short stay parking, loading and servicing and for taxis / small passenger service vehicles in order to support frontage businesses. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces, far more than could ever be reasonably provided within the street environment. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace. The proposed scheme seeks to balance the many competing needs on this important central city traffic street, and the proposed footpath and streetscape enhancements are intended to support the concentration of hospitality premises along this important street.	Zane	Hagaman	Scenic hotels
17628	Yes	basically approve of the design , great landscaping , mobility parks really good , can some of these be longer to allow the deloading and loading of mobility scooters via owners ramps. all or any improvements will always be overshadowed by the obscene sight of the derelect neglected pavement obstructing buildings being allowed to continue to deteriorate insitu. why not get some guts and really do something positive about demolishing them. who owns the city and its streets and footpaths? the owners of these buildings , or the citizens and ratepayers of this city. why not show some foresight and leadership and get some very meaningfull timelines for these irresponsible owners to front up to. it will remain a slum until action to demolish them is complete. i am a long time resident of christchurch and i object to these buildings ,and others like cotters ,two fat indians lichfield shirts building and like other buildings ,preventing me using the footpaths and roads in thes areas,which i pay rates for.	Council is actively working with landowners to resolve issues with existing buildings and sites in disrepair or which are blocking the footpath (known as Barrier Sites). A three-step approach in dealing with these sites is being taken: Discussion support and incentives; adding pressure, i.e., fees and charges and low level enforcement; enforcement and regulation including remediation and abatement notices; and use of the Greater Christchurch Regeneration Act and Regeneration Plans.	david	chamberlain	

No.	Support	Comments	Response	First name	Surname	Organisation
17630	No	Narrow roads do not allow cars to pass around other cars turning into parks or properties, all cars behind them are held up, this is seen in St Asaph St and this has a very high ADT. Will the parking buildings/spaces allow cars to turn in and not hold up other cars on Hereford Street especially when the parking building is busy? If a car parallel parks is there room to drive around while not crossing over to the other lane?	The street is a local distributor street and a passenger transport route requiring the traffic lanes to be widened in the block between Colombo Street and Oxford Terrace. Due to the number of new and planned buildings along the street, including some major office buildings, it is expected to be the busiest E-W traffic street through the core of the central city. Also, the number of people choosing to cycle into the city is increasing, including to these Hereford Street buildings. However, as this is not a key cycle route within the city, painted on-street cycle lanes adjacent to the traffic lanes are proposed to provide a safe space for cyclists. Given these constraints, the proposed changes aim to achieve a balance between these strongly competing needs, while improving the pedestrian and streetscape environment. The remaining on-street parking is focussed on meeting essential servicing and loading needs, as well as providing for taxis / small passenger service vehicles and some mobility parking spaces. The street has one existing and a planned second major parking building, which provide considerably more safe, convenient parking for local businesses and hospitality outlets than Council could realistically accommodate on street. Each of those buildings has been planned to ensure vehicles can queue ahead of the entry barrier and avoid blocking the main street.	Dan	Harris	
17636	Yes	I generally support this proposal with some comments: I am concerned that there isn't enough green space (few planters, flowers, hanging baskets, cultural/ Maori links with plant selection); at the removal of an existing tree removing the heritage and maturity it provides to the centre.	Subject to the total project cost we propose to incorporate LED lighting into the raised planters. We are working with Matapopore to provide appropriate graphic images and interpretation onto the planters and the screens which will give Hereford Street its own unique identity. Similarly we are exploring ways of incorporating patterns into the paving to acknowledge old water courses and express ideas of wayfinding throughout the city. In the utility zone between the kerb and the footpath thoroughfare, there could be opportunities for public or private artworks. This area will be used for outdoor dining, raised planters with trees, seats and low planting, cycle stands, rubbish bins and drinking fountains.	Simon	Parkes	NA
17643	Yes	Choice of trees seems strange and will drop leaves and rotting flowers everywhere once blossom has finished. Natives would be preferable. No mention of bike parking in parking section. Removing a couple of proposed car parks and replacing with bike parking would keep the pavement free for pedestrians and provide much needed bike parking on this street particularly at Oxford Terrace end.	The ornamental Callery pear has been selected as its form is well suited to a city street. Being deciduous it will allow light to penetrate to street level during the winter months. Native trees thrive best when planted together. In this situation, with the trees needing to be within raised planters, the Callery pear is a better species to use. We propose that the trees will be under-planted with native plant species. Bike stands will be provided where the footpath is widened for parking of cycles. This will not compromise the 3 m wide space for pedestrian use.	Matt	Jackson	
17644	No	There needs to be drop off and pick up points for tour coaches dropping at hotels. And more lighting on the footpaths to make a safer environment at night. More consideration given to cars, cutting cars out of a Central City takes the lifeblood out of a cbd.	The proposals seek to provide for coach / servicing for the hotels. The bulk of remaining on-street parking is directed towards servicing / loading and taxis / small passenger service vehicles.	hamish	burnett	

No.	Support	Comments	Response	First name	Surname	Organisation
17645	Yes	I would like to see pedestrian crossings instead of whatever the things now currently are.	The courtesy crossings are intended to reproduce those raised crossings implemented with the street upgrade just before the earthquakes. Those were working well on observation, as they helped support a lower speed regime on the street. Now the street is under a formal 30 km/h speed limit they are retained as courtesy crossings for the present, and will be capable of conversion to zebra crossings if observed pedestrian activity increases. All are being designed with full tactile paving layouts and change of surface colour to ensure they are not mistaken for controlled crossings.	Cameron	Bradley	
17646	No	<p>I am concerned that our city is becoming inaccessible to people like me.</p> <p>I used to be able to nip into town, park my car, make my purchase or attend an appointment, then back to work in a relatively short time.</p> <p>I worry that the city is becoming unattractive for me to visit.</p> <p>The roads and lanes are so narrow, I do not feel comfortable anymore.</p> <p>Cars will be with us for decades yet.</p>	The street is a local distributor street and a passenger transport route requiring the traffic lanes to be widened in the block between Colombo Street and Oxford Terrace. Due to the number of new and planned buildings along the street, including some major office buildings, it is expected to be the busiest E-W traffic street through the core of the central city. Also, the number of people choosing to cycle into the city is increasing, including to these Hereford Street buildings. However, as this is not a key cycle route within the city, painted on-street cycle lanes adjacent to the traffic lanes are proposed to provide a safe space for cyclists. Given these constraints the proposed changes aim to achieve a balance between these strongly competing needs, while improving the pedestrian and streetscape environment. The remaining on-street parking is focussed on meeting essential servicing and loading needs, as well as providing for taxis / small passenger service vehicles and some mobility parking spaces. The street has one existing and a planned second major parking building, which provide considerably more safe, convenient parking for local businesses and hospitality outlets than Council could realistically accommodate on street. Each of those buildings has been planned to ensure vehicles can queue ahead of the entry barrier and avoid blocking the main street.	David	Harman	Harman Motors Ltd
17076	yes	<p>Thank you for the opportunity to provide feedback on the proposed upgrade of Hereford Street. The Public Transport team at Environment Canterbury fully support this proposal. We support retaining the two bus stops on Hereford Street with indented bus bays which serve the 17 bus route. We also support widening the road width to 3.25 metres which will make it easier for buses to travel alongside other vehicles on this busy corridor.</p> <p>We appreciate the work that has been carried out to plan infrastructure, roading and land changes in this area which will create a safer road and associated walkways for all transport modes.</p>	Thank you for your feedback outlining how the proposed Hereford Street proposals will assist public transport on Hereford Street.	Leila	Torrington	

No.	Support	Comments	Response	First name	Surname	Organisation
17649	Yes	<p>4. We welcome the opportunity to comment on the Hereford Street upgrade and Strand Lane land sale. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.</p> <p>General Comments</p> <p>5. Health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector. These factors can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural influences. They are often referred to as the social determinants of health . The diagram below shows how the various influences on health are complex and interlinked.</p> <p>6. Transport and urban design have particular influences on the health and wellbeing of New Zealanders. The greatest impact is how the design of streetscapes can encourage or inhibit physical activity. Low physical activity is the 10th leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases which cause the most deaths per year in the developed world .</p> <p>7. The most effective way to maximise people's physical activity is to take these factors into account as early as possible during decision making and design 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 commends the Council for incorporating some components of a healthy street into the initial plan, such as narrowing of the carriageway to slow vehicles, which ensures the street environment is suitable for all types of modes and providing seating, shade and shelter.</p> <p>9. The CDHB has a number of specific recommendations for consideration which would further improve health outcomes for the community.</p> <p>Specific comments</p> <p>10. The CDHB recommends that street space is used to maximise people's ability to congregate, walk, rest and actively interact in this area. Provision of wide footpaths, obvious crossing points, cycle parks, cycle lanes (preferably on a different level to the carriageway such as those found nearby on Colombo Street) and bus shelters will add to the amenity of the street and encourage people to feel welcome and safe. Cycle parks are already installed outside of the BNZ centre at present, however the CDHB recommends more cycle parking at regular intervals along Hereford Street as the current cycle parks are often full.</p> <p>11. The CDHB recommends that council consider the cost/benefits of on-street parking when designing the street-scape. Both the Hereford Street and West End carparks are found along this section of Hereford Street and provide approximately 1250 off-street parks (including 30 mobility spaces). This should be taken into consideration when designing the street layout as on street parking has a significant impact on the use and feel of streets. On street parks negatively impact upon perceptions of safety when walking and cycling and take up space which could be used for other purposes which add to the amenity of the area,</p>	<p>Thank you for your comments.</p> <p>There are four existing cycle parks on Hereford Street, between the intersections of Oxford Terrace and Colombo Street. The existing parks are outside the BNZ Centre and these have been removed as part of this proposal. However we have replaced them with 18 cycle parking spaces within this same block. In the block between Colombo Street and Manchester Street there are currently two cycle stands and we are proposing to add 12. We have also included three new cycle stands on Colombo Street. Therefore as part of this proposal the cycle parking, assuming two bikes per stand, has increased by 54 spaces. At this stage we believe that this is sufficient to meet the demand. However if more spaces are required in future we can introduce some bike corrals.</p> <p>While we agree on-street parking does not always provide the highest benefit to cost ratio when considering the use of space, we have designed the scheme in discussion with the adjacent land owners and key stakeholders who indicated a preference for on-street parking. This can be reviewed on an ongoing basis and parking can be taken out with the use of parklets, bike corrals or permanent changes to kerb alignment, if there is less perceived reliance on on-street car parks.</p> <p>At this stage there is no proposal to restrict the way each loading bay can be used, due to their use by hotels, and companies such as Uber Eats.</p>	Dr Anna	Stevenson	Canterbury District Health Board

No.	Support	Comments	Response	First name	Surname	Organisation
		<p>such as outdoor dining, benches or art installations.</p> <p>12. Designing an environment which increases foot traffic past local businesses may provide some economic benefits. This could be achieved by requiring people to travel the short distance to either carpark building on foot rather than providing parking options immediately outside of businesses. This would also support people to obtain some level of physical activity, as similarly to public transport, designing streets to require incidental activity improves health outcomes related to inadequate daily physical activity at a population level. Providing obvious places to cross the street is important to encourage walking, as it would improve perceptions of safety and minimise severance from one side of the street to the other.</p> <p>13. The CDHB acknowledges that loading bays for service vehicles are required, however the CDHB recommends that Council work with local businesses to consider implementing restrictions on their use during certain hours. These loading bays could then be used as shared taxi stands at night to maximise the use of this on-street space.</p> <p>14. The CDHB supports the provision of shade and shelter via tree planting as suggested. Seating adjacent to the tree-pits as indicated in the initial concept design requires additional handrails so that people of all abilities can rest comfortably and safely.</p>				

No.	Support	Comments	Response	First name	Surname	Organisation
17650	No	<p>SAFE CYCLE LANES</p> <p>I would like to see the cycle lanes to be a little higher than the footpath and road so that's easier to differentiate for pedestrians and drivers. This is to avoid drivers to use the cycle lanes as a quick car park to (un)load passengers or take a phone call. Just a painted line isn't good enough.</p> <p>MOBILITY & TRUCK PARKING</p> <p>I would also like to give mobility parking and loading zones more space (width) than normal vehicle parking. The users of these areas require more space to not endanger themselves and other road users.</p> <p>PARKING</p> <p>I would like to see 5 "60min parking places" changed to "3min parking places". This to avoid vehicles that want to drop off/pick up passengers to use the cycle lanes.</p> <p>LANDSCAPING</p> <p>I love the use of trees and the opportunity to provide business outdoor seating. The courtesy crossings are great and hopefully some will become normal pedestrian crossings one day.</p> <p>I also like the bus stops incorporated well in the design.</p> <p>I really hope this design will encourage the elderly and less mobile Chch citizens to come back into the CBD.</p>	<p>Separated cycle lanes are used on Major Cycle Ways, however this is not part of the major cycle way network but part of the local cycleway network. As such painted on-road cycle lanes are appropriate and meet current design guidance.</p> <p>The mobility parking spaces have been widened to 2.5 metres wide. The loading zones have not been widened as 2 metres is sufficient for the majority of the vehicles that will be using the spaces.</p> <p>The majority of the parking proposed is either short term, high turn over, spaces or loading zones. There is still going to be a demand for people to park on-street during the day time for short (<60 mins) shopping trips or to visit the eating establishments such as in the BNZ Centre. At this stage it is not proposed to change these to P60.</p>	Anouk	Minnaar	
17651	No	<p>The 'upgrade' will impact on hospitality venues we safeguard creating queuing issues and crowd management</p>	<p>Thank you for your comments.</p> <p>The footpaths have been designed to suit the available space on the street. Footpath width has been reduced in some places to provide for widened traffic lanes (required for larger vehicles as this is a local distributor street and a passenger transport route) and the provision of painted on-road cycle lanes. Footpaths within the central city are normally 3 m wide but provision for 5 m wide footpaths has been made to accommodate street furniture, planters and dining space.</p>	Matt	Wood	October Protection
17652	Yes		<p>Thank you for your feedback.</p>	Johanna	Ryan	

No.	Support	Comments	Response	First name	Surname	Organisation
17653	Yes	<p>Timing has it to be completed October 2019.</p> <p>Our company represent the owner, Nexus Point Ltd, building the new Spark HQ's on the corner of Colombo and Hereford and we are due to open between end of August and end September.</p> <p>We have been liaising with the CCC roading team about us doing the paving work from the CCC kerb to our building BUT if CCC are only due to complete the works in October we would want to make sure that the kerb setout and actual physical works is completed with enough time for us to do the paving and be open by end September at the latest. We would expect at least 2 months of external works so the kerb would have to be in place by end July at the latest to allow this to happen.</p> <p>Please liaise with Neil Gillon from CCC for further explanation of this time/scope.</p>	The project team will work closely with the project management team for Nexus Point Ltd with the aim of completing the work outside 2 Cathedral Square to meet the timetable for completion of that building.	Lincoln	Blair	Cequent Projects Ltd
17654	No	I do not agree with the CCC and their ploy to exclude vehicles in the central city.	The street is a local distributor street and a passenger transport route requiring the traffic lanes to be widened in the block between Colombo Street and Oxford Terrace. Due to the number of new and planned buildings along the street, including some major office buildings, it is expected to be the busiest E-W traffic street through the core of the central city. Also, the number of people choosing to cycle into the city is increasing, including to these Hereford Street buildings. However, as this is not a key cycle route within the city, painted on-street cycle lanes adjacent to the traffic lanes are proposed to provide a safe space for cyclists. Given these constraints the proposed changes aim to achieve a balance between these strongly competing needs, while improving the pedestrian and streetscape environment. The remaining on-street parking is focussed on meeting essential servicing and loading needs, as well as providing for taxis / small passenger service vehicles and some mobility parking spaces. There are some 14 proposed overnight taxi / small passenger service vehicle spaces proposed at the western end of the street where many of the hospitality premises are clustered. The street has one existing and a planned second major parking building, which provide considerably more safe, convenient parking for local businesses and hospitality outlets than Council could realistically accommodate on street.	Reuben	Hector	
17655	No	Keep buses out. They are too big noisy..polluting. the council has given cars and buses enough space in Manchester st. The buses are like big elephants. As a commuter by foot bus and bike I oppose a bus route here.	The scheme design for the street seeks to accommodate E-W bus services that are routed along the street, and where encouraging more commuters and visitors to the central city to choose bus travel will help to alleviate future traffic congestion levels.	Claire	Coveney	None

No.	Support	Comments	Response	First name	Surname	Organisation
17658	Yes	<p>I really like the proposal. It seems it tries to balance all the users, and is also aware of it is the uttermost central part of city.</p> <p>As a cyclist and a driver I have a couple of concerns or comments:</p> <p>1) as a cyclist - surprisingly, I am not big fan of the separated cycle lines (not in general) as we could see them somewhere else, especially how they were implemented here in ChCh. However, especially in front of BNZ Centre and Ibis Hotel, I need to be super careful to bike here, not to be knock off by idiots and kind of extra safety on the painted lanes in a form of road poles at a key turning point to the garage entrances, etc. might help with the cyclists' safety.</p> <p>2) as a driver - I cannot see how the ban for left turn to the Cathedral Sq. if I was traveling east direction would help the flow of the traffic. However I understand that if you wanted to reduce the traffic going to Cathedral Sq. in general, then it would kind of make sense.</p> <p>Also great to see more waiting car slots for taxis and Ubers as at night the street can be totally blocked.</p> <p>It also might help have some extra waiting spots on the corners with the Oxford Tce.</p>	<p>Thank you for your feedback. The number of people choosing to cycle into the city is increasing. The painted on-street cycle lanes adjacent to the traffic lanes provide a safer lane for cyclists to use, including cyclists commuting to the office buildings along the corridor. Hereford Street is not part of the main cycle route network however. Other streets like Worcester, St Asaph and Tuam are better able to offer a higher level of service for cyclists, and will be increasingly signed as the recommended routes.</p> <p>On-street cycle lanes have been chosen in preference to the original shared space design (or the sharrow type provision on the Colombo Street central sections) because of the larger volume of traffic, including buses and heavy vehicles that will use Hereford Street, and the speed difference between cyclists and vehicles (which the lower speed limit also addresses). Each traffic lane is currently 3 m wide and needs to be widened to a minimum of 3.25 m, which this scheme proposes. That will help avoid some of the current "pinching" problems. The slightly widened traffic lanes are blended with 1.8 m cycle lanes and advanced boxes at the intersections to help cycle safety and complement the lower 30 km/h speed regime. The remaining on-street parking is focussed on meeting essential servicing and loading needs, as well as providing for taxis / small passenger service vehicles and some mobility parking spaces. The street has one existing and a planned second major parking building, which provide considerably more safe, convenient parking for local businesses and hospitality outlets than Council could realistically accommodate on street. The scheme has been designed to achieve a balance between these competing needs on a very important and busy street. Regarding traffic turning towards Cathedral Square, the proposals help to reduce the amount of through-traffic in the Square as it is restored, and the proposals would be supported by improved wayfinding signage (i.e., beyond Hereford Street) aimed at improving drivers' routes into and through the central city.</p>	Daniel	MLADEK	

No.	Support	Comments	Response	First name	Surname	Organisation
17664	Yes	<p>This submission provided by Tailorspace Property Limited, in relation to the Christchurch</p> <p>City Councils proposed planning changes to Hereford Street.</p> <p>Background</p> <ol style="list-style-type: none"> 1. Tailorspace Property Limited owns the property located at 79 Hereford Street, Christchurch. This property was formerly known as the Guardian Assurance Building and on the ground floor was previously occupied by Scorpio Books. 2. Tailorspace has recently removed the internal lining of the building, bringing the building back to a bare shell and is currently removing the external windows and facade treatment. 3. It is our intention to strengthen the building, apply a new exterior facade facing Hereford Street and re-purpose the building to a Hotel use. We have recently entered a conditional agreement with a hotel operator. 4. It is our intention that the ground floor will form the hotel lobby with the balance of the ground floor being a complimentary retail, service or hospitality use. <p>Proposed Upgrade of Hereford Street</p> <ol style="list-style-type: none"> 5. Tailorspace is particularly focused on the changes to the footpath and parking immediately outside 79 Hereford Street. The proposed works show a reduction of one car park, the introduction of a mobility park and two Loading Zones during the hours of 8am-8pm, which changes to a passenger service vehicle parks between 8pm and 8am. 6. While Tailorspace is generally supportive of the proposed upgrade to Hereford Street we do have some immediate concerns with the proposed parking changes. We have previously expressed these concerns at the Council presentation on 25 June 2018. We note that our suggested amendments to the proposed upgrade have not been addressed. 7. Tailorspace opposes the introduction of the two loading zone parks (8am-8pm) and Passenger service vehicle (8pm-8am). 8. The loading zones are located directly outside the hotel entrance. We have concerns that exhaust fumes from trucks and vans left running outside the hotel entrance will be a health & safety concern for the hotel operator and guests. We would assume that it is more appropriate that the Loading Zone be located on the south side of Hereford Street, which would be safer for drivers making deliveries to the Terrace hospitality precinct. 9. Tailorspace also opposes the introduction of the passenger service vehicle zone between 8pm and 8am. This activity is likely to result in a noise being focused directly outside the hotel from intoxicated patrons leaving the numerous bars and restaurants. A recent site visit at 11pm on a Friday night confirmed that this may be an issue. It would be more appropriate that Council maintains/reinstates the passenger service vehicle zone on the Hereford Street bridge. 10. Tailorspace opposes the outdoor seating to the ground floor bar at 85 Hereford Street. The outdoor seating area will create uncontrollable noise from Patrons. We would like Council to (a) restrict the outdoor seating hours and (b) explain how noise will be controlled. 11. Tailorspace supports amending the two proposed Loading Zone (8am-8pm) and Passenger Service Vehicle (8pm-8am) to a P5 Day and Night. 12. Tailorspace has consulted with our hotel operator tenant who supports our 	<p>Thank you for meeting with members of the project team on 17 September 2018. Your response following the meeting was as follows -</p> <p>Further to our conversation, I confirm the following with respect to the carparks immediately outside 79 Hereford Street, Christchurch:</p> <ol style="list-style-type: none"> 1. We accept the x2 Loading Zones parks on the provision that these are "P5 Loading Zones" and are available for use by hotel customers dropping and unloading bags, etc. 2. We accept the Passenger Service Vehicle 8pm-8am 3. We request that noise controls/ restrictions are put in place for the outdoor seating within the Council footpath immediately outside 85 Hereford Street from 8pm at night. If noise controls are not possible, then the outdoor seating should be removed. <p>Also, as discussed we feel that removing passenger vehicles/ taxi parking from the Hereford Street bridge and widening the footpath is unnecessary. On a Friday and Saturday night when passengers are being dropped off into the area, the traffic could be best described as chaotic. Removing the existing carparks and taxi stand from the bridge will further compound this disorder.</p> <p>The project team will pass on your concerns regarding noise and the loss of parking on the bridge to those who are responsible for these issues.</p>	Glen	Taylor	Tailorspace Property Limited

No.	Support	Comments	Response	First name	Surname	Organisation
		position on the above. 13. Finally, we would like to request speaking rights at the Council hearing.				
17665	NI	<p>Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Advocates Network (CAN).</p> <p>All submissions are developed online and include members' input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>SPOKES Canterbury has considered the upgrades planned for Hereford St and requests that these changes be made to the plan to better meet the needs of cyclists.</p> <p>Hook turn boxes for cyclists on Colombo turning right into Hereford.</p> <p>Flexible marker posts between cycle and vehicle lane outside 164 Hereford where road narrows 1.5m lane width with 0.3m buffer absolute minimum to meet Cycle Design Guidelines 3.4.2, does that mean white line is 0.3m wide?</p>	<p>Thank you for your feedback.</p> <p>Flexible marker posts will not be installed as part of this design.</p> <p>While there is a lateral shift outside 164 Hereford Street, this shift is in line with Austroads guidance for tapers so that vehicles are less likely to drive over the cycle lane. Green surfacing has been included at the taper to ensure drivers are aware that there is a cycle lane.</p> <p>The vehicle lane widths are kept to a minimum of 3.25 metres.</p> <p>Hook turns are not proposed to be included for vehicles right turning from Colombo Street. The Colombo Street traffic flows are low and only require cyclists to turn across one lane. There is also limited space to provide them with the operation of the Barnes Dance pedestrian phase.</p> <p>Where green surfacing is provided at higher turn-over parking the surfacing is offset from the parking by 30 cm to help identify to cyclists the need to keep away from the car doors.</p>	Dirk	De Lu	Spokes Canterbury Cyclists Association

No.	Support	Comments	Response	First name	Surname	Organisation
17668	Yes	<p>I am concerned that the proposed road markings do not achieve the council's aims of enhancing safety, are not compatible with encouraging the 30km/hr speed limit and do not provide an attractive street environment.</p> <p>Please see Attachment 5 in the Hereford Street Upgrade attachments document.</p>	<p>Thank you for your feedback.</p> <p>The traffic lanes have been widened to allow buses and other heavy traffic to use Hereford Street safely. Typically widening the road, as proposed, would result in increased vehicle speeds. However, in this instance, the road widening is not being completed in isolation but as part of a package of works including the renewal of the three raised crossings and the introduction of more street trees, changes in the material pallet, upgraded lighting and kerbside outdoor dining. All of these elements will help to control the speed of vehicles.</p> <p>Shared lanes, as proposed in your additional information, can only be used in narrow environments. The total lane width would need to be 3.2 metres wide or less. Therefore there would not be the option of trialling it and adding the cycle lanes in later if required. A 5 m wide lane would be required to allow the option of adding the cycle lane in at a later date. This would be too wide and encourage drivers to attempt to overtake a cyclist who is 'taking the lane'.</p>	Ian	Chesterman	
17669	No	<p>There are already too many homeless people on Hereford Street, putting fixed seating will only encourage more.</p> <p>The average pedestrian does not require random seating by the foot path.</p> <p>I have done some work for the Rockpool and with my Hospitality experience regard the reduction of the outdoor seating area and car parking as having a huge economic impact on this well established business.</p> <p>There is a tree and seating planned right outside the entry to the upstairs bar Micky Finns and this will simply encourage the homeless during the day and people not allowed entry at night to sit there and become a real nuisance and create conflict.</p> <p>3 metre wide footpaths on both sides of the Street seems excessive, the south side will account for 75% of all pedestrians so the North side could be reduced to 2 metres.</p>	<p>Thank you for your feedback.</p> <p>The seating proposed around the raised planters is provided as perch seating for those who wish to pause in the street and perhaps take a rest from walking. This is a desire of many elderly people.</p> <p>With regard to the on-street parking, the parking loss is only slight in the block where Rockpool is located, with three parking spaces proposed to be removed from either side, with a total loss of six spaces. Although there is a reduction in the number of spaces there are two existing multi-storey car parks in the two blocks adjacent (Colombo - Manchester [680 parks], Montreal - Cambridge [580 parks]), with a third proposed for the Cambridge - Colombo block [approx. 400+ spaces]. This will result in over 1600 spaces on Hereford Street between Montreal Street and Colombo Street. In addition to this there are a further 1200 parks in the Lichfield Street car parking building.</p> <p>Loading zones for delivery vehicles have been prioritised as part of this proposal. There will be more small passenger service vehicle parks in this block than currently exist and the loading zones can be used by taxis and umber vehicles for dropping passengers off.</p> <p>The traffic lanes in Hereford Street are to be widened from 3 m to 3.25 m to safely accommodate the movement of buses and other heavy traffic as the street is a local distributor street and a passenger transport route. There is also a need to make accommodation for cyclists who use this main east-west street and this will be achieved by the introduction of painted on-road cycle lanes. Increasing the lane width and adding cycle lanes requires a reduction in the footpath width outside 90 Hereford Street. As for other areas where dining space is provided, the footpath has been widened there to provide a 2 m dining space. Three metre wide footpaths are standard for the central city to provide sufficient space for pedestrians to move and reduce the chance for conflict.</p> <p>The tree has been relocated west from the entry to Micky Finns and has been placed against the kerb.</p>	Jonathan	Botherway	Hospitality Consulting and Project Management

No.	Support	Comments	Response	First name	Surname	Organisation
17676	No	<p>Our major concern is loss of outside dining. It's critical to our business survival. We expect the loss of space could impact our summer day trade negatively by 50-75% which would be detrimental to our business. We have had a long and difficult road establishing this trade, we simply cannot afford to lose it and we feel the council has not considered us as business owners.</p> <p>Loss of car parking. Currently there are 15 (approx) car parks on Hereford St, the proposed 8 are simply not enough. There is a general consensus of residents not wanting to come into the city due to lack of accessibility i.e. no longer can one pop into a store/coffee shop/entertainment venue for an hour without the rig moral of a car park building.</p> <p>Cycle lanes, as above - apparently this is a deterrent of visitors to the Central City. Is this necessary in a 30 km speed zone? Further to this it will further make deliveries difficult. It is also dangerous in the evenings with taxis and so on picking up and dropping off patrons.</p> <p>Proposed tree and seating outside 90a (Micky Finns entrance), this is a major concern. We have a major problem with homeless people on Hereford Street. We have had homeless people intimidate our customers, steal cigarette butts from ashtrays/food/alcohol off tables outside our venue, urinate on our building/vehicles and so on. To put a seat outside our entrance way is simply inviting them to sit outside our building. Further to this, a seat will entice intoxicated people or people who have been denied entry to our venue on our busy Friday and Saturday nights to sit there. This could impact our liquor licence, lead to violence and is a major health and safety issue.</p> <p>The tree/seat will also impact crowd control, queuing issues and be a health and safety issue for the building as our meeting point in event of fire is the proposed tree/seat area.</p>	<p>Thank you for your feedback.</p> <p>The Council needs to widen traffic lanes from 3 m to 3.25 m to improve access for buses and other heavy vehicles. This was highlighted following a review of the reconstructed road completed prior to the 2011 earthquakes. In addition we are providing painted on-road cycle lanes adjacent to the traffic lanes. Where there is parking the remaining space for footpath is 3 m. By removing parking we can provide a 5.05 m width of footpath area, 3 m of which is for pedestrians. The remaining 2 m for dining proposed in front of the Rockpool is the same dining space as elsewhere in Hereford Street. With regard to on-street parking, the parking loss is only slight in the block where Rockpool is located, with three parking spaces being removed from either side for a total loss of six spaces. Although there is a reduction in the number of spaces there are two existing multi storey car parks in the two block adjacent (Colombo - Manchester [680 parks], Montreal - Cambridge [580 parks]), with a third proposed for the Cambridge - Colombo block [approx. 400+ spaces]. This will result in over 1600 spaces on Hereford Street between Montreal and Colombo Street. There are a further 1200 parks in the Lichfield Street car parking building. Loading zones for delivery vehicles has been prioritised as part of this proposal.</p> <p>There will be more taxi stands in this block than existing and the loading zones can be used by taxis and umber vehicles for dropping passengers off.</p> <p>The tree has been relocated west from the entry to Micky Finns and has been placed against the kerb, providing a clear 3 m width between the entrance doors and the raised planter.</p> <p>We note that the current clear footpath space outside Micky Finns is less than 3 m wide.</p>	Georgina and Peter	Whittaker	The Rockpool
17709	Yes	<p>I would like to see the painted green cycle lane along the entire length this makes the motorist aware of the cycle lane.</p> <p>No stopping lines the entire length of the cycle lanes to prevent people being dropped off in the cycle lane.</p> <p>will there be cyclist priority phasing on the Hereford/Colombo lights.</p> <p>Will there be improved street lighting to improve safety and appearance at night time.</p>	<p>Thank you for your feedback.</p> <p>Providing green surfacing for this length is cost prohibitive and unnecessary. The green surfacing is only used where there are points where conflict may occur. On the straight sections the vehicles are highly unlikely to be driving in the cycle lane.</p> <p>There will not be cycle priority phasing provided. Cycle priority phasing is only provided where cyclists have priority such as on Major Cycleway Routes.</p> <p>The proposed design will incorporate new street lighting to meet the current lighting standards for the central city.</p>	Dominic	McKeown	

No.	Support	Comments	Response	First name	Surname	Organisation
17724	Yes	<p>Thank you for the opportunity to comment on the proposed changes to Hereford Street.</p> <p>The Christchurch Tramway is part of the Christchurch Attractions Group. The group also operates the Port Hills Gondola, Punting on the Avon, Botanic Gardens Tour and Hanmer Attractions.</p> <p>The Christchurch Tramway is an iconic brand, recognised both locally and internationally since it's inception 25 years ago. Since then it has played a major role with the local community and inner-city events that Christchurch holds on a regular basis. The Historical Trams give our city a major point of difference for both locals and international travellers with its' city tour and knowledgeable drivers and hosts. The trams also play a major part in supporting the Tramway Historical restoration business that runs from Ferrymead.</p> <p>A recent article stated that more than three-quarters of Christchurch residents visit the central city regularly to eat out, drink, shop and visit attractions, of that 34 per cent visited attractions.</p> <p>Therefore, we here at Christchurch Tramways are fully behind the Christchurch rebuild with the result of making our city a great destination to visit. Since the quake Christchurch has re-invigorated itself making many improvements with many more to come. These will benefit all business within the city limits and Christchurch as a whole.</p> <p>We support the upgrade proposal to Hereford Street provided it is completed as expediently as possible to avoid any disruption to businesses in the area.</p> <p>The Christchurch Tramway also strongly recommends that whilst work is carried out to Hereford Street there is no disruption to the Christchurch Tramway's operations. We would suggest that work within or near the tracks be completed at appropriate times of the day and/or night outside the Tramway running times. It would be advisable that communication is made to the Christchurch Tramway to plan the appropriate work schedules.</p>	<p>Thank you for your feedback.</p> <p>The Council's contractors will be required to liaise with Christchurch Tramways Limited to minimise disruption to the operation of the tram.</p>	Mark	Small	Christchurch Tramways Limited
17762	Yes	<p>Hereford St, and particularly the footpaths, are currently in atrocious condition and need repairing. The road surface condition is also poor. Much of the planned heavy construction should be completed in the area by the timeframes of this project, so is an appropriate time to be undertaken.</p>	<p>Thank you for your response.</p>	Liam	Blackett	
18058		<p>Trees proposed for Hereford St what is the vigor of the existing tree? only to be replaced by another a Lime tree which grows to a specimen tree of very large proportions. Which also applies to proposed plantings of same at both ends of Hereford St. Ornamenta Pear trees what chance for a happy tree in a planter box? without attention constantly to water. Height of buildings blocking sun - prevailing easterly cold wind</p>	<p>The ornamental Callery pear has been selected as its form is well suited to a city street. Being deciduous it will allow light to penetrate to street level during the winter months. The planter boxes will be open at the bottom to allow the tree routes to extend deeper than the footpath level. Lime trees are proposed in four locations only, at each end of the proposed works. We propose that the Callery pear trees will be under-planted with native plant species.</p>	Judith	Burt	

No.	Support	Comments	Response	First name	Surname	Organisation
18078	Yes	<p>Whilst I support the proposed upgrade I urge you to make a decision at the same time to re-instate the lost car parking on the east side of Cambridge Terrace. This not only compensates for the lost car parks (at street level) but allows that area to be parked in by cabs as well as cars. The businesses nearby rely on casual parkers particularly in the middle of winter. If they can't park on the street they will simply drive away! These patrons to the restaurants are simply not riding bikes. Please read my published letter to the Press which is attached.</p> <p>Car Parks for Hereford (Letter to the Press)</p> <p>Hereford St needs an upgrade to be in keeping with our new Accessible City but taking away any of the tiny number of on-street car parks is idiotic but almost what we expect from planners that create their carnage and can leave our city at any time to impose their skills elsewhere.</p> <p>The new buildings that private companies have built at huge costs and risk were all known projects because the CCC has been intimately involved with their various consents. The rates that the new building contribute to the CCC are truly enormous. The property owners deserve to have clear thinking and support from the council street planners who don't have any personal risk at all.</p> <p>The Hereford St upgrade should include reinstating the car parks recently lost by ripping out all of the "new" narrow curbing and untidy flax's across the Avon River on Durham St to compensate for any loss of car parking planned for Hereford St. This could be used for a combination of private car parking or taxis and it's close to the 'Strip'.</p> <p>It is mischievous to quote the 900 off-street car parks when the hospitality industry relies on casual patrons who often at night in the middle of winter are just as likely to drive away if they can't park on the street - or ride their bikes.</p>	<p>Thank you for your feedback.</p> <p>Suggested parking in Cambridge Terrace is outside the scope of this project as it has been delivered by Ōtākaro Ltd on behalf of the Crown. Thirty seven of the existing 51 on-street car parks on Hereford Street will remain. Those remaining are being prioritised for short stay parking, loading and servicing and for taxis (including small public service vehicles, such as Uber) in order to support frontage businesses. Fourteen such over-night taxi / small passenger service vehicle spaces are proposed at the western end of the street to enable good access to the concentration of local hospitality businesses there. These are intended to complement the existing and proposed off street parking buildings. One off-street car parking building currently exists in the block between Manchester Street and Colombo Street and a second is planned in the block between Colombo Street and Oxford Terrace. These will provide more than 600 short-term off-street car parking spaces, where the ability to meet the local demands with on street parking metered or otherwise will always be very limited. The on-street provision has therefore been planned in discussion with a number of frontage businesses, and represents a balance between the many competing needs along this increasingly busy street. A further 270 short-term off-street car parks are provided in the car parking building west of Oxford Terrace.</p>	Craig A	Nicholas	