

Ref	First Names	Last name	Organisation	Support the plan Do not support the plan Generally support with some suggestions	Comments	Do you agree with changing the legal road between 687 and 689 (next to Woolston Library) to shared path?	Would you like us to get in touch with you about how we will be including reminders of Woolston's cultural history and meaning following our work with Matapopore
16941	P	Kiernan			No 30 kmh zone – not required. Has there ever been a speed trap set up in area? – No! Traffic flow dictates speed currently expect some to happen. Won't be policed anyway. Will also reduce visual POLLUTION by not having 30/50 kmh signs everywhere. Extend NO Stopping on East side Maranon Street.	Yes	No
16940	Alma	Rae		Support the plan		yes	
16939	A	Buntin		Support with suggestions	More car parks outside shops for people that are not able to walk far eg Chemist. Just get it right. I think in general it looks good however I do feel that more thought needs to be given to car parking particularly for folks who are not able to walk far. There are more in this area than you think.		No
16927			Environment Canterbury	Support the plan	The staff at Environment Canterbury support the proposed changes which provide easier access to public transport by adding safe crossings and moving bus stops into the Woolston Central area. We support the moving of the existing stops near Portman St into the central Woolston area. This will encourage passengers to use public transport by providing access near shopping and amenities and provide easier access for passengers with mobility issues. We also support moving the stop near St Johns Church to 729 Ferry Rd. The new bus stop location is further south from the intersection and would enable the buses to keep moving ahead of the new signalised crossing. We appreciate and support the upgrade of all stops to include shelters.		

			Canterbury West Coast District Council NZ AA	Support the plan	<p>While other factors may also be relevant the last city council project to create a pedestrian friendly environment in Woolston Village by reducing parking and increasing street furniture and plantings was followed by the loss of three banks, a post office, a medical centre and several significant retailers. For many of the residents of surrounding suburbs what previously required only a short stroll or commute to obtain cash, make purchases, or post parcels has become a much longer drive to Ferrymead in often intense traffic flows on a major arterial route.</p> <p>Consequently it was quite predictable that the community would be shocked and concerned that even more drastic reductions in parking were being proposed as part of a new revitalisation project. The council is to be commended for responding to those concerns and revising its plan in order to restore some of the lost parking and provide off street alternatives.</p> <p>With the implementation of those revisions it is more likely the remaining commercial operators in Woolston could still survive this latest revitalisation project. This will be of major benefit for the residents of Woolston/Opawa who would prefer not to have to travel to Ferrymead, Eastgate, or St Martins to access retail, postal and financial services.</p>		
16830	Gail	Mhuire		Do not support the plan for Woolston Village	<p>I feel strongly that the parking now being put into place – has NO thoughts for parents with babies & young ones, people with disabilities and the aged, when they need to go to the chemist for medication. It takes 10-15 minutes for my monthly prescriptions to be made up , therefore 10 minute park is hopeless & only 1 available (sad face picture included on submission)</p> <p>Why???Are all the car parks being put over by the bakery???</p> <p>There is a car park available for them.</p> <p>At times when my health has been really bad, I would not have been able to corrs that road & many others will have the same problem.</p> <p>Last Friday 29th June I found parking was nigh impossible – with I assume the workers for the road works all parking in the car park.</p> <p>Because the road changes are already in progress, I guess my say is rather a waste of time. People living outside that locality, but like myself that uses the chemist, I feel should have had a change earlier to voice our opinions.</p>	no	no
16626	Barbara	Sim		Do not support the plan for Woolston Village	<p>The proposed changes to the Woolston parking outside the dairy, hair shop, book & gift shop, chemist & Drs room are absolutely ridiculous for our community who use those areas are generally older, so cannot wal far. We value the space that is there and why on earth you (as in Councillors) want to take it away & hide the new parks away in beyond.</p> <p>Sensible thinking. At present it is a very busy stretch of roading and will be made unsafe for our young school people & also the elderly who are the ones who frequent those shops.</p> <p>I would like to beg you to reconsider, but as so much that the Council is responsible for has no relevance to the people who need to use it, I guess like a lot of the decisions you will go ahead with this hair brained scheme</p> <p>Will there be vehicle access? (shared path)</p>	no	no

16625	Margaret	Hanham		Support with suggestions	<p>Need to get prescriptions weekly</p> <p>If the weather is bad hard to get to pick up. Need to get money from Kiwi Bank money machine for groceries etc, as someone else does my shopping weekly.</p> <p>Have a walker and need to use all the time</p>		yes
16624	Joseph	McDonald		Do not support the plan for Woolston Village	<p>I do not agree with the restricted parking outside my gate at [redacted] Ferry Rd (or [redacted] Ferry Rd). I do not agree with extended paved areas outside my gate at [redacted] Ferry Rd. I do not agree with extended paved area on Ferry Rd, Maronan St restricting the access to Maronan St</p> <p>I do not agree with reducing the speed limit form 50km to 30km. Trees and plantings that limit the visibility of pedestrians are a traffic hazards.</p>	no	yes
16594	Hemlata	Patel		Do not support the plan for Woolston Village	<p>Thank you for thinking about helping woolston village. i don't support this plan because as a retailer working in this area for the last 24 years, I don't think taking any parking away will help the area also when they do all planting trees and moving traffic lights, redo all of the footpaths it will disrupt all the businesses. when they do all of this work, they will take all of the parking from every morning to night (with traffic cones) which means that there is no parking for any of our customers. This will mean that we lose business. These renovations will take nearly a year.</p>	no	yes
16593			NZ Heavy Haulage Association	Support with suggestions	<p>On behalf of the oversize transport industry, we'd like to make some comments about the design proposed for Woolston. As the Council is aware Ferry Road is an oversize loads route - primarily due to the fact that there are no other suitable routes. We appreciate the fact that the Council has made significant effort to make the design accommodate oversize loads being transported through here, however there are some specific aspects that we would like to point out.</p> <p>1. Overall width</p> <p>We note that the Council has designed the road around allowing a 11.5m load through here. However this is apparently dependent on lowering mast arms in two locations, removing hand rails in two locations, as well as signage on the islands, and then mounting over the islands and medians - all very slow processes, which will mean holding up other traffic, which then becomes a safety issue.</p> <p>2. Traffic Signal Arms</p> <p>The need to lower signal arms to achieve the 11.5m in not preferred by the oversize sector. We aim to have designs that allows loads to keep moving rather than having to stop to lower and then reinstate signals poles. There is also risk that the lanterns can be damaged and the weight of poles and lanterns themselves for the transport crew to manage.</p> <p>3. Islands and Medians</p> <p>Firstly, we aim for designs for oversize routes that do not require the mounting of islands and medians. In order to be properly mountable the islands need to be no more than 100mm in height and for the kerbs to have no more than a 30 degree slope. Also signs need to be removable in sockets with wedges and the sockets to have no more than 10mm rise above the surface of the islands to prevent punctures.</p> <p>4. Trees</p> <p>We appreciate the fact that there are no planted islands or medians, however the trees on the sides of the road will need constant pruning to keep the overdimension envelope. Is it really desirable to build in an on-going maintenance job, which will only upset local shoppers and residents to see planted trees pruned back?</p> <p>We believe that we need more dialogue about this before the project proceeds further.</p>		

Foodstuffs
South Island
Properties
Limited /
Foodstuffs
South Island
Limited

Do not
support the
plan

Foodstuffs have received your invitation to submit in the Christchurch City Council led improvements to Woolston Village Centre.

Foodstuffs are a retailer owned co-operative company and the wholesale supplier to supermarkets and other outlets. Foodstuffs have completed a \$15M investment with the rebuild of Ferry Road New World Supermarket, brining back a 'sense of place' to the heart of the Woolston village. Supermarket operations are designed in a way that is both practical and achieves good design and quality amenity outcomes. This should be expressly recognised in the Woolston Concept Plan. Ferry Road New World supermarket provides critical life-line essential goods to the community of Woolston and the wider catchment. it is important that this critical life-line service can operate in a manner that ensures its car park is not compromised by other retailers and their customers who do not have sufficient car parks, them parking on our site.

As an experienced operator, Foodstuffs have extensive knowledge of supermarket construction and design that is both functional and attractive, in order to meet the demands of customers and local communities. Supermarkets and associated carparking areas are of a functional nature, design and scale that distinguish them from most other activities in suburban or local centres. Social analysis research shows that a supermarket also typically acts as an "anchor" for a successful local or suburban centre.

Foodstuffs would like to firmly reiterate our previous comments made by way of formal submission and also at meetings with Council representatives. We ask that our submission be taken into account to ensure that the improvements to the Woolston Village Centre is not only a transformational amenity change, but also to ensure that the village centre can support the surrounding residential catchment and ensure the sustainable economic vitality of the exiting retail infrastructure. it is important that any urban design principles are properly balanced to deliver a vibrant Woolston village that encourages investment and development.

Christchurch City Council proposed Woolston Concept Plan is anticipated to create a transport environment that is safer and more enjoyable for all road users. Foodstuffs are however extremely concerned at the reduction of on-street parking and what adverse effects this most certainly will cause for Ferry Road New World. The New World supermarket is located mid-block within the Woolston Village, and while the impacts are less significant than the Concept Plan proposed in 2016, the proposed on-street parking reduction still proposed substantial adverse affect to the Ferry Road New World. Foodstuffs urges Christchurch City Council to undertake a current survey of the current parking demand and supply and consider any future increase in parking demand. This analysis should include off-street car park areas and the surrounding side streets to better understand the effects of the parking reduction on the supermarket and surrounding businesses.

The Woolston Village concept proposed the removal of some 14 or 69 (20%) on-street parking spaces on Ferry Road in the study area. In particular, there is a decrease from 18 to 5 (72%) car parking spaces on the northern side of Ferry Road between Portman and St Johns Street. Foodstuffs is of the opinion that there is a strong casual link between the reduction in on-street parking availability and how the Ferry Road New World car park operates. This affects the supermarket operations by reducing on-street parking availability to accommodate any overspill parking demand from the supermarket at peak times. The proposal for the Ferry Road New World supermarket was granted consent on the basis of there being adequate on-street parking to accommodate any overspill parking during peak trading times. The resource consent decision noted that the "amenity" of neighbouring properties as a result of the potential on-street parking" needs to be considered.

The proposed reduction in parking along Ferry Road will lead to an increase in supermarket customers parking on side streets and Foodstuffs will be pressured to rectify effects on side streets, either by council or the community. This is particularly pertinent for Glenroy Street, which is a local road with a mainly residential function. While a parking survey was carried out to inform the initial Woolston Village Concept in 2015, the redeveloped supermarket was not operating at that point. Council have we understand not undertaken a post-supermarket opening parking survey to quantify the potential impact of on-street

				<p>parking reduction on the supermarket operations. As the proposal intends to upgrade the village to that "more people are attracted to spend time in the centre", it is expected that any new parking analysis would also consider future parking demand in the village.</p> <p>The reduction in on-street parking is also expected to increase use of the New World car park as parking for other adjacent businesses. Vehicles are currently observed to do this, which indicates an existing parking capacity issue, and it is likely to intensify with the proposed changes. This may cause the parking demand to exceed the available spaces more frequently. Additional adverse effects associated with parking displacement include an increase in the probability of pedestrians crossing Ferry Road to gain access to their destination, which will reduce overall safety outcomes for pedestrians and degrade the movement function of Ferry Road.</p> <p>Foodstuffs seeks that Council additionally install traffic signals at St Johns Street/Ferry Road intersection to improve access and safety of customers visiting the supermarket. Signalising this intersection would also provide the opportunity for formal crossing points for pedestrians across both Ferry Road and St Johns Street in this location. These traffic signals would more than likely replace the need for a pedestrian/cycle crossing between Catherine Street and Maronan Street as proposed in Council's latest Woolston Concept Plan. It is acknowledged that there is significantly more movements and demand at the St Johns Street/Ferry Road intersection than would be at the Catherine Street/Maronan Street location.</p> <p>At a conceptual level, the proposed speed limit reduction proposed from 50km/h to 30km/h is supported as it is expected to improve safety for all road users and aid in forming a village feel to Ferry Road.</p>		
16591	AJAY	PATEL	Do not support the plan for Woolston Village	<p>As a long time business owner in the Woolston Village I am strongly opposed to any proposal to remove any parking from Ferry Road within the Woolston village shopping area simply because removing any parking from the main road front will discourage people from visiting the shop/s in the area and especially the shops which will lose parking directly outside their businesses namely the pharmacy dairies bookshop etc. In the case of the Pharmacy many of their customers are elderly or are disabled or incapacitated and require convenient parking close by.</p> <p>The removal of parking on the main road will just put a strain on the remaining on road parking which is presently already strained this can be witnessed outside my business at 701 Ferry Road where parking is at a premium and shoppers have to resort to parking on yellow lines and in and over private driveways - this will only get worse if any parking is removed - the convenience nature of many of the businesses with the fact customers don't want to park far away from their shops will result in customers shopping elsewhere where parking is convenient.</p> <p>The expensive proposal to relocate the signal controlled pedestrian crossing seems a pointless exercise as it is fine where it is at the moment and serves its function well. The proposed island in front of 622 Ferry Road will also cause traffic flow issues as well as issues for business owners and their customers entering and exiting their private driveways here and in my opinion is unnecessary - is this island being placed here due to the New World supermarkets delivery exit point on Ferry Road ? as I feel it is unfair that businesses should be disadvantaged to cater for them eg the extension of the Island in front of 636 Ferry Road and the subsequent loss of parks due to this to cater for New Worlds customer entry exit onto Ferry Road.</p> <p>At present the seating available in the village is being used predominantly by intoxicated abusive and intimidating persons who seem to congregate at them on a regular basis at all hours of the day</p> <p>Construction Works will negatively disrupt businesses and result in loss in business for many and I personally don't believe the improvements will outweigh loss of custom and income.</p> <p>I appreciate the councils attempt to improve Woolston Village - but removing any on road parking in a retail area just doesn't make sense as it negatively effects the real essence of the village - the retailers, because without them there is no village</p>	no	no

New World
Woolston
FoodStuffs

Support with
suggestions

I am excited as a business owner in Woolston that the Council are upgrading the Woolston Village in terms of the look, feel and character. I do still have concerns over car parking and also of the proposed layout of Ferry Road.

I opened New World Ferry Road in September 2016; in conjunction with Foodstuffs SI Ltd we have put a considerable amount of capital into the Woolston community to continue to drive growth, create jobs and see the local community thrive.

When the initial proposed plan was announced in 2014 the new supermarket had not been built, to give you an idea from the old store to the new store we have gone from 3,000 transactions per week to over 13,000. Sales from the old store to the new store are up over 100%. To be able to achieve this it has meant we have had to rely heavily on our car park space. Currently I have 114 car parks and daily I see at least 20 car parks at all different times of the day being used for people to cross Ferry Rd and pick up takeaways, pop into the Dairy or get their hair cut at the local salon. The community is a very special place and I have; as the anchor tenant in Woolston an obligation to do the right things so why I could put signs on their cars or warn them verbally I have purposely stayed away as the confrontation is not worth the bigger picture of losing a customer to one of the local stores. In saying this my frustration is growing.

Whilst the proposed on street car parking numbers have improved (from originally 69 to 21 and now proposed to 55) the issue I have is that from Portman St to St Anne's school on the northern side of Ferry Rd the proposed numbers change from the existing 18 down to 5, this is a 72% reduction in car parking on this side of the street so it will be a no-brainer to park in the New World car park. How the local businesses along this side of the road will survive is beyond me.

As I'm trying to grow my business my staff's job security could be put under severe pressure because if customers cannot get a park then they will simply shop elsewhere.

I cannot emphasize how important this on-street parking is to me and the retailers around me, I go back to my first submission in 2014 when I say 'we are not in Copenhagen, we are not in Amsterdam, we are in Woolston'. This village will success if customers have access to convenient parking on both sides of the road.

Another area that I am very concerned about is the raised median strip on Ferry Road, if a car was driving east towards town they would not be able to turn right into the supermarket. This frightens me as having a stand-alone supermarket with accessible entrances and ease of parking has been a pivotal reason why customers shop with me. This is especially the case entering and exiting off Ferry Road and there has not been one accident I'm aware of at this key entrance/exit to and from the store. I believe that putting a raised median strip in here will look to add more risk to pedestrians and most likely to rise in nose to tail crashes as well. If the area is a 30/km zone (which I agree with) I don't see why the need for this strip.

I also have concerns around the width of the footpath on each side. It is proposed that one side of Ferry Rd will be 3m and the other side 4m, this is simply put - a humongous footpath. I believe with a footpath this big on both sides will create more loitering around an area that is already very vulnerable for theft and crime.

Just to put in context the width of a sidewalk in the borough of Manhattan for streets 50 feet (15.24m) wide is 13 foot (3.96m). Ferry Rd is 20.4m wide with proposals of 3 and 4m width. Yes, in Manhattan they may not have cycle lanes, however, this is just to point out how large these proposed footpaths actually are in real terms.

Ferry Road is a main artillery route for over-width vehicles travelling to the Port, this has been the case for many years and whatever changes in Ferry Road will not stop this access rout being used. The issue that arises from having the proposed footpath so big is that it will increase the risk of an over-width vehicle mounting the curb and causing an accident to a pedestrian. This is an issue that certainly needs to be considered and I would like to propose to reduce this median strip so cars can turn right into the

					<p>supermarket.</p> <p>I notice on the plan that the new McDonalds is just out of the picture, like Foodstuffs, they are investing big money into this community and with them and my store we are the two biggest tenants and the two which will create jobs for local people that offer safe and secure employment. I believe they should be consulted in this process.</p> <p>I look forward to hearing back from you.</p>		
16587	Jack	van Beynen		Support with suggestions	<p>My partner Stephanie Bloy and I recently bought our first home in Woolston and were very excited when we saw the plan for Woolston village - it looks awesome and we can't wait to see the improvements made. The main suggestion we'd like to make is that it would be great if the proposed cycle lanes were separated cycle lanes. We both commute regularly by bike and feel separated lanes are much safer because you don't have the risk of someone opening a car door onto you.</p> <p>The other suggestion we'd like to make is for some of the proposed plantings to be changed to native species. Increasingly, Woolston and the areas around it are characterised by native wetland plantings, such as those at Charlesworth, Ti Rakau and Thistledown Reserves. We love that our street, Portman Street, is planted out with totara. It would be really nice if plantings in the village could reflect this defining element of the area as well as its European heritage.</p>	yes	yes
16586	Sarah	Hendrixx		Support the plan	<p>My only concern is exiting the New World carpark onto Ferry road if turning right. This can be a dangerous area and very hard to see oncoming cars, especially bicycles. Hope this has been considered in some way.</p>	yes	yes
16585	Stephanie	Muethel		Support the plan	<p>don't build the mcdonalds and support local businesses more!</p>	yes	no
16584	Rosemary	Neave		Support the plan	<p>Particularly support extra facilities and safety for cyclists. I cycle to work every day and going through Woolston is a bit of a nightmare.</p>	yes	yes
16580	Pauline	Collett		Support with suggestions	<p>Because of the heavy use of Ferry Road (which increased dramatically after the earthquakes) I am of the opinion that the speed which is to be reduced to 30kms between Portman Street and St.Anne's School should continue up to the lights at Rutherford St and Palinarus Road. Cars race up to the lights to catch the green phase. Also, there is always two or three people racing through the light phase yellow going to red. Always a fair amount of foot traffic in this area.</p> <p>Why do you have to increase the size of the footpaths taking away much needed parking outside the chemist shop? He will lose trade (along with the other shops) if these parks are taken away. Although there will be parking behind the buildings there are always people who will always want to park as close as possible to the shop they need to go to.</p> <p>Looking at the trees to be planted they are all deciduous and I wonder who will keep the area clean and tidy in the autumn when the trees are dropping their leaves. Woolston has been neglected for too long and perhaps it would be better if the trees were evergreens so that the leaves in autumn did not drop and make one awful mess. As it is the gardens that are in place are hardly ever attended to by the council and I have often picked up offensive rubbish and taken it home to put in my rubbish bin this is the gardens in front of St.Anne's Catholic Church.</p> <p>Thank you for taking on board the concerns of the residents and shopkeepers from the first meeting, the plans are certainly much improved and hopefully Woolston Village will become a thriving shopping centre once again as it has become something of a backwater.</p>	no	yes

16578	Shaun	Bosher		Support the plan for Woolston Village	Happy to see the changes for the New World Ferry Road exit, that now make it safer. Was always a bit nervous about the lack of visibility at that exit when an SUV etc is parked in the nearest car park on the city side.	yes	yes
16577	Fiona	Bennetts		Support the plan	I like the idea of a reduced speed limit, even if it eventually becomes 40 km/h. Anything less than 50 is good. I like all the cycle parking facilities and the wider cycle lanes.	yes	no
16571	Bernice	Mundy		Support with suggestions	One car park outside the chemist shop is not sufficient. I suggest at least 3. The chemist in my mind is the most necessary shop in the village and should be catered for.		
16570	Janet	Ogier		Support with suggestions	My protest is about the lack of parking outside the Woolston Pharmacy. As i get a taxi to pick up my medication from the pharmacy, parking further away will add significantly to my cost for the taxi as i can now only walk very very, slowly. I do hope you can consider submission favorably.	no	no
16564			Spokes – Canterbury Cyclists Association	Do not Support the plan	<p>Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Action Network (CAN). All submissions are developed online and include member's input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s). With cycle lanes of 1.6 to 1.8m width with no buffer zone hard up against on street parking this project is unsafe and fails to apply Council's own Cycle Design Guidelines while undermining Council's stated intent to encourage the 'interested but concerned' cyclist.</p> <p>Big gains in both reducing congestion and personal health come from people choosing to use bikes for their short local trips. These gains are not supported by this project. That the narrow width is to accommodate landscaping and street furniture both of which are dispensed with where on street parking is prioritized makes clear that catering to cars is the priority.</p> <p>The central median of up to 1.8m along with cycle lanes will encourage cars to use the cycle lanes to pass turning cars and squeeze past cars using on street parks. Along with the bus stops which block cycle lanes people on bicycles will be forced to use the carriageway with cars for safety. We can all hear the impatient tooting of horns as drivers insist on having their space free of people on bicycles. This will discourage the interested but concerned cyclists.</p> <p>This project does not support real mode choice or a transition to more sustainable transport choices. It has compromised safety and amenity in the face of business as usual Nimbyism. A neighbourhood shared space may well be a better option. The proposed 30 km/h speed limit supports this.</p> <p>People who ride bicycles need to travel to the same places as cars. They wish to do so efficiently. Routes which offer more pleasant and safer cycling are great, but do not apply to areas they do not serve or when too far from desire lines. Major Cycle Routes work when Local Cycle Networks provides safe passage for complete journeys. For mode choice to be supported roads need to offer safe cycling.</p> <p>Existing & Proposed Hazards</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Poor visibility to the west at New World car park driveway <input checked="" type="checkbox"/> Side roads and driveways with no give way markings where cars currently protrude into the cycle lane to gain visibility and endanger people on bicycles <input checked="" type="checkbox"/> Frequent pedestrian crossings with on street parking blocking visibility for both road users and pedestrians <input checked="" type="checkbox"/> Narrow cycle lanes without door buffer zones hard up against on street parking <input checked="" type="checkbox"/> Tree plantings by the Day and Night car park driveway which will block visibility <input checked="" type="checkbox"/> Parking lot on north side near Portman has trees by driveway to block vision of both cars leaving and cycles seeing. How will driveways be prevented from blocking footpath and cycle lane? 		

					<p>Council staff has advised that NZTA cycle guidelines have been applied. They are inapplicable. Quoting from those guidelines "Cycle lanes are painted lanes within the carriageway that are suitable for enthused and confident cyclists but, apart from low volume streets, do not offer sufficient protection for the majority of interested but concerned cyclists."</p> <p>https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/designing-a-cycle-facility/between-intersections/cycle-lanes/#cycle-lanes-next-to-kerb</p> <p>As proposed the project is only partially compliant with Council's Cycle Design Guidelines. Quoting the relevant section: "3.2.3. Local cycleways/Urban commercial centres/Cycle lanes: Design principles</p> <p>In commercial centres where a separated cycle path is not appropriate, a wide cycle lane should be considered. The design principles are: -- The cycle lane ideally needs to be wide enough for cyclists to pass one another (approximately 1.8 to 2m). A wider lane also gives cyclists more protection from traffic movement and car doors opening into the cycle lane."</p> <p>Reallocation of space could easily provide a safer road environment for all road users. Worldwide, planners are discovering that if a project is good for walking, biking and mobility, it is good for everyone. Life does not end, nor does the economy shrivel where street design considers cars as invited guests, rather than the priority.</p> <p>Spokes accepts that road space is in demand by all road users and staff must seek a balance in allocating space. That balance must still support the goal of encouraging interested but concerned cyclists, the need to 'future proof' infrastructure and to support the Zero Road Deaths targets being mooted by central government.</p> <p>Council legitimately seeks to deliver projects efficiently and affordably. Adding the costs of a safety audit to projects may seem to undermine these goals. Yet, producing infrastructure which offers poor safety leading to limited use and which will need expensive reworking is not efficient or affordable. It also sacrifices amenity and potentially human lives.</p> <p>Spokes requests that staff redesigns this project with 2m wide cycle lanes or use a shared streets approach. A safety audit to assess dangers and mitigations is also required. Without this information being made publicly available as part of the consultation process neither Councillors nor the public can assess impacts and options.</p> <p>Spokes supports the 30 km/h speed limit and asks that it be permanent.</p> <p>Spokes supports the provision of 36 cycle parking spots. Room for expansion should be considered and shown as part of this plan.</p> <p>Spokes urges Councillor's to reinstate the Cycle Advisory Panel and to create designated 'Cycle Champions' on staff to assure that projects at least comply with the Cycle Design Guidelines, improve road safety and support mode choice. Efficiency, affordability, safety and amenity will all benefit.</p>		
16563			Woolston Auto Surgery	Do not support the plan for Woolston Village	You are going to kill small business in Woolston, with no where to park. People will not stop. Here already my business has dropped off with Library going up!	no	

16550

Woolston
Pharmacy

Do not
support the
plan for
Woolston
Village

I strongly disagree with the removal of the on street parking on the pharmacy side of Ferry Road. We have a high percentage of elderly and reduced mobility patients that require the minimum possible distance between their car, taxi or ride. Many have walking frames, walking sticks or they are on crutches due to surgery or injury.

The current proposal only provides a single P10 car park outside of the bookshop that will be continuously occupied on a first in first served basis. There is no provision for a taxi to safely drop a patient off or to pick them up which is something we do every day. There is also no provision for our regular courier and drug supply order deliveries that we receive a minimum of 2 per day. Some of these deliveries are up to 2 cubic meters in size.

The proposal will lead to an increase in double parking as delivery drivers will not be able to park easily. It will also lead to an increase in vehicle u-turns as drivers are forced to change direction to find a park on the other side. And by having most parking on the opposite side of the road will force more people to cross the road than at present.

The elderly and those with reduced mobility already find it hard enough to go shopping or to their local pharmacy so taking away any on street parking has a significantly greater impact on them. Don't forget many of these elderly or reduced mobility people are unable to catch buses or ride a bike. Taking away on street parking also has a serious negative impact on all of us. The elderly and those with reduced mobility are already somewhat isolated in their own homes but if they cant get within a short distance of their destination due to the closest park being 6 times the distance they could normally walk then they will become even more house bound and isolated leading to drop in their quality of life. Family members that currently bring elderly relatives shopping will no longer be able to as it will become too difficult.

On street parking also requires less reversing than the off street parking as off street park always requires reversing to leave or enter the park. However several on street parks in a line allow forward entry and forward exit of the park if there are no obstructions or parked cars so this leads to far greater safety.

All Woolston shops heavily rely on out of area shoppers who are passing through and decide to stop at a convenient car park on the street outside their chosen shop. Without easy and convenient on street parking non resident shoppers will simply shop elsewhere and we know this as they tell us this all the time.

Woolston Village already has several empty buildings within the main shopping area and this will continue to increase in number as small businesses are forced to close or relocate and this in turn puts even more pressure on the rest. Remember what happened to Brighton Shopping Center.

The off street parking behind the library, no matter how many signs are put up, will be mostly missed as once you miss the Portman St entrance there is little chance to cut through the private car park by the Night and Day and then it will not be suitable for the elderly and those with reduced mobility. If drivers miss the brief opportunity to enter the library car park they will just continue on their way home to the next shopping area or they may do a U-turn.

Woolston residents I have asked want to keep the current on street car parks and this is backed up by the petition to keep the 14 car parks that was signed by over 1000 shoppers within only 7 days. How many more would have signed it if we had run it for 28 days and put it in all the shops and businesses around the greater Woolston area.

What Woolston residents do want however is to have the footpaths fixed and resealed to prevent trips and falls. There have been several elderly trip and fall and go to hospital due to the uneven concrete slabs in the footpath outside the bookshop and medical center building at 687 Ferry Rd.

There is one slab of concrete that is only 1.5 meters square and it has tilted due to earthquake damage and has a leading edge 5 cm higher than the tar seal leading up to it. This is a simple fix costing less than 1 man hour in time and less than \$100 in materials. Whats the hold up? How many more elderly need to go to

no

no

				<p>A&E?</p> <p>The elderly and those with reduced mobility don't want wider footpaths they want smooth level footpaths that dont trip them up.</p> <p>Also I had a cyclist stop in and tell me that in Norway or Denmark where he was from they have the cycle lanes on one side of the road and they are bidirectional and parking protected by the parked cars (so they are between the footpath and the on street parking) this uses the width of the road more efficiently.</p> <p>I would also like to see more forward thinking wrt green energy solutions. We should be getting solar lighting to light the streets and parking lots with clean green solar energy that is free. The new library has no solar panels and so will have a large power bill for the rate payers to pay. The CCC should be leading by example and promoting the benefits of solar energy. There should be provision for electric car charging as in the next 10 years most people will be either already driving electric cars (as my wife and I are) or seriously considering getting one as petrol prices continue to sky rocket as sales drop off (the petrol companies wont want to loose money so the price just goes up).</p> <p>Driverless taxis and cars will be every where within 10 years and drop off points will be even more necessary than now as many people wont own a car but will be picked up and dropped off.</p> <p>How about some solar furniture to charge mobile devices and free wifi.</p> <p>More security cameras would benefit the community as it will help reduce tagging and vandalism thus making people feel safer. The current cameras have already helped.</p> <p>Cutting down our existing trees and replacing with new trees closer to the road will impede both cycle and driver views.</p> <p>But most importantly keep our current on street car parking as this is the life blood of this small shopping area.</p> <p>How can people get out of car park at the back near Day Lane, it is already a bottleneck near Dominos Pizza.</p>		
16549	Liz	Briggs	Support with suggestions	<p>I live in Lyttelton but have used Woolston Pharmacy for prescriptions for over 10 years. I do not agree with removing any of the existing parking spaces outside this chemist. My observations are that many people using this shop have mobility issues and/or are elderly and sometimes frail. They may need to be dropped off to collect their prescriptions or cannot walk any great distance if they arrive by car. The nearby off-street car parks are usually full during shop hours and have no spare capacity. The shops in this block rely heavily on passing trade to survive financially.</p>	yes	no
16543			Robeade Holdings Ltd Support with suggestions	<p>Oak St To replace the DEEP gutters so parking can be established on ONE side only preferably the WEST side.</p> <p>To retain the bus stop opposite Portman St as a very busy business will be in the area.</p> <p>Electric lights should be on St John st/Ferry Rd as Supermarket very busy</p> <p>New signs indicating Woolston Village start and finish.</p> <p>Comments received in a separate submission: Please do NOT narrow up Ferry Rd by placing concrete structures in the middle of the road use only painted lines like Ensors to Wilsons</p>	yes	no

16541 See 16543							
16536	Cathy	Moran		Support with suggestions	It is good that Woolston is getting a regeneration - however, I have walked and biked (with my two young children under 6) along these footpaths for many years - and the footpaths have never been crowded or even remotely look like they would need to be altered at the expense of car parks. For the village to remain vibrant, the shops need to be accessible - and taking away car parks is going to drastically reduce people's desire to go to those businesses. At the moment I can pull in and go to the pharmacy for example. If there is no where to park, I would most likely go to the pharmacy at Eastgate or Ferrymead, where parking is easy. I think you are really going to make these businesses suffer. And I think the money could be so much better used elsewhere.	yes	no
16535	Aleisha	Stopforth		Support the plan		yes	no
16534	Malcolm	Finn		Support the plan		yes	no
16533	Simon	Parkes	NA	Support the plan	I support the old proposed plan. Remove as many parks as possible.	yes	no
16532			Engco	Support the plan for Woolston Village	I have had businesses asking me to sign a petition regarding the lack of parking. They are neglecting to tell customers / potential signers that there is a public car park at the library. I believe there has been adequate adjustment to the plan for the provision of parking.	yes	no
16531			Rangiora holdings	Do not support the plan for Woolston Village	I am a landlord of 12 shops in Woolston The change of car parks in Ferry Road will severally effect their business which in turn will leave me with empty shops Tenants are hard enough to find now with car parking	no	no
16530	Peter	Payne		Do not support the plan for Woolston Village	Most people in Woolston are elderly and often less able to walk any great distance and so carparking close to the local pharmacy is highly desirable. Parking across the road or behind the pharmacy results in a lot more walking or crossing of the main thoroughfare. It seems to me that retaining the few parks on the northeastern side of Ferry Road would help local elderly and infirm residents to access their pharmacy easily with the least amount of effort. These parks could certainly have limited parking times to allow more users per day.	yes	yes
16527	Elizabeth	Stuart		Support with suggestions	I don't agree that the carparks out the front of the pharmacy should be taken away.	yes	no
16526	Richmond	Tait		Do not support the plan		no	no
16525			Canterbury District Health Board	Support with suggestions	Details of submitter 1. Canterbury District Health Board (CDHB). 2. The submitter is responsible for promoting the reduction of adverse environmental effects on the health of people and communities and to improve, promote and protect their health pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956. These statutory obligations are the responsibility of the Ministry of Health and, in the Canterbury District, are carried out under contract by	yes	

Community and Public Health under Crown funding agreements on behalf of the Canterbury District Health Board.

3. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.

4. We welcome the opportunity to comment on the proposed improvements to the Woolston Village Centre. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.

5. While health care services are an important determinant of health, health is also influenced by a wide range of factors beyond the health sector. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the social determinants of health .

6. The most effective way to maximise people's wellbeing is to take these factors into account as early as possible during decision making and strategy development. Initiatives to improve health outcomes and overall quality of life must involve organisations and groups beyond the health sector, such as local government if they are to have a reasonable impact .

General Comments

7. The CDHB is supportive of the plans to enhance Woolston Village by making this section of Ferry Road safer for all users as this reduces the burden of injury on the health sector. We are also supportive of creating more inviting public spaces as these will have a positive effect on people's mental health and wellbeing.

8. The CDHB supports the creation of a pedestrian-focused environment with wider footpaths, additional crossing points and the creation of the new shared path to link Ferry Road with the Community Centre carpark. The CDHB also supports the use of seating with back and arm supports. These improvements will make Woolston a more walkable community and enable people of all ages and abilities to move throughout the Village safely.

9. The placement of bus stops looks well considered so people can access different sections of the village as needed. The CDHB supports the inclusion of purpose built bus shelters as this will encourage the use of public transport. The CDHB recommends that consideration is given to the type of landscaping and low plantings that adjoin bus stops. It is important that road users, especially cyclists, have good visibility when approaching bus stops.

10. The CDHB supports the introduction of cycle lanes and cycle parking. Active transport contributes to significant health benefits to individuals and communities through increased physical activity opportunities, improved air quality through reduced vehicle emissions and corresponding reduction in associated respiratory illness and an overall reduction of the burden of disease associated with obesity, cardiovascular disease and respiratory illnesses.

11. The CDHB supports the introduction of a 30km speed zone. This was one of the CDHB's original submission points on the Ferry Road Master Plan and it will reduce the likelihood of accidents in the village. Risk of death or serious injury for cyclists and pedestrians decreases significantly with reductions of vehicle speed. For example, a cyclist or pedestrian hit by a vehicle travelling at 48 km/h has a 55% chance of survival, however if hit by a vehicle travelling at 32km/hr, their chance of survival increases to 95% .

12. The CDHB is pleased to see that street lighting will be improved as this will potentially lead to a reduction of accidents and injury, as well as crime.

					<p>13. The CDHB acknowledges the inclusion of off-street mobility parking in the carpark behind the library but is concerned to note that there is no on-street mobility parking outlined in the concept plans for the village. The CDHB recommends that at least one on-street mobility carpark be incorporated into the plan.</p> <p>14. Thank you for the opportunity to submit on the proposed Woolston Village Improvements.</p>		
16524	J	Clarke & M Haines		Support with suggestions	<p>Love reduce limit through the Village. Less parking spaces outside school will be hard for some families Having library back in community is awesome.</p> <p>Non driving area - shared walkway is safe and great for access to library from foot</p>	yes	no
16517	John	Paget	Mr	Support with suggestions	<p>Parking on the left side of Ferry Road. Travelling east through the shopping centre there appears to be two trees outside the local pharmacy and a bus stop. Given that there are a lot of people with limited mobility who use the pharmacy. My proposal would to have at least two limited mobility car parks sited there instead of two trees and a completely inappropriate bus stop. The existing bus stop just east of St John Street is fine where it is.</p> <p>Given the concerns I have placed in the above section I would be pleased if the concerns raised will be given consideration although I am not confident they will.</p>	yes	yes
16516	Hiren	Patel		Support the plan	I'm happy for you to include Woolston's cultural history in the new plan.	yes	no
16515	David	Penrose			<p>Thank you for your email clarifying the proposed works outside of [REDACTED] Ferry Road, Christchurch.</p> <p>I act as the Property and Syndicate manager for the property located at [REDACTED] Ferry Road, Christchurch.</p> <p>Comments:</p> <p>I understand that some tenants are lodging objections to the Bus shelter and are doing a small petition on the issue.</p> <p>The property owners have no specific objection to the Bus Shelter / Road crossing and general upgrade taking place in Ferry Road but would comment as follows:</p> <p>1) Oak Street needs to be included in the works with the remaining 'dished' gutters removed and replaced with contemporary curb and channel gutter system.</p> <p>a. You mentioned that this is proposed at a later date, our view is that this should be done at the same time to minimise inconvenience to the tenants (ie not having to suffer through 2 lots of upgrading).</p> <p>2) The supplied plans show that yellow lines will be added in to Oak street, outside of number 7 Oak Street. We object to the removal of any carparking in Oak Street.</p> <p>3) The extension of the curbs into Oak street by 1.7m on our side and what looks like well over 3m on the other corner, will provide additional difficulty for both cars and trucks turning into and out of Oak Street.</p> <p>a. We request that the plans be revised so that additional curb width is reduced at the corner of Oak Street and Ferry Road to allow better access.</p> <p>4) This is a bit beyond the scope of this objection.</p> <p>a. We understand that there is to be a proposal to redevelop the property on the corner of Oak and Ferry Roads, with the removal of the existing public house and a likely Retail development, we would propose that as part of the process Oak Street be widened to allow the easy flow of traffic from that site with the</p>		

				<p>developer to provide the land for widening.</p> <p>5) This does not directly affect out site, however we have noticed the use of 'œPin oaks' for the planting, we strongly object to this on the basis that they cause extensive drain damage with the roots and the leaves block drains etc. Our preference is to see native species in urban landscape locations.</p> <p>Comments received in a separate, earlier submission: Thank you for the opportunity to comment on the proposed Bus shelter etc. at ■■■ Ferry Road.</p> <p>We own the property at ■■■ Ferry Road, Woolston. In general we Support the plan but note:</p> <p>3 Carparks are being removed from outside of our property and replaced with a bus stop and bus shelter, we object to the bus shelter being located in this position as it will result in possible damage and additional rubbish around the carpark.</p> <p>The use of "Pin Oaks" is flawed, as these cause damage to property assets including blocked drains etc when they mature, surely Native trees could be used.</p> <p>There appears to be no plan to improve Oak street, when is this street likely to be upgraded to match the gutters etc in the rest of Ferry Road?</p> <p>The provision of a light controlled pedestrian crossing in the vicinity of the library will help our property, in creating pedestrian traffic.</p> <p>It is good to see that the CCC are providing additional parking for the library site</p>		
16514	A J	Cropper		<p>Do not support the plan for Woolston Village</p> <p>As a long time resident with some mobility issues, I would like to register my objections to the proposed parking alterations in the Ferry road Woolston shopping area.</p> <p>My personal opinion is! That it will only cause delivery drivers to Double Park when delivering supplies to the local businesses that survive, because of the effect this proposal.</p> <p>The latest proposals only highlights' the lack of mobility parking and wheelchair access which is only going to make it that much more difficult for people with some form of a disability to address their needs, and the outcome of some businesses that will end up facing bankruptcy' because of the lace of suitable parking in the area.</p>	no	no
16513	H & F	Dentith-Bryant		<p>Support the plan</p>	yes	yes
16512	Robyn	Dann		<p>Support the plan for Woolston Village</p> <p>I think it sad that all the trees to be planted are exotics and that no natives have been included for consideration. As this would have enhanced the extensive native planting that is planned along both sides of the river and so may have enticed some native birds into the Village</p>	yes	yes

16511	Wendy	Fearnley		Support with suggestions	<p>I love magnolia kobus trees & they are a perfect size - not too large.</p> <p>I'm not sure how to access parking behind pharmacy & library, I like to be able to park close to pharmacy & access is sorted out I'll be very pleased to have a Village atmosphere.</p> <p>Ah I've read the form correctly & see this is covered in a place to park</p> <p>A vast improvement which will look superb.</p> <p>There is a petition against the reduction in car parks, but I don't think there considered the extra off street parking.</p>	yes	no
16505	John	Magill	retired	Do not support the plan for Woolston Village	<p>The idea of no parking out side the chemist is ridiculous to say the least, you could take away some of the pavement area to allow for parking out side those few shops including the Chemist and Roses gift shop plus have a medical centre next to the Chemist on the right of it and the new Library next to that or just make the Library as part of the Chemist and the medical centre what a great idea even though I say so my self please make it so and not the proposed plan for Woolston</p>	no	no
16495	Sue	Carson		Do not support the plan for Woolston Village	<p>The Village is a busy thoroughfare for vehicle traffic. No amount of increased pedestrian space will add to the way it is used. All this will do is drive the users of the current village to go elsewhere. The number of elderly and infirm that use the pharmacy and post shop especially require close parking spaces to their destinations. This will only serve to lessen the business for those shops even to a point where it may be unprofitable for them to carry on.</p>	no	no
16492	Henry	Stokes		Do not support the plan for Woolston Village	<p>With the opening of the McDonalds I would expect a greater volume of traffic both foot and motorised, are you going to clog up Heathcote street with cars as a parking area? or make it a residents parking only.</p> <p>As a mobility user one of several in the area, what steps are being taken to cater for them, currently we have to negotiate broken foot paths advertising signs and lack of Disabled Parking.</p> <p>Ferry road is one of the main routes into the city, and to slow the traffic to 30k's needs a rethink.</p> <p>I have seen the damage done to the Plaques in Radley Park, and suspect the same will happen to any other Plaques on display. Shame really.</p>	yes	no
16490	Colin	Drummond		Support with suggestions	<p>Don't remove car parks between Night and Day to Woolston Community Centre. Should be 30 minutes only NOT (all day)</p> <p>30km through the business is a great idea but to remove the parks for cars between Night and Day and Woolston Community is unpractical.</p> <p>How about a bus service down Rutherford St to the City or Eastgate past the Tannery</p>		yes
16489			Plunket Clinic	Support the plan	<p>It looks great. I like safe entrance way across road to Plunket entrance - more trees & slower traffic - a place increased beauty - so important for mental health</p>	yes	yes
16488	Mr & Mrs	Norris		Do not support the plan	<p>People who need to collect their medication from the pharmacy will have to walk a long way. Some elderly will not cope and what about people who have limited mobility</p> <p>No it could be dangerous. We have had the Dairy robbed will we get mugged around the back no security.</p> <p>Please reconsider and leave the carparks outside the chemist</p>	no	no

16487	L G & L P	Gemmell		Do not support the plan for Woolston Village	<p>There is a saying "if it's not broken don't fix it"</p> <p>Leave WOOLSTON ALONE as its an area with older people not always in the best of health and need the carparks to get to the shops they want. We don't need to beautify the place, practicality is what we need not beautification. Fix Ferry Rd if you want to do something.</p> <p>We don't need trees as they grow too big and roots damage footpaths leading to bad situations.</p>	no	no
16478	Sally	Bowring		Support with suggestions	<p>The one thing that really worries me is the fact that there is only ONE carpark outside the Pharmacy. The Pharmacy is a very important part of the Village. Many of the customers are elderly, many are people who are not very well, or are injured and needing assistance from the chemist. After all, as they say in the ad , the chemist is "the health professional you see most often" I see there are THREE on street car parks by New World. They have a Big Car Park. I would like this anomaly to be reconsidered.</p>	yes	no
16477	Wayne & Emerita	Collins		Support with suggestions	<p>Keep 30k signs and extend 301< down St Johns St past New World Supermarket as there are a lot of old people in Council Flats and two lots over 60 units with lanes up to Clinton Ln and have to cross St Johns St to Supermarket very dangerous that's right now. Also road hump to help slow down traffic from Ferry Rd and restrict speeding vehicles and safe for people crossing St Johns St.</p>		no
16476	Pat	Dean		Support with suggestions	<p>There is only one car park for the pharmacy. Could we perhaps remove a few trees & Have more car parks in that area. Shift the trees to the other side of the street - The pubs have their own car parks!!</p> <p>So long as it is safe! (shared path)</p>	yes	
16443	Cathie	Gibson		Support the plan for Woolston Village	<p>It's much better! Thank you for increasing the parking!</p> <p>I do have a further questions through:</p> <p>The previous plan detailed what would be happening up to Heathcote st, and this plan only starts at Portman st.</p> <p>Why are the parameters of the village changing? (Is it because Mcdonalds isn't a very village friendly thing?)</p> <p>We still have the post outside our house that used to have a sign on it saying " Welcome to Woolston Village"</p> <p>Secondly, do you have more details about the landscaping and parking between Heathcote st and Portman st?</p> <p>We like the bushes that are nearly on the corner of Heathcote st and Ferry rd, but will the new McDonalds mean that they have to go?</p> <p>Will the carparks outside 655 & 649 Ferry Rd continue to be uncontrolled/untimed/free parking, or will they get a time limit on them, as the original proposal had planned?</p> <p>Thank you very much for all your hard work.</p>	yes	yes

16431	Clifford	Batson		Do not support the plan for Woolston Village	<p>I don't suppose you have asked the shop keeper what they want, or the general public.</p> <p>The parking behind the shops are no good for the elderly. If it's raining too far to for them.</p> <p>What a wasted space so one is going to get hurt down there.</p> <p>Stuff the history just get the foot paths fixed.</p> <p>I see you only have ONE parking space outside the Pharmacy, Gift & Stationery and Barber Shop. If you want to close these business down you gone the right way about it. old people and people in wheel chairs required more than one car park. The idiot who designed this hasn't got a brain in his/her head. As far as I am concern to whole plan is a bloody shambles</p>	no	yes
16430			Holy Smoke Building	Support the plan for Woolston Village	<p>Please refer 650 Ferry Rd as the Holy Smoke Building not Lyttelton records, as they are only one of 4 tenants in the building and not the owner of the building.</p> <p>I would appreciate this correction on any further plans or correspondence please.</p> <p>Well done on the planning!</p>		yes
16418	Jill	Preston		Do not support the plan for Woolston Village	<p>Please delay the implementation of this plan for twenty years by which time my generation will have all died out.</p> <p>Many elderly people can't walk very far, I have had to drive around the block to find a park that was close enough for the chemist. There's no place for taxis to park for those who can no longer drive. Not everyone is within walking distance of a bus route. The proposed plan will also in my opinion, detract from possible business by passing foot traffic, because there will no longer be any passing foot traffic.</p> <p>Woolston has lost so many of its businesses and what appears to be a thriving centre will also be lost as a result of this proposal.</p>	no	no
16417	Elena	Collings		Support the plan for Woolston Village	<p>I am really excited about this proposed plan for Woolston village. Personally, I like the new signal crossing outside the church, more sitting areas and rubbish bins, also more lighting and bike stands. I am not worried about loosing some car parks, there are still going to be plenty.</p> <p>the only feature I am not sure about is the change of the speed limit to 30kph. the current speed limit seems to be ok and I haven't seem any issues to do with vehicles' speed through the village.</p> <p>One nice to have feature would be to install a charging station for electric cars and bikes. that may be something to be developed together with New World as their car park would be a good place to have it.</p> <p>I can't wait for this plan to be implemented!</p>	yes	yes
16416	Dave	Frusher		Support the plan		yes	
16400	Roydon	Smart		Support with suggestions	<p>1. Difficult for bus to turn into stop outside the new library with crossing light post on street edge</p> <p>A lot of prospective customers don't know their is car parking behind the new library - needs major signage</p>	yes	no
16399	Louise	Cooper		Do not support the plan	Why is their going to be lessened carparks as the carparks at the moment are minimal and nothing available	no	yes
16398	Maggie	Hua		Support the plan	Thank you for adding more car parks	yes	

16396	Anne	Fahey		Support the plan	I have just moved into Woolston & am delighted to see the plan. I love the trees & the wee seating areas.	yes	no
16395	M D	Monk		Support with suggestions	My biggest concern is to replace footpaths with an expense ratepayers don't need - repair existing paths would be a better option. Loss on on-street parking. Woolston needs tidy up I agree	yes	no
16394	Murray	Green		Do not support the plan for Woolston Village	It is a Main Road. Leave it the same width as it is now then we can still have the same number of car parks No carparks people won't stop, they will shop at Ferrymead like I will. Leave the footpaths the same width but resurface them with new seal & the same with the road. Put in a crossing at both ends of the Village & no islands down the middle of the road to restrict movement of car. What you are doing is not making it reflect the industrial side of Woolston. Woolston use to be a nice wide open area. All you people want to do is shut the Village down & put people out of business.	no	yes
16389	Gary	Grant		Support with suggestions	The Demographic of Woolston is a lot of older people whom live in over sixty's accommodation on ST John's St and surrounding areas need to have car parking out side the shops such as Hair dresser Pharmacy etc to have only One car park is totally ridiculous ,Not to mention Rose who owns the gift shop in the block of shops has a mobility issue as well, Please not there are several parks there now and try getting a park there now as at any time during the day most are being fully used now ..My concern is for the elderly that rely on there cars, walking frames, etc, and need to park close to there shop of choice. I am just asking for as many parks as possible to be kept along the road for the sake of our older members of our community, My back ground is nearly 25 years of living in Woolston.	no	no
16388	Fred	Wilmot		Support with suggestions	I generally agree with the concept but notice that there is only going to be one carpark out side the Woolston Pharmacy. The pharmacy is an essential service and therefor needs to be accessed by all people of the community, the proposed carpark at the back of the building is going to be too far walking for some members of the public. Please create more carparks at the front of the pharmacy even if they have a shorter time restriction like 10 min.	yes	no
16387	Catherine	Webber		Support with suggestions	In 2016 the businesses and residents of Woolston did not want the changes proposed in the 2014 Masterplan and in 2018 nothing has changed. Transformation of the area is not wanted. I have lived in the area for 25 years have used the area all of my life (49 years) and have never known the Council to do anything other than the very bare minimum of basic maintenance. Now that we face the prospect of a McDonalds being built where Superheat once was sited, the Council wants to spend millions on so-called improvements. Yet all the roads in the suburb remain rough as guts and full of potholes, causing untold damage to all vehicles using them. Resurfacing of the roads throughout the suburb would be much more beneficial to the community than transformations and revitalisations. These so-called improvements will permanently alter the look, feel and distinctive character of the village. Whether or not it actually improves or compliments and retains the unique industrial character of the area is doubtful. Empty shops and buildings will not compliment the area. Empty shops and buildings will be the end result of this plan if implemented, as many (if not all) businesses in the area are struggling to stay afloat with the reduced parking and traffic calming measures that have been introduced in the last few years. The last couple of years has seen several businesses move away from the area and I can only surmise this is due to the threat of these proposed changes. The businesses that have moved away include (but are not limited to) two separate medical centres, an independent butchery, a Mad Butchers, the ANZ Bank, NZ Post, two Hairdressing Salons, an equipment Hire business and at least one Restaurant. That is a huge amount of employment that has gone permanently from Woolston due to Council interference.	no	no

If these proposed changes go ahead, in another couple of years the only businesses left in the area will be the New World and the McDonalds.

The threat of this proposal caused my Doctor to move her practice some distance away and triple her prices, yet there is no compensation for her patients or for the Pharmacist that has lost 80% of his business and has an empty building he cannot let due to the lack of on-street parking in the area.

I note that the majority of on-street parking that remains in the proposed plan (34 spaces) are on the south-western side of Ferry Road adjacent to the two Pub's and next to where the McDonalds will be built. Although there is to be only one space outside the Pharmacy, Bookshop and businesses on the other side of the road where they are most needed. Are the Council encouraging people to drive to the Pub? Perhaps if this plan does go ahead the parking plan should be reversed so the majority is on the side with the Pharmacy.

I also do not support the moving of the Bus Stops and Shelters, this is an unnecessary cost and moving the bus stops would just impinge on available space for parking. People who use Buses are mobile enough to walk a reasonable distance to and from bus stops. In the Victoria Street proposals I seem to remember the Council deemed it acceptable for bus passengers to have to walk 600 metres or more between bus stops.

I also do not support the moving of the existing signalised crossing approximately 40 metres towards town. To move the crossing would cost hundreds of thousands if not millions. By adding another signalised crossing opposite St Johns Church would definitely put the installation costs into the millions, just for the crossings alone. Where the signalised crossing is currently sited is the perfect position crossing from the supermarket car park to the Cycle Shop and Bakery. If the New World is not happy with the current position then perhaps they should have to foot the bill for relocating it. The proposed cyclist crossing adjacent to St Johns Church is not a bad idea (except for the exorbitant cost "" perhaps SPOKES could pay for that) but it should be located further down Ferry Road opposite St Anne's School (perhaps the Catholic Dioceses could contribute to the costs).

Any pedestrian refuges that are constructed should be painted with fluorescent paint as they can be very hard for motorists to see at night. Case in point is just around the corner from Aldwins Road on Ferry Road there is a concrete base for a pedestrian refuge without the tubular steel for the refuge, it is extremely hard to see at night and is a hazard which would cause carnage if hit by a vehicle.

Gateways to the Village:

This proposal includes landscaping and planting of four types of deciduous trees. I feel that this is a wasted opportunity to plant trees that will look good all year round (evergreens) and not cause clean up issues of dropped leaves. It would be a shame to have bare trees for 4-6 months of the year. Too much planting will detract from the industrial character of the area that the Council believe they can preserve with this proposal. It seems there has been little thought put into the trees proposed for this plan with 3 types of Oak and a Magnolia. There are evergreen Magnolias, Camellias, Kapuka, Akapuka (Broadleaf) and dozens of varieties of Pittosporums that would no doubt be perfectly suitable and would look great year round.

Planting deciduous trees will cause extra ongoing costs for cleaning up leaves. The dropped leaves will make footpaths slippery for pedestrians, parking restrictions unenforceable and therefore pointless.

I disagree completely with the proposal to install a 30 kilometre speed limit though the village, traffic through there is slow enough now. At times during weekdays traffic backs up to past Woolston School and to past the Tunnel roundabout in the other direction, so slowing the traffic further will do nothing to improve traffic flows. Although I understand that the 30 kilometre speed limit is not supposed to benefit vehicular traffic in anyway, only to benefit cyclist and pedestrian safety. This is short sighted and the needs of the majority (motorists) should outweigh the needs of the few. People need to take responsibility for their own safety whether it's cycling or crossing the street.

If the council dropped the 30 kilometre speed limit and associated traffic calming measures from the plan they could slice millions off the cost of the project. Again most of the components of this proposed project are not needed, just wanted by a small minority. With increased rates for Christchurch's citizens the Council should be axing a lot of these 'ænice to have' proposals and save money for their citizens wherever they can, instead of the frivolous wasting of money we seem to be expected to pay for all the time.

Putting Kerb buildouts in at Portman Street and St Anne's will only make access to what little available parking there is more difficult. The roadway should be widened not narrowed.

I do not support wider cycle lanes throughout the village despite being a cyclist myself, perhaps the cycle lanes could be incorporated into the proposed wider footpaths therefore creating a shared space like has been done in many places in the city. The same as the shared space proposed next to the new Library. Personally I would much rather cycle along a footpath than on the road given the choice. The new Library looks fabulous, especially the way the construction pays tribute to the previous building.

Seating and Paving:

Replacement of existing seats in the village should come under a maintenance budget. Seats should be replaced with perforated steel seats that do not retain water during inclement weather, not the wooden seats proposed that would stay wet for days. Wooden seats will also more likely become targets for taggers. I love the idea of more rubbish bins even though this would mean more ongoing collection costs.

I believe the mixture of paving proposed for the footpaths will be extremely expensive and will make walking with mobility aids such as walkers and walking sticks much more difficult than plain asphalt would. The Council should be consulting with the elderly people from the many nearby retirement villages or even Aged Concern to find the most practical, safe and consistent surface for the footpaths.

The proposal to use etched paving stones to tell the story of Woolston's past is a nice idea but possibly not practical for walking surfaces, particularly for the elderly or mobility impaired. Perhaps storyboard type installations could be used around the library and landscaped areas as long as they are not too costly. I am sure the history of Woolston is taught in all three local Primary schools, maybe the local school children could submit information and designs to be included. The final design could be formatted by the Council's Design Team for minimal cost.

In conclusion:

I Do not support the plan for Woolston Village.

I do not agree with changing the legal road between 687 and 689 Ferry Road to a shared path.

I am vehemently opposed to any reduction in parking as it will be detrimental to local businesses. I feel the same about the proposed 30 kilometre speed limit as it will only serve to deter people from using that section of Ferry Road which will in turn increase traffic congestion at peak times on Linwood Avenue and be detrimental to the Ferry Road businesses. The lowered speed limit will do little to alleviate the current congestion that plagues Ferry Road at various times of the day. It may also encourage dangerous behaviour from Pedestrians, cyclists who think slower travelling vehicles are more likely to stop for them and road rage from motorists.

The Council should seriously consider their expenditure on this project and stick to the bare minimum of what absolutely needs to be done to improve business viability in the area. If it's not broken don't fix it! Please just stick to resurfacing the roads that so very badly need it and smoothing the footpaths. If the

					Council was to do absolutely nothing in Woolston nobody would be any better or worse off than they are right now and no extra money would have to be spent out of rate payer's pockets.		
16386	Graham	Bint		Support the plan for Woolston Village	<p>We must not loose any the proposed 55 street parking spaces. 14 lost already.</p> <p>St Johns Street could you look at safe access across this rd to supermarket from Church / two aged housing developments</p> <p>Wheel chair access provided by this road through to car park next to Library.</p> <p>Previously a parking spot on an adopted road.</p>	yes	
16385	Judy	Carson		Support the plan for Woolston Village	<p>I no longer live in Woolston but am still very fond of the area and visit the area on a regular basis.</p> <p>I do not know whether my response is valid as I now live outside the area</p> <p>I think the plan will greatly enhance the commercial area and make it look more attractive and cared for. I especially like the trees that have been chosen for the plan</p>	yes	no

16384			St Anne's Catholic Church	Support with suggestions	<p>Parking is at a premium in Woolston Village and every effort should be made to maximise the available parking spaces</p> <p>Seems sensible (Shared path)</p> <p>I am concerned that the approach to the Kea crossing outside 739 & 670 Ferry Rd is not lengthened from what is there now. When driving West on Ferry Rd it is quite difficult now to move out of the traffic flow on to the hatched middle space on the road to enable me to turn into 7369 Ferry Rd. There are several parking spaces in that Church property.</p> <p>Medium term plans are to build a Parish Social Centre attached to the Church at 729 Ferry Rd on the property at 733 Ferry Rd.</p> <p>The property at 729 Ferry Rd will become a car park for those using the social centre at 733 Ferry Rd and the Church at 739 Ferry Rd.</p> <p>21.06.2018</p> <p>We are happy that the bus shelter be removed from outside the Anglican Church lawn & placed outside 729 Ferry Rd. There is a really rough group of people who gather there drinking and arguing and sometimes intimidating passers-by. Some pee behind the bus shelter. But because of the large lawn area the impact is not so serious. The house at 729 is residential with a young family with 3 children sleeping in the front area of the house. They should not be exposed to these rough elements</p>	yes	no
16381	Craig	Woolhouse		Support the plan		yes	yes
16376	Barbara	Blincoe		Support with suggestions	<p>Dont take away any parking from the area, especially in front of the pharmacy.A lot of elderly people live around there and their mobility is compromised anyway without being able to park right outside for essential medication.The footpaths dont need to be 4 meters wide,they are already wide enough.Trees are nice but the shops still need to have easy access or they will lose customers and go under.</p>	no	

16366			Three Boys Brewery	<p>Improvements to Woolston Village Centre:</p> <p>Woolston's unique blend of old industrial/Heathcote river and gradually gentrifying housing lends itself to a great opportunity to develop an 'alternative cultural precinct' in Christchurch. Recent developments at the Tannery on Garland's road and the development in Woolston Village of the more alternative destinations, such as The Twisted Hop, Lyttelton Records and Three Boys Brewery, have already started to create a critical mass attracting locals and tourists to the area. There is a great potential for the City Council to help the further development of Woolston Village as the centre of this 'Alternative culture and entertainment precinct' in Christchurch.</p> <p>The improvements to the Woolston Village Centre will help this evolution, but what is also required is more forward planning in maintaining this unique character 'a character that the city has lost in many places and will continue to lose if the heritage is not protected. One good example of how this character can be quickly degraded is the new McDonalds Fast Food restaurant under construction on Ferry Road on the city side of the village.</p> <p>What is also required is that the City Council take more care in maintaining the improvements in the village. It is common for parts of the public surrounds in Woolston to be left in poor and uncared for condition which perpetuates the image of Woolston being run-down and undesirable.</p> <p>I'm looking forward to seeing the proposed improvements to the Woolston Village</p> <p>Thanks for the chance to comment.</p>		
16365	Mark	Darvill	Support with suggestions	<p>I commute along Ferry Road through Woolston by bicycle on three or four days each week, year round. Generally I travel west at 8am and return at 6.30pm. Obviously lighting conditions vary depending on the season.</p> <p>I generally support measures to improve the streetscape of Woolston village, however, I have reservations over some of the details that have been shared. I have some general comments which follow the detailed ones.</p> <p>Westbound:</p> <ol style="list-style-type: none"> 1. Intersection with Maronan Street - There is no Give Way line on Maronan Street. Exiting vehicles halt with the front of their vehicles in the cycle lane. I note the reduction of the width of Maronan Street at the intersection but would ask that a Give Way line be marked one metre from the dashed line indicating the side of the cycle lane. 2. Intersection with Catherine Street - Comments as for Maronan Street. A Give Way line provides a safer visual key than the dashed cycle lane (safer for cyclists that is). 3. Planting outside Bldg 640 Plunket - The row of parking spaces hinders the view of a pedestrian looking to cross Ferry Road at this point. A cyclist approaching at the new reduced speed limit of 30 km/h covers 8.3 metres every second - that's two car lengths. Any planting to the east of the crossing will further hinder the view of a pedestrian. The planting could be placed on the west of the crossing to achieve the same visual amenity improvement with no safety concerns. 4. Pavement widening outside Bldg 622 Bakery - The bakery is a popular drop-in location for workers heading east in the morning. These park on the eastbound side of the road and cross to the bakery. When they come out, in my experience, they are preoccupied with their purchases and frequently step into the road (into the cycle lane at least) without properly assessing the speed of approaching traffic. Their noting of approaching traffic is hindered by the existing tree and the cars parked on the westbound side. I should mention that, at this time of day, the type of vehicle parked on the westbound side tends to be a double- 	yes	no

cab ute or light truck. Though I appreciate this is likely to be strongly resisted by the local business community I would suggest that the removal of the parking space outside 626 Ferry Road dramatically opens up the sight line of a pedestrian looking to cross at that point.

Eastbound:

5. Entrance to Woolston - I note the comment about a possible future gateway feature and would caution against making a gateway feature that obscured cyclists from drivers waiting to turn out of Portman Street.

6. Exit of Car Park adjacent to Night & Day Dairy - Currently this exit is extremely hazardous to cyclists travelling east as the west-facing sight line of a driver exiting the car park is severely restricted by the parked cars on Ferry Road. The removal of parking here is fully supported. However, the planting of two trees between entrance and exits introduces an obstruction behind which an approaching cyclist could easily be obscured. I would suggest at the least that the two trees are not planted but replaced with low level planting. Furthermore I would suggest that consideration be given to removing this exit altogether thereby forcing all vehicles to exit the car park via Portman Street. The intersection of Portman Street and Ferry Road is a properly formed intersection with Give Way lineage and good sight lines. Removing this exit may allow additional parking spaces in the car park to offset the loss of parking on Ferry Road.

7. Exit of New World Car Park - The current exit from the car park directly onto Ferry Road is one of the most hazardous 'features' of travelling through Woolston. This is predominantly because of the two on-street parking spaces which utterly block the sight line of a vehicle exiting the car park. The removal of those two on-street spaces is fully supported. However, an examination of the proposed layout shows a Give Way line in the car park some four to five metres from Ferry Road (at least one car length). Visibility of the cycle lane from this position is obscured by the four on-street parking spaces and by the time a vehicle manoeuvres to the edge of Ferry Road a lot can have happened - recall a cyclist can legitimately travel at 8m per second through Woolston at the proposed speed limit. I respectfully suggest that consideration be given to making this an entrance only and that vehicles exiting the car park use St Johns Street at the properly formed intersection.

General comments:

8. Street lighting in Woolston is poor and there are multiple sources of glare and distracting highlights. This makes it particularly hazardous for a cyclists as their smaller lights can become 'lost' in the general lighting 'noise'. Reflective clothing can improve visibility dramatically, however, with the poor general lighting along this part of Ferry Road and with vehicles waiting to turn out of the two car parking areas on the north, and pull out of parking spaces on the eastbound side of the road, vehicle headlights are not shining on the approaching cyclist. No details of street lighting are included in the proposals but I would strongly encourage upgrading the lighting to improve the on-ground lighting levels. This may also have the desirable effect of making the village appear less foreboding during the hours of darkness.

9. Timing of work - Naturally any work on Ferry Road is going to be hugely disruptive as this is a major thoroughfare from the eastern suburbs. As lanes are likely to be narrowed whilst work is in progress it is the cyclist that is most likely to have their safety compromised. Might I suggest the rather obvious step of not commencing this work until the major cycleways up Humphreys Drive and from Heathcote are completed so that cyclists have a safe alternative route which will not be impacted by any displaced vehicle traffic.

10. Finally, in case the hazards based on the unexpected arrival of a cyclist do not appear credible, one might care to consider that sales of e-bikes are taking off dramatically and most, but not all, of those still provide assistance until one's speed reaches 25km/h. For myself, I was recently spoken to by a rather amused motorcycle policeman who informed me that I was riding along Blenheim Road at a calibrated 38km/h. To do those speeds through Woolston would be foolish but they are certainly possible on a bicycle and stationary vehicles, and pedestrians, generally do not appreciate the closing speed nor the hazard that generates.

16362	Michael H	Marquet		Do not support the plan for Woolston Village	<p>I feel it is a wasted of rate pays money "you don't look after", what is permanently there now. Less parking space which is disadvantages especially parking by the Woolston Bakery. The trees & gardens will not be maintained. The rubbish is not pick up by the Council & gutters our not clean up. Don't change what is not broken.</p> <p>The trees are too big to be planted by the traffic light. Sorry the whole idea of re-landscaping of Woolston is waste of ratepayer money & time</p> <p>Been a property owner of many properties.</p> <p>I would like "you" the Council try too reduce my rate bills please. And stop cutting the day to day services running our Garden City</p>	no	no
16361	Louise	Ramm		Support the plan	<p>Comment received in a separate submission: you need to have parking outside the pharmacy (685 Ferry rd)</p>	yes	no
16360	Marie Elizabeth	Wilson		Support the plan	<p>I feel it will all be great for our Village of Woolston. Your meeting was very well done. I am looking very forward to the upgrade, cannot wait to it getting started in the months ahead</p> <p>I have lived at this address for the past 18 yrs, and drive, walk and bike, in the Village daily. I have been worried about my safety, as I am now in my late sixtys!! Thank you</p>	yes	no
16358	Sreypich	Chap		Support with suggestions	<p>Happy with the plan but would like to see as much parking retained as possible. Consider, making some of the 30 minute parks along the road 60 minutes or longer to allow for people wanting to stay longer. The preschool needs parking available for pick-up & drop off.</p> <p>Happy with the bus stop and bus shelter proposal.</p> <p>Need to keep the businesses informed of what's happening and when ahead of and during construction</p>	yes	
16354	Laurence	Mote		Support the plan for Woolston Village	<p>Shame to not see better links to Heathcote River. Would be greet to see further investment in suburb with reinstatement of pedestrian bridge at end of Catherine Street (boulevard?!) across into Radley Park (and Heathcote Express Cycleway).</p>	yes	yes
16353	Michael	Sheppard		Support the plan for Woolston Village	<p>I went to the drop-in session last Wednesday and was amazed at all the negative comments almost all of which seemed to be from the retailers in Woolston. Although I understand that the retailers main interest is protecting their bottom line, theirs is only one viewpoint. How many of them actually live in Woolston? The rest of us do live here and we interact with our local village in a different way. I for one am looking forward to a more relaxed, community atmosphere that I think the new design will foster. I hope that you will not give undue weight to the concerns of the retailers when considering your final design. Theirs is just one viewpoint from a relatively small number of people that will have to live with your decisions.</p>	yes	no
16352	Julian	Thoen		Support the plan		yes	yes

16348	Hannah	Cooke		Support the plan for Woolston Village	<p>I think this is fabulous. It's a great plan and I love the ideas, particularly the Maori matting and interesting footpath designs. I think this will be a huge improvement and is a real asset to Woolston. I look forward to continue to frequent the shops in this new and improved village</p> <p>I would love to hear about any updates and plans</p> <p>Additional comments received in a separate submission: I think this is great and am so looking forward to seeing it come together. I think it will be a,aging and a huge upgrade. Thank you CCC for coming up with such a great and thoughtful plan.</p> <p>I would happily receive updates I am very excited about this project</p>	yes	yes
16341 See 16361							
16340	Angela	Williams		Support the plan for Woolston Village	<p>I particularly like the changes with regards to the two new signalled pedestrian crossings. I would like to make one change though. I think that the 30km should start from the two signalled intersections either side of Woolston i.e. at the Ferry Rd/Hargood intersection and Ferry Rd/Rutherford St. The reason for this is that when travelling to Sumner, by the time people see the 30km sign at Portman St, they will slow down after it, then they will see the 50km sign in the distance near St Anne's and speed up before they get to the sign. By having the signs at the intersections, people will have time to notice them while waiting at the lights, thereby giving them time to adjust their speed so that by the time they get to Portman St or St Anne's school, they will actually only be going the 30km. It should also mean that when travelling to Sumner, people won't speed up until well past St Anne's.</p>	yes	no
16332	Colin	Sweeney		Do not support the plan for Woolston Village	<p>This will get rid of the small shopping centre in Woolston as there will be no close parking to the shops, and this is where a lot of elderly people park and need to park close to their shop of choice.</p> <p>Taking away carparks and putting trees in their place is not only stupid but also dangerous, as it is very hard to see through trees.</p>	no	no
16331			Ziggs Hair & Body & Noodle House		<p>We need rubbish tin on street out front of 330 & 330A Ferry Rd all food shops with no bins to put rubbish.</p> <p>Please consider this its hard to clean mess up daily when running a business (sole traders) all day.</p>	no	yes
16329	Douglas	Reid		Support the plan	<p>I prefer the 69 car park plan. It will give better access to the shops. There are to many yellow lines at present. Do away with them</p>	yes	
16326	N A	Frisken		Support the plan		no	yes
16325	Mandy	Atkins		Support with suggestions	<p>Get rid of deciduous English trees. Why are you not using native trees?</p> <p>Contact Trees for Canterbury - Steve Bush.</p> <p>Matapopore, Kauri, Kahikates, Rimy, Punga Fern/trees, Beach trees, Kowhai, Kakabeak, Lancewood - should suggest this too. This will encourage more native bird.</p> <p>30km/h speed limit will not work with the morning/afternoon rush hours. Its already chaotic reduced speed will not help.</p> <p>Cycleway should be along the rivers (revamp) not the street.</p>	yes	yes

				<p>Encourage traffic to use Linwood Ave & Highway 76 around village at peak hours</p> <p>Let the business's keep their off street parking especially for the disabled & elderly that use the</p> <p>Smaller buses more frequently - electric & automated.</p> <p>Pline to Airport should be driverless after they get it up & running at the Airport</p> <p>It may cause chaos before & after school.</p> <p>Why had Matapopore not suggested ALL trees & garden should be natives sorced from Trees for Canterbury which is in this local area. PLEASE USE</p> <p>Every new building should be self sustaining e.g. solar/wind energy use & storage</p> <p>Solar powered street/traffic lighting & LED</p> <p>Spalding use to be in Woolston</p> <p>The ice cream cone factory was also in Woolston</p> <p>Stevensons Pies, Skellerup</p> <p>Please use trees for Canterbury for locally sourced trees & plants. Not English Deciduous trees. Matapopore should also have suggested this.</p> <p>When the Airport has driverless automated bus operational use it on the P to Sumner - Airport run.</p> <p>All new buildings including Library should have Solar Panels.</p> <p>Traffic & street lights should have solar back up in case of emergency e.g. earthquakes etc.</p> <p>Encourage peak traffic to use H/way 76 & Linwood Avenue unless using the Village mornings & afternoons if possible.</p>		
16324	Doreen	Knight	Support with suggestions	<p>I think it will all look very nice, but make sure, there is someone to clean up the roadsides & paths, around the shopping area, especially St John Street</p> <p>All looks good, looking forward to the plans you have in mind.</p> <p>After the winter all the leaves & rubbish should be cleaned up around the streets of Woolston</p>	yes	

16323	Pat	Combe		Do not support the plan for Woolston Village	<p>I don't agree with 30k speed limit - serves no purpose.</p> <p>I don't agree with car parks that have been removed.</p> <p>I don't agree with 3m & 4m footpaths.</p> <p>I don't agree with planting deciduous trees because of the leaf litter. The street & channels are NOT maintained now. What is wrong with an evergreen tree.</p> <p>Alterations with speed and parking will not encourage people to stop in Woolston - on the north side between Portman St & the Auto Electrical there is ONE car park - there were ELEVEN .</p> <p>If you spent time in Woolston you would see that other than the supermarket most people want to stop quickly outside or near the shops - NOT down side streets etc.</p> <p>Just as in the city - too much emphasis on wide footpaths & cycleways and parking bays.</p> <p>The money would be better spent upgrading footpaths/roads in the Woolston area - employing people to keep the area clean. The plan looks great on paper but I don't think it will work - you ask for consultation but you have already made your mind up & it will go ahead as is.</p>	yes	
16322	Mrs R A	Knight		Support with suggestions	<p>The lack of parking near the pharmacy will be very inconvenient especially for disabled and elderly folk</p> <p>Please ensure that the footpaths are completely smooth. I have seen two broken noses caused by very uneven sections, mostly 'pink' sections which are very dangerous</p>	no	yes
16321	L A	Carr		Support the plan	Nice to see toilet in the library block	yes	no
16320	Mrs D	Wootton		Support the plan	The village would look tidier with a rubbish bin near all the bus stops, and get rid of the blue cloths bin near the Labour MP office it always looks in such a mess	yes	no
16319	Andrei	Moore		Support with suggestions	<p>Need recycle bins - it's 2018!</p> <p>Need water fountains</p>		
16315	Michael	Sheppard		Support the plan	Looks great, really smart. Can't wait for it to start.	yes	no
16293	Ben & Faith	Dodgshun		Support the plan for Woolston Village	<p>We think this scheme gives a great outcome for the Woolston Village, making it a much safer and more attractive area, for the loss of only 12 on-street parking spaces (and gaining an improved off-street parking area). Some of the parking spaces needed to be removed for safety reasons, for example around the two carpark accesses on the northern side. We fully support these improvements to our local shops, and wish the project to proceed in a form very similar to this design.</p> <p>We have only some minor tweaks to suggest, as follows:</p> <p>Can the shared path areas between Maronan and St Johns Streets be extended to include cycle on- and off-ramps on each of these streets, to avoid the need to ride on Ferry Road? (We travel this way with small children, it is also a good link between the paths around the river and the Linwood Ave major cycle route).</p> <p>Can a northbound cycle lane be marked on St John Street past the P5 parking and the New World carpark access? (the yellow dashed markings are now redundant).</p> <p>Can traffic thresholds be included at the side road intersections? In particular St Johns Street, as this</p>	yes	no

					<p>carries a lot of traffic which can turn quite quickly across the cycle lane.</p> <p>Can the median island at the main New World carpark access be narrowed to the west of the pedestrian refuge, to create more space for westbound cyclists, who are stuck between parking and the island?</p> <p>Again, we are very impressed with what this scheme has achieved for only the loss of 12 on-street parking spaces.</p> <p>We support creating the shared path to provide a safe walkway from the carpark to the shops (free of traffic), and having less vehicles crossing the footpath.</p>		
16289			Engco	Support the plan		yes	no
16288	Darren	Fidler		Support with suggestions	I cycle through here daily and the on street car parks restrict visibility for vehicles exiting off street car parks, particularly when vans or 4wd are parked. This means that vehicles exiting off street parking have to have the front of their vehicles blocking the cycle lane in order to see past the on street parked vehicles. Very unsafe and unpleasant for cyclists. I'm assuming that evidence has been provided to demonstrate the need for all of this dangerous on street parking rather than a knee jerk reaction to business owners whose perceptions of how their customers arrive is demonstrably flawed.	yes	no
16287	Mike	Greenslade		Support with suggestions	Love the 30k suggestion. Would hate to see it only trialed and not made permanent. Shared paths are problematic. Better to have a footpath and a cycle way.	no	no
16286 See 16515							
16285	Joseph	Lambie		Support the plan		yes	
16284	Mark	Abbott		Support with suggestions	<p>The light-controlled pedestrian crossing at this location is treacherous, on multiple occasions I have almost been run over by cars that do not stop for the red light, including times where my children were almost hit. A traditional zebra-stripe crossing would be a much safer proposition in comparison.</p> <p>It is so bad that I do not let my family cross here but get them to use the pedestrian refuge outside the supermarket instead.</p> <p>Please see my earlier comments regarding the dangerous pedestrian crossing.</p>	yes	no
16283	Brooke	Johnson		Support the plan for Woolston Village	Great that work is being done to upgrade the area. We have recently purchased our first home in Woolston and have often experienced one of two reactions from people when we say where we purchased - either "thats great, Woolston is so up and coming" or instead more of a "Oh..what made you choose there". We think Woolston is a great suburb but could definitely do with maintenance - we love the heritage character of Woolston but it is in great need of upgrading and bringing back some of that heritage. It would be wonderful to see more Cafes, boutique type shops, shared outdoor areas and uniform shop fronts donw ferry road. Just like 'broken windows theroy' if its appearance is better, looks upkept etc, perhaps crime rates will decrease	yes	no
16282	Matt	Goldsbrough		Support the plan		yes	no

16281	Paul	McMahon		Support with suggestions	<p>Great stuff. My two suggestions are: 1. Include recycling bins too, not just rubbish bins; 2. Please put some native plants in, rather than just perpetuating colonial flora.</p> <p>Also, I understand the need for compromise re on-street parking and congratulate the project team on the option. I do think that you need to start collating and presenting NZ evidence on the positive benefits of removing on-street parking to local businesses.</p> <p>Please refer to the river by either its Maori name or both that and its English name Ōpāwaho-Heathcote It's really important that the history of the Ōpāwaho as the primary food-gathering river is remembered and taught and that the river ecology is improved. I also think the working-class history of the area needs to be celebrated, remembered, and taught..</p>	yes	yes
16280	James	Dryden		Support the plan for Woolston Village	<p>I currently live in the Halswell/Wigram area, however am a regular visitor to Woolston both in a recreation sense and due to proximity to my workplace.</p> <p>Due to the relative affordability of the area it is also on my radar as somewhere I am likely to purchase a home, so any improvements here are of great interest to me. I'm glad to see the proposal is forward-thinking in terms of shared use and promoting walking and cycling. I also appreciate the consideration given to retaining carparks and convenience for motorists, as this appears critical to getting plans over the line.</p>	yes	no
16278 See 16348							
16267	Peter	Williams		Support with suggestions	<p>There does not appear to be any access to the car parks behind the Community Center.</p> <p>there is no access to the Auto Electrician off Ferry Road if travelling to the City as there is a continuous island on Ferry Road from St John St. to the Community Center.</p>	yes	yes
16265	Shona	McDonald		Support with suggestions	<p>as per usual narrowing of streets and additional st furniture.</p> <p>1) we have villages in new zealand? 1840-1970 maybe</p> <p>woolston is a local shopping area pavers are certainly not kiwi but pommy introduced, which are labour intensive time consuming and dull grey how depressing. add colour if you insist on pavers</p> <p>sadly the shaky isles and natural earth movement will in time unlevel these dull cobbles and will cause young and elderly to trip, fall break hips and the likes, the ccc can be taken to task for this with court cases as we tend to lean further to compensation in the form of money payouts.</p> <p>2) have you surveyed the amount of pedestrians and cyclists using the shopping area?</p> <p>no need to widen footpaths you people forget how motorized this country is, minority on push bikes, get them off main roads they're a risk to everyone and their self.</p> <p>3) we have shared footpaths why are cycle lanes on the road too? (ex courseway ,cbd)</p> <p>It narrows the road more, cyclists are confused with both cycle ways and shared paths in the same area one or the other, it needs to have a center line same as roads, peds one side cyclists other and it needs to be clearly labelled, advertising as a form of education too, go the full hog spare no expense. who is on what side, no mistakes.</p> <p>4) who will clear autumn leaves off footpaths as they fall get wet and slippery?</p>	yes	yes

					<p>sadly there are less and less workers at street level and it shows around the city, which has been in decline of maintenance for a number of years.</p> <p>Suggestions for Radley park- have been sent to relevant staff</p> <p>thanks can't wait for your response to the questions and the last paragraph query</p> <p>yes please am curious what cultural history you have hidden away for a century to re introduce into village life that is for the peoples benefit thanks</p>		
16245	Janelle	Tait		Support with suggestions	<p>While you are updating the path ways etc in Woolston I would love to see and think it is desperately needed.... the current road crossing outside St Anne's school updated to a actual proper pedestrian crossing where cars legally have to stop!! as this currently does NOT happen specially in the rain our children can sometimes be standing there getting wet for up to ten minutes before it can be safe for them to cross as no one stops! there is no flashing school signs either with slow to 30kms which i don't understand why there is not as other school have them? are our children not as important? I know we have all signed and sent petitions in for this to be changed with no outcome i'm struggling to understand why something as simple as a sign and some road marking can be such a mission to put in place for the safety of our children and community!</p>		no
16244	David	Robinson		Do not support the plan for Woolston Village	<p>1) On-road cycle lanes are insufficient and unsafe. Cyclists on-road are still being killed. The cycle lanes must be replaced with median protected cycle lanes on-road or off-road cycle space provided.</p> <p>2) There is nothing to enforce the 30 kmh speed environment. The kea crossings should have small smooth speed humps placed in front of them to force the vehicle operating speeds to be <= 30kmh through the village.</p>		
16239			St Anne's Catholic School	Support the plan for Woolston Village	<p>We would like the 30kph zone to start on the East end of our property. The plan has the school where the church is. As it sits the zone starts almost past our school. We have had a lot of support for a lowering of speed limit in front of school so would like this zone to include all of our school. This was rectified last time a plan was made but forgotten this time.</p> <p>I feel the 3 min zones that exist for school are sufficient. WE appreciate you thinking about us and putting in more but I feel this is too many.</p>	yes	No