

Submission ID	What do you think of the parking changes?	Comments	Name	Name of organisation
20486	support	60 min limits to nearby parks in side streets will help cover for some loss of parking in Lincoln Td, but many businesses will suffer loss of business 4-6pm	Graham Robinson	
20467	support		Gareth Wright	
20435	support		Tom Fenton	
20335	support		Pauline Dawson	
20333	support		Steve & Lucy King	
20317	support	The parking is always busy on the weekends on Lincoln road.	Liz Nuttall	
20262	support		Carol Bent	
20145	support	How far down the side streets is the parking restricted? 1 hour is not enough in residential areas where people have visitors during the day.	Joanne Robertson	
20083	support	There is going to always be a problem with not enough parking. These changes will further reduce parking and people will need to use parking building	Mrs Gay Toth	
20068	support	Generally good. How far down Wise / Parlane and Spencer Sts are the proposed 60min restrictions going? I would like to suggest that directly in front of Addington Coffee could be a 2min loading zone. It is already used as a de facto one despite being a no parking zone . THis is not just for us as a business, but all the other neighbouring ones that receive deliveries / couriers etc.	Adrian Palmer	Addington Coffee Co-op
20000	support		S Fergusson	
19982	support	Residents do need to be considered as well e.g. hours where restrictions do not apply	Hannah Gosling	
19801	support		Kayla Moreton	
19794	support	Will make it difficult for some shops customers	Mrs H R Symonds	
19760	support		Amanda Kennedy	
19757	support	Will residents be able to get parking permits for their streets?	Sheree Dixon	
19756	support		Michael Fenton	
19750	support		Greg Andrews	
19682	support		Sue Brown	
19513	support	A bus lane makes more sense than cars parked on a main arterial route.	Andras Iranyi	Arvida Group
20336	support	Again, a bit annoying, but I understand the reasoning.	Sharon Thompson	
20250	support		Jayesh M	
19564	support		Andrew Green	
20218	support		Warwick Jones	
19503	support	Any loss of parking is an unfortunate consequence. But there is still plenty of parking in the city	James Stent	
20469	support	Still need some 10 minute parking. Especially for businesses	James Bell	

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20397	support		Natalie Brodie	
19552	support		Tom Williams	
19830	support		Caleb McNabb	
20428	support		Nick Bristed	AECOM
20270	support		Kim Davies	Bill's Bar
20249	support		Carolyn Nicol	Carolyn Nicol
20221	support		matthew mauheni	
20220	support		pauline mauheni	
20215	support	I'd say it doesn't go far enough. Reduce the number of parks in favour of longer bus lanes.	Scott Wernham	
20209	support		Peter Galbraith	
20169	support	Using time restricted on the adjacent roads is a great idea.	John Falconer	
19864	support		Peter Graham	
19742	support	I'm not thrilled about them, but as I seldom park there at the hours the bus lanes will be active, I do not object to them.	Michael Brathwaite	
19718	support	There is not enough room on this road for cars to be parked here - it is very dangerous cycling along this road during peak traffic with people opening car doors into cycle lanes.	Mike O'Grady	CDHB
19609	support	see below	Martin Fraser	
19563	support	Add more short-term parking spaces so small businesses and other amenities can flourish.	Divyesh Bhaven	
19549	support		Emma Jamieson	
19531	support	I have long thought that roading is primarily for the use of traffic, not for parking and accommodating nearby business' (esp. when there are plenty of alternative off street parking options nearby). Parking on Lincoln road exacerbates the congestion of Lincoln road AND presents a real hazard to cyclists (car door openings and pulling out etc).	Philip Strang	
19516	support		Holly Nutt	
19502	support		Alison Beatty	
20069	support	Less parking the better,	Simon de verteuil	
20462	support	12. The CDHB recommends that mobility parking is prioritised for the on-street parking on the side streets and that all mobility parks are P180 in acknowledgement that it is likely to take mobility permit holders longer to travel between parking spaces and their destination.	Bronwyn Larsen	Canterbury District Health Board
19532	support		Scott Gebbie	
20208	support		Troy Thomas	

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20053	support	The Board considers that the parking changes proposed will remain advantageous to local businesses during core business hours.	Mike Mora	Halswell-Hornby-Riccarton Community Board
20051	support		Frank Donald Pankhurst	
20160	support		Ray Williamson	
20111	support		Hayley Stewart	
19853	support		Hannah Sheath	
19822	support		Jess Leach	
19821	support		Matthew Nicholson	
19769	support		Vernon Rolton	n/a
19746	support	There is not heaps of parking along this section anyway, and if it is replaced by side-street parking then no issue. As a cyclist I would prefer not to have street parking anyway as it presents a hazard to myself	Duncan Henderson	
19603	support		Cody Cooper	
19580	support	Christchurch already has plenty of parking compared to other major cities. Sacrificing a few parks is justified to move buses carrying many times more people than the parks hold faster.	Isla Stewart	
19849	support		Kylie Bettridge	
19824	support		Stacey Nicholson	
20479	support	60 min restrictions are needed. These will need enforcement though. Bus lands are more important than parking during peak hours. This will need a few tow trucks to keep clear, based on my experience on Papanui Road.	Fiona Bennetts	
19542	support		Rebekah Ayrey	
19508	support		Simon Hay	
20440	support		Teresa Crequer	
20159	support		Okirano Tefaia	
20025	support		David Tier	
19730	support		Kim Symon	
19980	support		Nigel Ferguson & Nicky Polson	15a Pavilion Crescent
20468	support		Ann-Marie Mulligan	
19847	support	I support this, but could some longer term (120 minutes) parks be factored into the mix for cafe and bar users where 60 is not enough?	Michael Campbell	

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19809	support	Nice move - will improve cyclist safety a lot during peak hours without the risk of car door being opened on you (happens a lot). Perhaps look to do a parking survey of the side streets + Lincoln Road during the peak hours to prove that there will be enough parking on the side streets to compensate for the removal of parking on Lincoln Road. If there looks like there will be an undersupply, perhaps look to put in some more angle parking on the side roads to compensate.	Carl O'Neil	
19734	support		cornelis Tabak	
19709	support	Could we please have some cycle parking? At present, the only options I can see are the railing next to the Pedal pusher...	Mark Gregory	
19680	support		Carrie-Anne Grant	
19511	support		James Foote	
20458	support	Movement of buses is a priority over parking and this proposal allows at least some parking at all times of the day and the same amount of parking as currently exists for most of the day	Chryst Horn	
20211	support		Henrietta Hall	
20074	support		Andrew Smith	n/a
20474	support		DJ and GN Price	
19998	support		Alison Chambers	
19861	support	Fair enough.	Kelly Perazzolo	
19663	support	Although I supported this my concern is it could affect the retail businesses with a general lack of enthusiasm and ease of parking out the front	Nathan Tikao	
20226	support		Steve Boyd	
19778	support		Ann O'Grady	
20429	support	Extend p60 restrictions - parking in side roads and on Lincoln Road is currently occupied by commuters and does not support local businesses.	Derek Walsh	-
20471	support	10 minute parking to replace the loss of parking during bus lane hours restrictions especially between 4pm & 6pm e.g. 2 such parks on either side of the side roads (4 parks)	Barbara J Bell	
19897	support		Scott Wasley	
19479	support		Rick Houghton	
20212	support		Logan Smedley	
20080	support		Kevin O'Grady	
19819	support	Hopefully, if the buses are more reliable, workers will take the bus to work and not need to park on the street. .	HELEN FAYE PARFITT	
19478	support		dave gardner	

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20230	support	Always difficult please make every effort to keep as many roadside parks as possible. ... not a progressive view but cars are still the transport of choice until economical parking hubs and 5 minute bus services run .	Phil Tough	
19506	support		Craig Downing	St John Ambulance
20020	support	I support the parking changes. Given the large amount of off-street parking available for most businesses along Lincoln Road, and the proposed time changes to side streets, I do not feel that businesses will be significantly negatively affected by the removal of on-street parks to make way for the bus lanes, especially given the limited hours of operation proposed for the bus lanes.	Arthur McGregor	
20425	support		Sarah McKenzie	
20214	support	Preferably all parking will eventually be removed from Lincoln Road. It is an arterial road and high street between Halswell and Christchurch and cannot be expected to function as both with increasing traffic demand (personal, public, and cycle). Only through widening could all demands be met.	Conor Parker	
20084	support		Matt Jackson	
20430	support		Robin Duff	
20351	support		Rebecca James	
20347	support	There needs to be more space on busy roads; cars need to be pushed back to places with less traffic.	Fred Rohs	
20290	support	3. Will encourage me to walk more to find out where there are alternate parks first!	Jan Poulson	
20225	support		Sunita Siag	
20200	support		Joan Nanartowicz	
19840	support		Rachael Horner	
19789	support		Ross Williamson	
19754	support	Does not affect me	Hailey McConchie	
19683	support		Richard Townshend	
20213	support		Chaim Jarden	
20224	support		Dev Karwasara	
20473	support	Time limited parking on side streets would enable clients for companies in the area to have higher usage rates. Residents should be consulted.	Carina Duke	Blind Foundation
19625	support	All day free parking for any user in an area such as Addington is not desirable for residents, or short term visitors. Employee parking off street needs to be prioritised by employers.	Robert Fleming	
20320	support	Plan looks good. The bus lanes won't result in less parking as they are peak time only.	Andrew Simpson	

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20282	support	Fantastic. These roads are already being used by office workers for spill over parking. office worker parking annoys locals and makes it hard to get out of their tight cottage lots.	Katherine Simpson	
19556	support		Katie Bowron	
20228	support		Alex Rossi	
20500	support		Earle Williams	
20219	support	I support except I would prefer longer peak hours and strong enforcement of parking in the bus lanes during those hours.	Matthew Reid	
19862	support	I suspect the most controversial part of the project will be parking. People accessing the businesses on Lincoln Road will not be able to park immediately outside the shops during peak times, but instead will have to park in off-street parking, or around the corner on one of the sidestreets. Parking on the sidestreets is being changed to P60 to ensure there will always be spaces available for them; this is currently taken up by commuters. There aren't a lot of people using the Lincoln Road carparks at peak times. The low demand for parking makes sense as many of the businesses have off-street parking, and for those that don't, the side-street parking is never more than a few hundred metres away. Don't let unevidenced parking worries hold back Chch's public transport.	Greg Vodok	
19529	support		Greg Edwards	
20229	support	Please also take into account cycles using the road	Sion Lewis	
20299	support		Patricia David	
19970	support	There should be no parking on such a busy roads as it blocks the traffic and dramatically impacts the situation on the road for everyone except those who parked there	Yury Bogdanov	
19475	support		Peter Murphy	
20424	support	Making more parking spaces available off the main road is a good idea.	Ben Dodgshun	
19812	support		Shaun Boshier	
20493	support		Jim Young	
20414	support		Mrs Ringrose	
20410	support		Holly Lovell-Smith	
20366	support		Aarmoud Calje	
20350	support		M James	
20348	support		A R De Vaux Dacre	De Ballibus Holdings Ltd
20099	support		Ian Oxley	
20024	support		Crystal Wang	
20003	support	I hope this helps the local businesses, and gets people on buses or bikes.	Kate Richardson	
19984	support		S Fenwick	
19792	support		Susan Noseworthy	

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19759	support		Ally McGilvray	
19758	support		Mary Unsworth	
19681	support		Norman Xu	
19522	do not support		Juliet Cruz	
20412	do not support	Left like there are now. Most off road parking is private parking	Murray Holmwood	
20492	do not support		Bei Kong	
20489	do not support	Any reduction of off-street parking on Lincoln Rd will put more pressure on neighbouring resident parking.	Peter Kuok	
20453	do not support	I have a business and i am literally to much worried about the parking changes as there is P10 in front of the shop and there's proposed changes to make them all P60 ,this will cost very badly on my business and i like to request to put them as P10 out side dairy shop.	Ritesh Patel	Pramukh convenience store
20451	do not support	In my opinion, I don't think that the proposed changes will improve the Parking situation.	Jude Holland	St Johns Charity Shop
20423	do not support	The vast majority of vehicles parked on Parlane St actually belong to local residents, who either have to many cars for their driveway or park on the street for convenience. Restricting parking on side streets to P60 will dramatically inconvenience some residents, especially those in flatting situations with more than two cars per household. The P180 already causes problems for residents on our street when it is enforced, which is contrary to it's intended purpose.	Callum Stewart-Ward	
20415	do not support	Residential side streets are going to be even more congested	Chong Ho	
20377	do not support	Rates are already incredibly high and on the increase. We dont need to pay more for parking.	lex Macdonald	
20294	do not support	The planning objective should be to restrict access to businesses to the minimum and restrict the flow of through traffic to the minimum.	Tony Beasley	Property Owner
20285	do not support		Neil Hesson	Hesson & Bowry Collision Repair Centre Ltd
20263	do not support	Reason loose parking outside our business	Lincoln Road Takeaway None	Lincoln Road Takeaway
20087	do not support	P60 off street is not needed. The parking changes all the time and rotates and restricting people to P60 will cause issues that are unnecessary. Especially on the weekends. There is no need for any restrictions on the weekends and evenings as so few people use these sites.	Michael King	Loprinzi Properties
19981	do not support		S Faulkner	
19955	do not support	Where will people attending events (rugby, concerts) park if you make these streets 60 min parking?	Joy Priest	
19790	do not support		Margot Ruddenklau	
19788	do not support	Parking needs to be available to both residential people and businesses on Clarence Street South. Clients of our business and our workers need to be able to park on street	Reilly Price	

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19787	do not support	Our business is in Clarence Street South, we need street parking for our clients and staff. Also there needs to be parking for residential people in the street	Warren & Carolynne Price	
19773	do not support	The bus lane on Lincoln Rd will not operate between 9am-4pm so there is still sufficient carparks on Lincoln Rd for business traffic, there are also alot of off street customer parking for the business area of Lincoln Rd. I feel it is unfair to push Clarence St South onto P60 as this area is a mix of residential and industrial, and there is already a lack of parking available for this street for workers who cannot access offroad parking.	Karen Todd	Jeff Dermott Ltd
19752	do not support	Not needed	Kerry Tuttle	
19477	do not support		Mark Seddon	
19851	do not support	No parking means no shopping for me sorry. These poor Buisnesses will starve just like they are in the CBD. Not everyone bikes or buses and this will not encourage people to ditch the car	Evelyn Slape	
19797	do not support	I live down Spencer street and there are already some parking restrictions with the school and living in a townhouse with not a huge amount of parking up the drive off street parking is necessary for us. We have regular visitors who also use it	Georgina Bunz	
19775	do not support	We do not have enough off street parking therefore if the parking is changed to p60 we will have no where to put our cars. So it will be impossible for us!!!! Please please please do not do this or we are screwed	Lucinda Rolton	
19562	do not support		Kylie Moore	
19561	do not support	Lack of off street parking will result in lose of business to local retailers	Robin Moore	
19474	do not support		Michelle Cattell	
20199	do not support	Local business will suffer	K & J Holcomb	
20367	do not support	Removing parks will reduce custom to the businesses in the area. Parks removed should be replaced by more off street parking - then both traffic flow AND businesses will benefit.	Doug Phaum	
20470	do not support		Vincent Moh	
20101	do not support	The bus lanes interfere with car parking	Mark Bailey	
19845	do not support	Support it outside of certain businesses but not the whole way along. Again this will cause people to have a more difficult commute to the city as low wage workers often park further away and walk/skateboard/scooter in.	Josie Baker	
19524	do not support	It is detrimental and will discourage the patronage of business I will not be using this area as much with dis-creased proposed car spaces going which is also offensive for businesses that have established in terms of profit and continual profitability this will fuse with the proposed increases to the minimum wage will further harm businesses. The Council is a hindrance to business and isnt a supporter its approach is over bearing and arrogant it is time that this current lot of Councillors and Community board members are voted out in the next elections	Steve Raukawa	
20464	do not support	As a whole do not support as the proposed parking changes involves more options than the question allows In the Addington area more parks would be good but it seems this plan is removing them and thats is not good for residents or business in the area.	Scott Ballingall	Supersport Cars Limited
20459	do not support	Not required	Grant Williams	

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20252	do not support	As long as the bus lane times are limited to peak times i.e. 7am-9am & 3pm-6pm Monday to Friday except public holidays this wont be too bad. Else this pushes parking to the side streets which are already hard to navigate because they are surprisingly busy during the week. The lighting down these side streets could be reviewed as they do not feel secure if parking during hours of darkness. Restricting car parking on side of road also potentially increases speed of traffic during non-peak times (due to road being wider) which could result in a higher risk to pedestrians (this area has a high pedestrian rate).	levi martin	
19841	do not support		Cameron Taylor	
19736	do not support		Zoe Sewell	
19723	do not support		ian jones	
19602	do not support	It is easier to park along the road than to have obstructions put in. This form of obstruction does nothing to help parking.	Dawn Martin	
19518	do not support	As above Not necessary	Maree Morse	
19510	do not support		Paul Hixson	
20437	do not support	More consideration should be given to local businesses and how these changes will impact parking.	James Meaclem	
20463	do not support	The project as designed continues to favor cars and buses to the detriment of people who cycle. Please read attached submission. Roads must be prioritized for safe multi modal transport. Not vehicle storage. Council needs to set about arranging parking districts to serve the needs of those who insist on on street parking. Without that ratepayers subsidize on street parking, all road users suffer and the most vulnerable road users are intimidated from using the roads and/or subject to injury or death.	Dirk De Lu	Spokes Canterbury
19850	do not support		Nath Dixon	
20478	do not support	Parking is becoming increasingly difficult in Christchurch as it is. People who work in this area have difficulty parking now. I am sceptical of the growing amount of restricted parking in residential areas. To me it has no purpose other than just another source of revenue for the council. There is no benefit to be had in this area at all.	David Wilson	
20461	do not support	the Council's main money earner these days seems to be parking and the fees from parking enforcement. Leave the village alone. Pulling out the parking to make way for the buses is a nonsense. The biggest impediment to a quick bus journey is the number of stops the Orange line bus to and from Halswell makes.	Lou Smith	

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20337 Attachment	do not support	<p>Whilst I support the decision to maintain a lot of the car parking along the route, there is one particular area which I object to which is adjacent to the secondary entrance / exit from the Addington Mall between 290a and 292a Lincoln Road.</p> <p>As shown in the attached pdf, vehicles parked in the spaces immediately beside the noted vehicle access significantly restrict the visibility of drivers exiting the mall. I have seen on many occasions vehicles 'nosing' out into the cycle lane in order to see approaching vehicles, causing a serious hazard to approaching cyclists, whom the driver cannot see. As a cyclist approaching this access it is always worrying as you know that drivers cannot see you approaching and could nose out into the cycle lane at any time which could lead to a serious crash and serious injury or worse for the cyclist.</p> <p>The attached pdf includes a picture taken at 11.30am during a weekday. This shows that whilst the restricted parking will remove this issue during peak hours, the issue and significant hazard remains during the rest of the day. As this happens to regularly I was able to take this photo within 2 minutes of standing at this location.</p> <p>I note also that the proposed tree in front of no. 294 Lincoln Road will further reduce visibility of drivers exiting the mall looking east.</p> <p>I believe that the parks adjacent to the vehicle entry should be removed as part of this road upgrading to improve safety. The proposed tree in front of no. 294 should also not be installed as this will worsen the situation further.</p>	Chris Mercer	
20255	do not support	We need to encourage people to go to these areas. Malls are free, charging for parking just kills areas.	Cheryl Newcombe	
20242	do not support		Julie Ferguson	
19740	do not support		Charlotte Cattoor	
19738	do not support	Put Dual lanes in instead. buses can still use the left lane and congestion will be eased.	Reuben Campbell	
19732	do not support		Sophie Clark	
19728	do not support	The council should be creating a lot more parks and should not be removing them in peak hours. Christchurch is meant to be the garden city and should support people to go electric with their own vehicles and provide adequate parking. An electric vehicle is much better for the environment than a dirty old Diesel bus.	Megane Sole	
19727	do not support		Matthew Holland	
19675	do not support	Again I repeat - you are a bunch of idiots thinking this will help. People aren't as stupid as you think	Arnold Dawson	
19526	do not support	Reduced parking will make people double park - defeats the purpose of all your cycle Lanes if you do this elsewhere	David Garraway	
19521	do not support		Darren Wilson	

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19855	do not support		Oline Utting	
19743	do not support		Matthew Croton	
20456	do not support	Where are we supposed to park????	Michael Mcallan	
19985	do not support	How are we to park to access those businesses now? There are no other parking areas even remotely nearby	Jazz & Scott McLean	
19793	do not support	Same as Q1	Nathan None	
20455	do not support	Local businesses like cafes need longer than 60min parking on some of those side streets	Stephanie McAllan	
19523	do not support	Most of the business on Lincoln road are corner shops that require parking on the road you'll be taking the business away from them	Liz Van der krabben	
19504	do not support	Not enough parking in Addington as it is. Cannot lose more parks. This will hurt businesses in the area	Susanne Wright	
20201	do not support		Phil & Mel Searle	
19823	do not support		Jared McGill	
19731	do not support	Is the council trying to destroy small businesses by removing all on street parking?	Shaun Comer	
19519	do not support	The p60 should apply only during normal business hours and no restriction outside of those hours.	Aric Thorn	
20504	do not support		Grace Read	
19741	do not support	Way to ruin businesses in the area	Warner Wilson	
20457	do not support	There should be no private vehicle parking on Lincoln Rd between Moorhouse Avenue and Whiteleigh Avenue	Martin Pinkham	
19638	do not support		Gwyneth Carson	
19844	do not support	All these new lanes absolutely ruin retail trade. Addington was a reliable parking destination for drycleaning, small businesses etc but now you are going to kill the parking off so empty buses can go past faster to pick up no passengers.	Tim Dyer	1963
20373	do not support		Letitia Wilson	
20441	do not support	The loss of street parking in Lincoln Road will kill the businesses (I am NOT a business owner)	A.D.F Fraser	
19751	do not support	I drive & shop in Addington - quirky shops, sense of community lacking in town. Remove the parking, remove the life & soul of Addington - Does the Council have shares in Wilson Parking? Leave parking times alone - a meal & a browse/haircut take more than 60 minutes	Meg Gourlie	
20319	do not support	having on and off again cycle "lanes" mean the vehicle drivers completely ignore the cycle lane parts. The most dangerous parts have no cycle lane on them and the cycle lane starts again for the wider/safer part of the road. Why do council keep giving on road car parking priority over movement eg cycle lanes and space for peopel on lime scooters etc? please take away the parking and provide complete cycle lanes rather than off and on again cycle lanes.	stuart douce	
20126	do not support		Wayne Walker	

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19733	do not support		Sofie Hampton	
19501	do not support	Leave the parking on Lincoln Road and Moorhouse Ave as is. Introducing restricted parking in these streets will push cars further into the residential area such as Poulson Street where there is already congestion in the very narrow streets.	Tina Bailey	
20289	do not support		Lynda Nyssen	
20026	do not support	No extra money should be spent in this context for no reason	Dr Gabriela Popa	
19749	do not support	Silly	Ms E Drummond	
19685	do not support	Not needed old system works	Don Barnet	
19525	do not support	Lincoln Road has sprung up as a bit of a business hub since the earthquakes, taking parking away from the areas outside these businesses could jeopardise this.	Anthony Brathwaite	
19960	do not support	One lane of parking either side on the road, and one lane of traffic is absolutely fine. There needs to be parking on either side of the road to have optimal business access.	Kat Forrester	
20100	do not support	Our employees need parking to come to work. There is no affordable all day parking. These people cannot pay for parking. There are houses built on Clarence Street with no off street parking. What are they to do?	Warren Price	
19848	do not support		Haley Black	
20279	do not support	Residents must have somewhere to park.	Lindsay Richards	
20197	do not support	Do not support angle parking - very difficult to reverse out of - not a safe manoeuvre	Kevin Campbell	
20490	do not support	Lincoln Rd businesses will be affected. Casual passer by business will slow down. Access to ATM's will be limited to side streets that are currently full of Lincoln Rd day time employees. Where will the public spaces come from???	G Styles	
20487	do not support		None None	Peebles Group Limited
20472	do not support	How do you propose to accommodate residents cars in the streets where you will impose parking restrictions e.g. Parlane Street	Kate Haley	
20349	do not support		Suzanne Dell	
20227	do not support	Still too many parking spots, these should be reduced. There should be less to encourage more people to use more sustainable transport.	Noel Whiteside	
19999	do not support		Carolyn Murphy	St John Community Store
19796	do not support	I work at Westpac, located at Show Place. A lot of staff including me park on the surrounding streets, one being Clarence Street South. It will be very inconvenient if this becomes 60 min parking, spaces are already limited due to increase tower junction staff as new shops opened.	Heidi Jerard	Westpac
19791	do not support	Madness	Ray Hobbs	
19639	do not support		Mel None	

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19509	do not support		Paul Hixson	
20570	do not support	Don't like it	Nigel Dent	
20488		Support & do not support Support the parking changes on Lincoln Rd, however I do worry for the small businesses on Lincoln Rd that will suffer due to losing their on street parking. This could deter customers and impact businesses. Do not support the parking changes on side streets. As a resident of Dickens Street, I understand the necessity to limit on street parking as it is a constant battle to find a park on our street due to the businesses on Lincoln Rd. However, we currently already have restricted parking on one side of the street. if a P60 comes into force, these needs to be a special dispensation for residents cars as I do not want to be penalised for my car when I carpool or cycle to work.	Charlotte Morton	
20448			Martin Harcourt	Value Cars Warehouse
20434		It will take motorists a while to understand the system	Neal and Gina Parker	Citywide Florist Limited, OHS Consultants Limited and Take 5 Limited
20427			Phillipa Pentecost	
20346			Shane Woodeock	
20345			Callum Stewart-Ward	
20411		Good idea but NOT for bus lanes. But when you decide that 2 lanes to help peak hour traffic flow better to Moorhouse Avenue and to Halswell	Sharon Holmwood	
20253			Jo Molyneux	
19557			Sandra Johnstone	
20120			David Hawke	Halswell Residents Association (Inc.)
19827			Grant Aldridge	
20332			Deon Joubert	
20002			Johanna Adams	
20480			chris Morahan	
20358			Ognjen Mojsilovic	
19779			Emma Postles	
20413		Undecided	B A Martin	
19593			Ashley South	

Submission ID	What do you think of the parking changes?	Comments	Name	Name of organisation
20291			L N Davey	
20082		As long as they are enforced. Streets in the area are narrow and long term parking makes it hard for casual shoppers to the area	Andrew Scott	
19881			Mike Southerwood	
19983			Bernard Wilkins	
19942			Charles Suckling	
20264		Stupid	Stacey Radford	Pukaki Investments Ltd
20546			Wendy Gibons	
20477			Charmayne Forster	
20431			Gaye and John Yeoman	
20526				Environment Canterbury

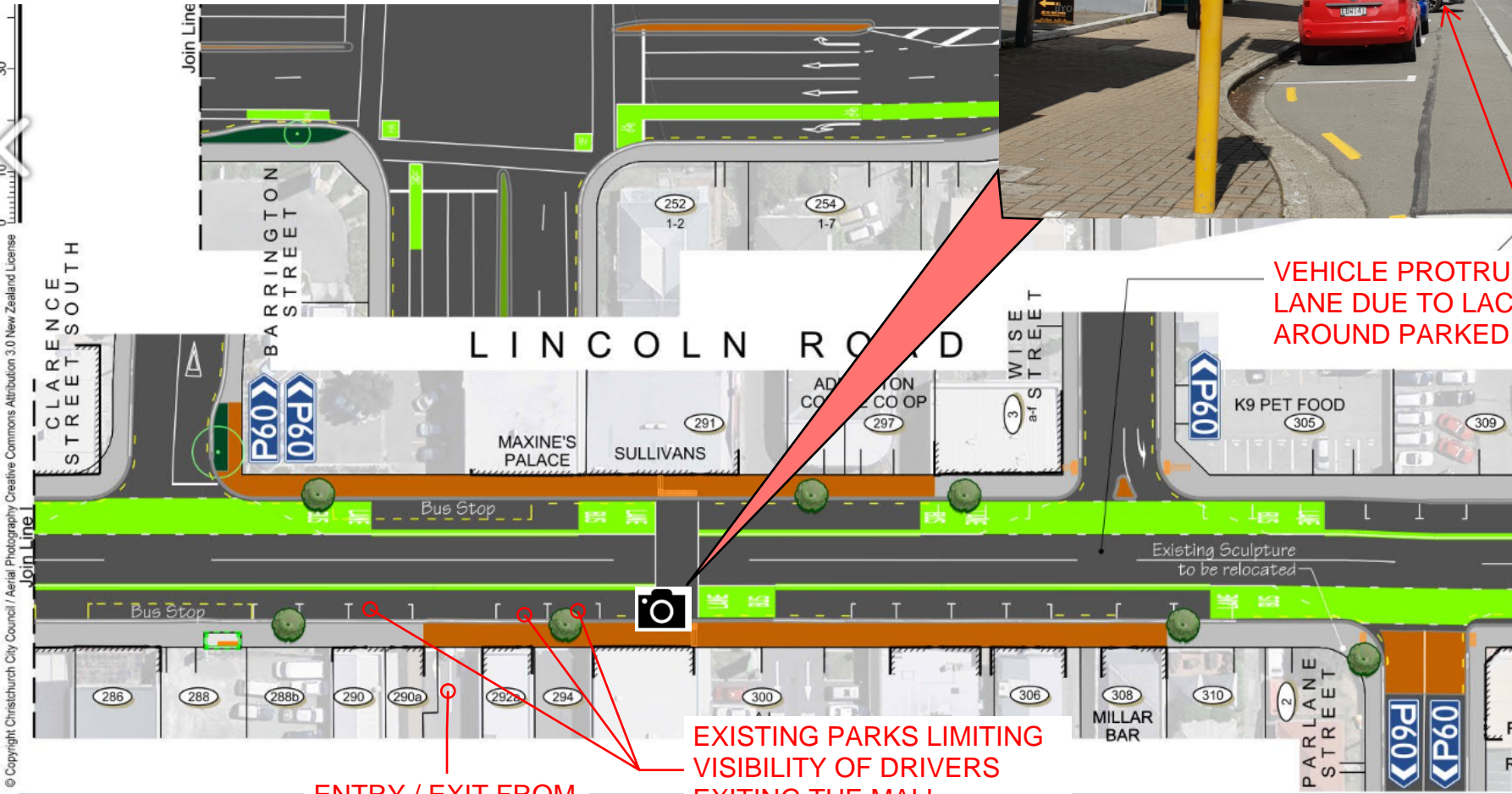
BACK TO SUBMISSION TABLE



LINCOLN ROAD LOOKING WEST

ENTRY / EXIT FROM
ADDINGTON MALL

VEHICLE PROTRUDING INTO CYCLE
LANE DUE TO LACK OF VISIBILITY
AROUND PARKED VEHICLES



ENTRY / EXIT FROM
ADDINGTON MALL

EXISTING PARKS LIMITING
VISIBILITY OF DRIVERS
EXITING THE MALL