

Cumnor Terrace one-way proposal – Submission Table – Feb/Mar 2020

ID	Do you support the one-way proposal?	Comments - please be as specific as possible to help us understand your views	Name	Organisation and role
32490	No	<p>Concerns over increase traffic on Curries Road as the road is not made to withstand heavy trucks and has an issue with flooding - heavy trucks make homes shudder when they pass and brake - increased number of trucks an issue - road outside my home has and continues to break down due to the amount of heavy trucks as the water pipe in the road I think has never been fixed and the weight of the trucks continuing going over the same area is creating the issue - CCC advised road repaired last year - the same depression in road has appeared and house moving every time trucks hit this spot - increasing this by diverting more trucks will not help.</p> <p>Dangerous intersection - more accidents - current crash numbers does not show the real amount of crashes on Opawa/Curries Road corner.</p> <p>Road is zoned residential - not a main commercial road.</p>	Julie Lynskey	
32448	No	<ol style="list-style-type: none"> 1. Imperative access from south Christchurch no feasible alternative without crossing freeway & increasing travel and cost 2. Put the cycle way along the river edge 	Peter Sheldon	Fibretech Holdings Ltd - Executive Director
32446	No	<p>I am a director of Resource Recycling the direct impact on this business if it is made one way would be catastrophic. It would just about close us down. We employ 55 people, here a lot of our staff have been employed through Ministry Social Welfare and we do our best to help people to get their lives back on track, we do this because someone has to. We have a purpose built weigh bridge to cater for logging trucks which we do approx 80 weighs per day along with other customers. We have been the successful tenderer for the Council's refuse stations for a good few years and the extra travel to get here if it is made one way would severely affect our ability to remain successful in the tender process. I have been here 25 years and have never seen an accident between Maunsell St and Cumnor Tce so in my submission the two way system on page 8 is the only way. Lets hope common sense prevails.</p> <p>See Attachment A at the end of this document.</p>	Terence McDonald	Resource Recycling Technologies NZ Ltd - Director
32445	No	<p>I am not opposed to a cycleway but am to Cumnor Tce becoming a one way street as this change would have a severely detrimental effect on the viability of our storage business.</p> <p>We have a number of commercial tenants who regularly shift goods in and out of storage. They rely on our location to provide speedy access. The proposed new route would impede these transactions and as we are in a highly competitive situation I fear that many would move to a more convenient location. The proposed change would place our business in a back water.</p> <p>There is currently a local surplus of storage space and we already have problems maintaining a viable occupancy rate and this change would threaten our viability.</p>	Anthony Abell	A A Vstore - Owner
32426	No	<p>We at Haigh Tooling oppose Cumnor Terrace becoming a one-way street from Chapmans Road to Maunsell Street.</p> <p>During the working week there is minimal pedestrian/cycle traffic on this part of Cumnor Terrace.</p> <p>The proposed one-way option is a disruptive and costly exercise for weekend cyclists. It hinders emergency vehicles access to this part of the Industrial area as well. It would mean that the emergency services would have to travel further. Also when the trains are shunting on the railway line that passes over Chapmans and Curries Road you can be waiting up to 20 minutes. This is another reason that making Cumnor Terrace one-way a bad option.</p> <p>We approve the option of the “Approved design” where the road is two-way and a shared foot/cycle path.</p> <p>We also need to remember this is an Industrial Area not a Tourist Scenic Drive.</p> <p>However, there is a very obvious solution and one that can potentially save the Council hundreds of thousands of dollars.</p> <p>In Cumnor Terrace there is a wonderful formed foot/cycle path. It starts in Radley Park and leads to the Heathcote cut and travels east alongside the river to the end at Long Street. There is a bridge at the end of Long Street which you cross over and the track can join up with Cumnor Terrace again. See the attached map. (see Attachment B at the end of this document)</p> <p>The only cost now is to build up the track/path to join up with the proposed track that leads to the Heathcote Valley.</p> <p>This is a more scenic peaceful route and shows off Woolston in a better “light”. A better option than taking it thru the ghastly smelly and noisy Industrial Estate of Woolston (and the ugliest part of the Heathcote River).</p> <p>To satisfy the businesses at “The Tannery”, a sign can be erected on Cumnor Terrace indicating the distance to “The Tannery”. This should keep everyone happy and be extremely cost effective.</p>	The Staff	Haigh Tooling Ltd

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32425	No	<p>I find this proposal to make part of Cumnor Terrace a one-way street to be poorly thought out, dangerous and contrary to the intentions behind the zoning of the area. Consequently I strongly object to its implementation.</p> <p>1. Introduction The Infrastructure, Transport and Environment Committee approved the construction of the Heathcote Expressway Major Cycle Route that extends from Ferry Road to Truscott's Road. As part of its decisions, the Committee also agreed that an option for increasing the width of the cycleway on Cumnor Terrace should be explored including Cumnor Terrace becoming a one-way street.</p> <p>This cycle way is proposed to encourage use of cycles toward the Upper Heathcote Valley area that includes the gondola, the Ferrymead heritage park and the lower reaches of the Heathcote River.</p> <p>The area from Maunsell Street to Chapman's Road is industrial including tank farms, a public weigh-bridge and a recycling yard. Most of the trucks using Cumnor Terrace are articulated heavy trucks that access the three industrial plants either from Port Hills Road via Chapman's Road or from Garland's Road via Maunsell Street and Cumnor Terrace. Heavy trucks and articulated trucks wishing to use the public weighbridge are required to run over the weighbridge from north to south, necessitating entry from Cumnor Terrace. Should the proposed one-way section be adopted articulated trucks would be required to turn around in Chapman's Road to access the weighbridge.</p> <p>2. Rationale Reasons given for making part of Cumnor Terrace a one-way street are mostly based on safety considerations. Council data suggests that about 3,500 vehicles per day use this section of Cumnor Terrace of which 700 are heavy trucks. Of the 700 heavy trucks per day about 168 access businesses on the southside of Cumnor Terrace, necessitating, in some cases, vehicles swerving into the on-coming traffic lane to access the industrial areas. The Council has not provided any data on the number of pedestrians using the footpaths or the number of cyclists that use the current cycle-way from Ferry Road to the Tannery. Observations made by the writer suggest that pedestrian traffic is minimal and cycle traffic, even to the Tannery, is very light.</p> <p>3. Submission Insertion of a cycleway into an industrial area frequented by heavy articulated trucks appears to be reckless and unnecessary when an alternative is available. An alternative route would divert cyclists travelling south along Cumnor Terrace to travel north along Garland's Road until Jubilee Street is reached. Here cyclists can travel east along a residential side of the street then progress through a light industrial area until Staunton Street where they would travel south past the Independent Fisheries. At this point the Council would have to provide an access way of some 42 metres to the north bank of the Heathcote River where a pedestrian/cycle bridge could be constructed to allow the pedestrians and cyclists to reconnect with Cumnor Terrace to the east of the prime area of concern (Maunsell Street through to Chapman's Road).</p> <p>Concerns regarding the potential for head-on collisions from heavy articulated trucks turning into businesses to the south of Cumnor Terrace could easily be addressed by either:-</p> <ul style="list-style-type: none"> • wider entrances to the businesses affected or • Provision of traffic controllers provided by the businesses using the articulated trucks to stop traffic while trucks cross the median line. Other businesses in the area should not be inconvenienced by the requirements of other businesses in the area. <p>It should be noted that there have been no recorded head-on accidents due to this operation of trucks having to cross the centre-line to gain access to the business premises or to leave the business premises. As this has now been identified as a potential issue it perhaps should be dealt with by restricting speed in this area to 30 kph and or by provision of speed bumps.</p> <p>Additionally the proposal to make Cumnor terrace one way from Maunsell Street to Chapman street would divert heavy trucks and other traffic through a partially residential area along Currie's Road thence on to Port Hill's Road where residential areas from Avoca Valley Road through to Chapman's Road would be adversely impacted by the increased traffic.</p> <p>4. Conclusions There is nothing presented by the Council that would suggest that the volume of cyclists that would use the proposed cycleway along the part of Cumnor Terrace from Maunsell Street to Chapman's Road would be sufficient to require:-</p> <ul style="list-style-type: none"> • major disruption to local businesses, • increased danger to traffic from articulated trucks turning on Chapman's Road to use the public weighbridge, 	Peter Gunn	

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32425 – cont		<ul style="list-style-type: none"> • increased disruption to residences along Currie’s Road and Port Hill’s Road and • increased distances to be travelled by 3,500 vehicles per day. <p>Areas zoned for Industrial use are chosen so that the public is not exposed to increased danger, dust and noise, this proposal appears to reverse this logic by proposing to insert the most vulnerable traffic (cyclists) into an area used frequently by heavy articulated trucks. In doing so the Council would in effect increase danger to cyclists and reduce the utility of its own zoning whilst at the same time impacting residential areas.</p> <p>I strongly object to this proposal from the Council.</p>		
32416	No	<p>It seems unnecessary for the street to be made one way.</p> <p>I am in favour of a cycle way to increase cycle safety</p>	Joyce Bennett-Longley	
32414	No		Martin Harris	
32407	No	<p>I strongly oppose the approved ONE WAY DESIGN of Cumnor Terrace and Maunsall Road.</p> <p>The impact of the proposed one way design will significantly impact local businesses , existing users of the Cumnor Tce, Maunsell Road and residents I surrounding streets.</p> <p>Additionally whilst the cycle routes around the city are of huge value to the city i believe that we would be better served by avoiding these industrial areas as they are of less interest to cyclists and an alternative scenic route would be of greater benefit to cyclists.</p> <p>Thirdly I believe the proposed one way option is less safe than the two way system that now exists.</p> <p>As stated I strongly oppose the Prosposed Design to create a one way system in Cumnor Tce and Maunsall St.</p> <p>Regards Toni Pengelly</p>	Toni Pengelly	
32398	No	<p>As set out in LPC letter to CCC dated 09/03/2020 attached</p> <p>See Attachment C at the end of this document.</p>	Gareth Taylor	Lyttelton Port Company - Independent Consultant
32382	No	<p>As a commuter through this area for the past 14 years, I strongly object to this proposal. How can the Council justify the disruption to traffic movement for the creation of something that will have little use. The money would be better spent fixing the pot holes, rough mess that passes for a road, at present. Having to travel from south-west CHCH, this diversion would add about 2km per day to my commute, down a poorly maintained road (Chapmans Road) that is dangerous at the best of times, due to the heavy trucks in the area. As a ratepayer I object to MY !! money being wasted on projects such as this. Fix the roads instead of wasting money on this crap.</p>	Robert Whitta	
32379	No	<p>No to the one way.</p> <p>I use Chapmans Road everyday, if you make that part of Cumnor Tce a one way it will be a huge inconvenience for at least a couple of hundred workers to have to go up Curries Road and back down Chapmans Road. Its an industrial area not a scenic route. Have some thought for the workers and the poor truck drivers and the people who live on Curries Road.</p>	Maxine Wekepiri	
32376	No	<p>I am a director of Resource Recycling the direct impact on this business if it is made one way would be catastrophic. It would just about close us down. We employ 55 people, here a lot of our staff have been employed through Ministry Social Welfare and we do our best to help people to get their lives back on track, we do this because someone has to. We have a purpose built weigh bridge to cater for logging trucks which we do approx. 80 weighs per day along with other customers. We have been the successful tenderer for the Council's refuse stations for a good few years and the extra travel to get here if it is made one way would severely affect our ability to remain successful in the tender process. I have been here 25 years and have never seen an accident between Maunsell St and Cumnor Tce so in my submission the two way system on page 8 is the only way lets hope common sense prevails.</p> <p>See Attachment D at the end of this document.</p>	Terence McDonald	Resource Recycling Technologies NZ LTD - Director

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32373	No	<p>1. Access in an industrial area is critical and this will be reduced with one way access.</p> <p>2. Recreational cycle ways are great but this route could be improved but not using Cumnor Terrace at all. With all the heavy vehicles going through there it is hardly ideal.</p> <p>I am a cyclist but how many people will use this cycle way.</p>	Tom Kenna	
32372	No	I am opposed to Cumnor Terrace becoming a one way. I'm a daily user of Chapmans Road, and find it unbelievable that you are considering making Cumnor Tce a one way. This is going to cause a massive amount of traffic to join what is already a huge amount of traffic on Port Hills Road, not to mention the poor people who live on Curries Road, having to put up with a massive amount of trucks going pass their homes.	Brendon Edlin	
32371	No	As a frequent user of Chapmans Road I know that the two way system would solve all problem	Gavin Lee	
32370	No	We have considered the proposal and are against any change to the existing 2 way Cumnor Terrace, our tenants too are against the proposal	Anthony & Ida Huston	Business & property owner on Chapmans Rd and Kennaway Rd
32369	No	I have work in Chapmans Road since 13th March 1981 (41 years) I started at Mobil Oil filling oil drums since then I have work to become a Share Holder in Resource Recycling knowing the streets very well knowing traffic flows, driving trucks and trailers. I feel the one way system is foolish	Stephen McCann	
32368	No	Love the ideas however as an employee at an address along Chapmans Road, and frequently Chapman's Road through to Currie's Road is a very high traffic area, with a very very high number of trucks/trailer units. Along with businesses relying on easy access and exit this may pose a negative impact upon business in the area, well that part of Cumnor Tce is all ready lacking in width, so I could see a widening with river bank butification also a more restricted cycle way along that course from Cumnor to Curries approach	Jason Curline	RRT - Recycler of materials
32360	No	<p>I am totally opposed to the one-way option being considered for Cumnor Terrace.</p> <p>I am not opposed to a cycleway being built along Cumnor Terrace but this variation to the plan will result in making the area becoming more inaccessible. Access to areas of Chapmans Road particularly Kennaway Road will become more difficult. Areas East of Chapmans Road are currently semi landlocked by the Heathcote River, Tunnel Road and Main South Railway and making a section of Cumnor Terrace one way will only add another layer to this inaccessibility. Businesses operating along the proposed one-way section are severely affected as they will not be able to access Chapmans Road without making a major detour via Port Hills Road.</p> <p>Traffic volumes in the area are only going to increase as the Kennaway block is further developed. Already there is a large transport company and logistics company's operating out of Kennaway Road and the pressure on the local roading network will only increase. Making Cumnor Terrace one way will increase traffic volumes along Chapmans Road which is already busy with Lyttleton Port Company traffic to the inland port and log handling facility.</p> <p>I do question the sustainability of making Cumnor Terrace one way. There is no doubt that this will add distance to trips from vehicles originating from the North and North West. One solid fact I can quote is that the logging trucks travelling to the Lyttleton Port Company handling facility in Chapmans Road will have to travel down Chapmans Road twice as most originate from the North. Thus adding approximately 1.5 Km to each journey. This is only one example, there will be many journeys they will require further greenhouse gases to be burnt that would otherwise not be consumed if Cumnor Terrace remains two way.</p> <p>The proposal to make Cumnor Terrace one way and restricting the carriageway to 6.2 metres could limit vehicle movement in case of an emergency in the area. Emergency services need good access to Cumnor Terrace and Chapmans Road as both locations have major bulk fuel facilities.</p>	Greg Harris	Hi-Tec Aerials NZ Ltd - Manager
32349	No	<p>On behalf of the Road Transport Association of New Zealand Membership, we totally oppose the One-Way option recommended, but will support the previously approved Two-Way design - Cumnor Terrace between Chapmans Road and Maunsell Street, (Looking East).</p> <p>See Attachment E at the end of this document.</p>	John Bond	Road Transport Association of New Zealand - Area Executive
32329	No	<p>It's an impediment to the flow of traffic.</p> <p>It is primarily a heavy industrial zone and business zone.</p> <p>Some business will suffer additional costs.</p>	John and Alison Rogers	

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32329 - cont		<p>The previous and already approved design is preferable. There is no need for a footpath on both sides of Cumnor Tce as there is no parking allowed on the street.</p> <p>A 7.5m wide road and two way traffic is preferable.</p>		
32323	No	<p>I support the cycle-way, but would wish to keep Cumnor Terrace two way.</p> <p>This is because of the extra time and distance involved in both travelling to and from work, and also because it will add time and inconvenience to our dispatch and inward goods drivers.</p>	Damien Bimler	Martec Distribution - Director
32311	No	<p>"The speed of vehicles travelling along Cumnor Terrace." The speed is still going to be the same going one way, could be even worse because the traffic knows there won't be any other traffic coming.</p> <p>"The removal of the footpath along Cumnor Terrace (from Chapmans Road to Maunsell Street) adjacent to the businesses."</p> <p>SO now you want to put bikes on one side and people walking on the other, sounds worse to me. At least everyone on one side is easier to watch out for people or bikes.</p> <p>I notice in your data you don't have how many bikes or people use that part of the road. And yes more will use it on the weekend but there isn't any traffic on the weekend so it's safe for them.</p> <p>"Impacts on large vehicles trying to access driveways arising from the narrowing of the roadway."</p> <p>That's not going to change, a truck still has to swing out. And in the 14 years I have been driving down that road at least 8 times a day it never has been an issue.</p> <p>Concern about the existing volume of heavy vehicles along Cumnor Terrace between Maunsell Street and Chapmans Road.</p> <p>So what is going to be done with the extra load on port hills road and traffic trying to get out of Chapmans road. You said it won't make a difference, but you are going to 3,500 + extra traffic .</p> <p>Also emergency services? You have fuel tanks and GAS tanks in the area, how much longer will it take fire and ambulance to get here. People only have minutes to live sometimes. Lets make them go the long way because bikes and people can't share a 3.5m path!!</p> <p>The train also can block the road for up to ten minutes and even longer sometimes. There has been a few times they tell us to go the long way around and if the road is one way we can't get to work.</p> <p>There are more businesses and buildings here from your last data 4 years ago so it's going to make port hills road even more crazy.</p> <p>You are a council that want us to be greener but now want us to travel more in our car to get to work. And no I can't use a bike for work. I notice you use cars to come to the drop in sessions.</p> <p>I like the cycle lanes, I use them with my family on the weekends, but some of the bike lanes including this one is just silly. There is no reason why it can't be a shared lane as the foot traffic in this area is so low with basically zero on the weekends.</p>	Christopher Matthews	
32304	No	<p>The area around Cumnor Terrace, Chapmans Road and the Tannery has been established over many years as an industrial area and is still growing with the development through Kennaway Road. Removing the main access route into the area from the city does not assist with the main use of the area. The two way plan approved serves vehicles, cyclists and pedestrians. The one way alternative greatly disadvantages the main users of the area, the businesses.</p> <p>This area is already landlocked by the Tunnel Road, the Heathcote river and the railway line and is difficult to access. The alternative route suggested makes access more difficult and adds a substantial extra distance for vehicles entering the area.</p> <p>The Council has a requirement to be green and endeavour to reduce greenhouse gases. If 2000 vehicles per day have to travel an extra 2km to access the area, this amounts to 4000km per day, 20,000km per week or one million kilometres a year.</p> <p>Access for Emergency services becomes more difficult and will result in some delay in an area which has risks associated with the bulk LPG depot and the bulk fuel depot, together with many varied businesses.</p> <p>This area is industrial. Always has been. Please do not disadvantage the main users of the area for the benefits of the cyclists. I do not believe this plan is "green". I believe that the</p>	Liz Harris	

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32304 - cont		detrimental effects to our environment / planet of the additional distance travelled by the vehicles will far outweigh the gains created by the cyclists. Please could the council proceed with the already approved two way design, or leave the road as it is and consider an alternative route for this section of the Heathcote Expressway major cycle route.		
32303	No	Myself, my staff, all our courier drivers plus all truck delivery drivers, our customers, would all be inconvenienced by changing Cumnor Terrace to One way. I do not support any change.	Martin Healey	Martin Healey Ltd Trading As Martec Distribution - Managing Director
32302	No	I believe that with the ratio of traffic that uses the road through that area compared to the foot traffic and cyclists proceeding with the one way would inconvenience more people than those that would benefit. Traffic that currently uses that area would be forced to have to take a longer route which could potentially cause delays in arriving at work on time, plus it would be increasing the traffic along those roads with the main one's being Tunnel road and Porth Hills Road. Which will increase the risk of car accidents by those feeling the pressure to get to work on time but having further to go in busier traffic. It will also cost those who currently use the area more money in the additional petrol costs. Another issue is the fact the railways frequently run the trains over the rail lines and stop the train in a place where the carriages are blocking the roads. This is creating a back log of traffic stuck waiting for the train to clear. I regularly see this and see impatient people try to turn around or diving angrily afterwards as they have been held up and are now running late. This again increases the risk to others. The last point to make is the fact the council are supposed to want businesses to be in business and this will not help with delivery trucks etc., staff being late and frustrated on arrival at work. It also means a worse environmental factor cars travelling further so more emissions - all in the aid of having a walkway and bike path for the few that will use it, and assuming that they cannot share the one path. Making this a one way system would be a bad move on the councils part when trying to portray a greener environment.	Melissa Bishop	Martec Distribution Ltd - Office and Warehouse Manager
32300	No	I live in Hargood Street and travel to and from work, via Cumnor Terrace. I normally travel down Radley Street, turn left onto Garlands Road and then turn left into Maunsell Street or I use as an alternative Tanner Street, which then hooks up with Cumnor Terrace. Your proposed One way down Cumnor Terrace will not work for me and many others as this is a much used Road and would be detrimental to a lot of people. Your alternative routes would make my travel times so much longer to and from work. I have children now in Secondary Schools and would like to know I can get back to them in any form of emergency in the quickest way possible, i.e. not having to worry about a one way piece of road. I personally do not feel this is the right decision and it will effect me directly. I would appreciate you considering leaving this route as is as I believe it could become a problem for any businesses close by also. I have found not many people are aware of what your proposal of Cumnor Terrace is and also feel any businesses in the nearby area have been badly informed, not notified accordingly. I feel the time frame (feedback) now needs to have an extension as all businesses around Cumnor Terrace need to be better informed as this has not been the case. Thank you Susan Anthony	Susan Anthony	Waxglo - Admin
32279	No	I do not agree with this as it would provide significant operational difficulties to many businesses in the area. Also it will likely increase carbon emissions from the alternate routes proposed. Please use the proposal that keeps the street two ways as this seems to have the most positive impact on both road users and cyclists.	Claire Macphail	
32278	No	Turning Cumnor Terrace into a one street seems to be an idea which will have a negative impact on the local community. I provide IT support to several business in the area, and Cumnor Terrace is a vital link between the city and Chapmans Road. The extra mileage driven to reach these businesses, not only by myself, but by staff, couriers, and customers of these businesses seems to be directly against the councils sustainability policy and will undoubtedly increase emissions as hundreds of vehicles a day will be driving further to reach their destinations. As a council it is disappointing to see you ignoring the reality of climate change and are happy to contribute to an increase of vehicle emissions by turning Cumnor Terrace into a one way street. Furthermore many manufacturing businesses are in this area, turning Cumnor Terrace into a one way street will make it much harder for emergency service vehicles to access this area in the event of fire or injury, and that extra time could be the difference between life and death. Please use the proposed two design and create a cycle way that can be used holistically with the existing business and roading infrastructure.	Ian Harris	

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32265	No	I travel that bit of road multiple times a day maybe 10 times or more 6 times a week and a barely see a cyclist on that bit of road. Making that road one way will lead to more traffic on Port Hills and Chapman's Road there will be more crashes there is also nowhere to make a safe U turn to use the weigh bridge traffic heavy traffic also line up waiting for the NZL and City Depo having one end one way will make the road narrower and in safe as all traffic has to go past instead of bypassing	Robert Cowhan	
32256	No	It makes it more difficult to get to and from work/ to Kennaway Road....	Ralph Freeman	Global Cycling Adventures - Director
32253	No	I work in that area, travel back and forth down that road numerous times a day it's very helpful and cuts out a lot of time. Would be a lot better staying as is. Not to mention theres bugger all cyclists that travel that road anyways.	Kyle Bryan	
32252	No	That road is a short cut to & from work, as a truck driver that is also a main thoroughfare to Garlands Road, turning right onto Port Hills Road from Chapmans Road, has proved to be a challenge when you are fully loaded, having sat there on average 4-5mins before safely being able to exit Champmans. Therefore I Do Not support a one way system for cyclists to be implemented.	Kat Hall	
32225	No	I use Curries Road at least 2 or 3 times a week and have done so for the past 20 plus years, during those years I have noted a huge increase in the amount of large trucks and vehicles coming up Maunsell and Tanners St and onto Chapmans Road. To divert those who work on Chapmans Rd and all those heavy trucks onto Curries Rd in my opinion is extremely unfair to all concerned and will be a nightmare for traffic on Port Hills Rd between Curries and Chapmans. I'm really concerned about the proposed one way option and I think that the two way option is the only sensible option because it is the one which will cause no disruption to anyone who uses this area for work, trade and very importantly the residents.	Caroline Kellaway	
32213	No	The location that will be impacted by this decision is by and large a commercial area. Commercial vehicles can't access Kennaway Road directly from Port Hills or Tunnel Road. I have an interest in a commercial property located at ■ Kennaway Rd. Access to this road will be severely compromised by the one-way road option on Cumnor Terrace. The loss of the footpath on the South side of Cumnor Terrace is unlikely to inconvenience anyone. The businesses located here do not generate foot traffic and there is no significant residential housing. The two-way road can be retained and the pedestrians/cyclists will have good access through this area on the river side of the road. I am a recreational cyclist and in general support improved cycling amenities. On a cost benefit basis the already approved plan will meet the perceived needs of better cycle/foot access without imposing an onerous burden on the main stakeholders the businesses located in the immediate area.	Bill Hall	Kennaway Road Partnership - Partner
32205	No	Cumnor Terrace is in a heavy industrial area with a high number of vehicles using it to access the area of Chapmans Road and Kennaway Road. There are limited options to gain access to these areas if Cumnor Terrace was changed to One way, given that Kennaway does not have access at the other end. I would prefer the existing 2 way solution if the bike path is to go down Cumnor Terrace, as the foot traffic and bike traffic on that street is low, so a smaller shared pathway would suit.	Michaela Pilgrim	
32131	No		Maikara Brown-Rapana	
32123	No		Philippa Van Grondelle	Mackleys - Truck driver
32121	No	As a heavy truck driver who drives around Christchurch for 13 hours a day and I use these roads many times a day, as it is the quickest way to get to my container yards. It will take longer for me to get to work paying more for over priced fuel for myself and the company I work for. Increased fuel costs will drive up prices on everything that is transported by truck and I also think that cycle lanes are a waste of time because when it rains everyone jumps in there cars and drive anyway and the lanes sit there with know one using them we need to spend that money on something worth while as at the end if the day this will always be an industrial area.	Kerry Lemon	
32120	No	As a regular user of this road it add extra costs. Also pushing cyclists into one of the major transport and container hubs for Christchurch will only end in tragedy. We do not need more cycle ways in the city we need our infrastructure fixed first stop wasting rate payer funds on minority who demand more and more. It is trucks that pay more than their fair share but get very little back.	John Boulton	Springcrick - Manager Operator
32119	No	I feel as though the one way system would be, not only be an inconvenience to myself but other truck drivers, by turning this into a one way system if we have delivery's or pickups to do along that route we would have to go right around Port Hills Rd and Chapman's Road which will use more time than what we may have available to us. Please don't make Cumnor Tce one way	Christian Booker	NZ Express Transport - Truck driver

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32118	No	This road is used daily by my husband and his colleagues to travel to work on Kennaway Road. Making this a one way will add a significant amount of time to their travel to work and with this area growing for industrial and commercial properties a lot of people will be affected by this change.	Victoria Bryan	
32117	No	There are more heavy vehicles using that road due to both container depots being down Chapmans Road and if you close Cumnor Terrace I believe there will be more accidents at the intersection of Chapmans and Port Hills Road and people going in and out of the French Bakery. I also use this road everyday to get to work.	Samantha Fraser	
32045	No	It will negatively affect our customers, as it'll be much harder for customers with big vehicles to access our establishment. We rely on truckers, builders and factory workers around the area and this may be detrimental to ours and surrounding businesses.	HaoBing Zhao	Angry Reds Lunchbar - Owner
32024	No	<p>The changing of this section of Road to a one way system would have a detrimental impact upon passengers using our service.</p> <p>Many of our trips go through this section of Cumnor Terrace. This would see the trip that continues to go through Cumnor Terrace being cheaper than a trip that goes in the opposite direction. Our drivers are also concerned that the increase in traffic on routes that must be used due to the closure of one direction would add to traveling times as well as an increase in pollution, despite the majority of our fleet operating Hybrids.</p> <p>The case that it is preferable to separate cyclists from pedestrians overlooks the fact that the council has not exhibited any similar concerns where pedestrians use a shared space with electric scooters travelling at speeds comparable to cyclists.</p> <p>This section of Cumnor Terrace should remain two way in the interests of Cost, Climate Change and Common Sense.</p>	Bob Wilkinson	Blue Star Taxis - General Manager
32022	No	I have to drive to Kennaway Road every morning from the Selwyn district to get to work. At the moment it takes me around 35-45 minutes to get to work. Making this a one-way will add on more time and it's really inconvenient. There is already a perfect sidewalk (that no one walks on) that could be widened ever so slightly and there would enough room for cyclists to ride on that safely whilst also allowing pedestrians to walk down if they so choose.	Polly Forbes	Denstock - Warehouse Distributer
32021	No	As discussed since the start of this process two years ago, a one way will add cost to our business due to our regular travel to and from Lyttelton Port to perform service for the Port and Fuel terminal operations. A key reason we are located on this site is the proximity to port and added costs and response time is not good for our business. We also have long wide load which exit onto Cumnor Tce outside our business and a one way would reduce the safe turning circle for these loads.	Graeme King	Ewing Construction Limited - General Manager
32015	No	There will just be one viable exit out of a busy business precinct of Kennaway and Chapman Rds which has a high usage off heavy vehicles. The Port container depot halfway up Chapmans Rd already causes issues to traffic flow. If you want to make this a one way street you need to provide the up and coming business precinct another exit.	Jeremy Ansell	
32014	No	<p>I have been working in this area for nearly 3 years or so now and this will make a decent disruption to the way I travel to and from work and also my breaks etc - this is a heavy industrial area which has a high amount of large trucks - it is sometimes a hard area to navigate as it is for just general traffic, but to change this to a one way will disrupt a lot of traffic and a lot of industrial traffic and will force us to all be having to use the same ways to and from and will make drive times a lot longer for everyone - to change this to a one way you are just asking to have more built up traffic in the area.</p> <p>If you were to stop and look there is a high amount of traffic that goes through Cumnor Terrace - it is convenient for everyone in this area and it will be highly disruptive to make this a one way - I understand that there is a reason behind doing this but I don't think that this is the area to do it in.</p>	Sarah Roberts	
32010	No	It is a highly industrial area, and the road is sufficiently wide to have a standard cycle lane. The bulk of cycle traffic (if there is any) will be on the weekends when there is less industrial traffic anyway. It will create lengthy diversions for people trying to get to and from work and also means it will take longer to get to places such as the Tannery on workers lunch breaks.	Jess Lewis	
32008	No	<p>I oppose the one-way street option for Cumnor Terrace.</p> <p>To make Cumnor Terrace a one way would have a significant impact on the businesses along Chapmans Road. One business in particular is Resource Recycling Technologies who rely heavily on passing public trade and heavy trucks who use the public weigh bridge. Many jobs at RRT would be at risk if this goes ahead because it is inevitable that it would affect our trade dramatically.</p> <p>To send traffic along Curries Road to turn into Port Hills Road is only going to increase the volume of traffic, especially heavy trucks, onto a road which already has a large amount of traffic daily, not to mention the inconvenience for the residents of Curries Road who will have to deal with a constant flow of heavy trucks using their road. It just doesn't make sense and I hope common sense will prevail.</p>	Cyril Pengelly	Resource Recycling Technologies (NZ) LTD - Founder of Resource Recycling technologies (NZ) Ltd

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ID	Do you support the one-way proposal?	Comments - please be as specific as possible to help us understand your views	Name	Organisation and role
32006	No	<p>We are absolutely opposed to this latest proposal. It will directly impact our business in lost wages, time and more pollution through fuel consumption. We are only 100mtrs from the end of the one way section and would have to travel the complete circle. We have multiple deliveries daily and we have to make deliveries to our restaurant in Bealey Ave and 2 Cafe Metros.</p> <p>Secondly, it will seriously affect and increase traffic now having to turn right from Port Hills Rd onto Port Hills Rd at Curries Rd intersection. This is a dangerous intersection and recently I have witnessed 2 serious accidents (one resulting in a death I am told). It is a totally stressful intersection currently so an increase of turning traffic will magnify this.</p> <p>I rarely see pedestrians walking along the proposed one way section of Cumnor Tce to justify an extra pedestrian foot path.</p> <p>Please apply some common sense and keep the two way road as it is. Thank you Liz Barry</p>	Liz Barry	Strawberry Fare Restaurant Bakery/Roastery/Photography - Owner
31984	No	<p>This is already an extremely busy street. I cant understand why a cycleway is planned for this side of the river. I am a cyclist and there is already a walking track on the other side of the river which could easily be turned into a cycleway. The cost of putting a bridge over the Heathcote to meet up with the existing walkway would be insignificant compared with what you are proposing to spend to put the cycleway along Cumnor Terrace.</p>	Geoff Ewing	Ewing Construction Ltd - Managing Director
31979	No	<p>There are too many businesses along that stretch of road with their customers and staff needing access via both directions. It would mean using a lot more fuel for their trucks etc. therefore more carbon emissions if it was made one way. I live just down from Cumnor Terrace and already have trouble driving out of my property - if the Terrace is made one way it would mean a lot more traffic for me to negotiate. The trucks already start to come down our street at about 4 to 4:30 am, more could lead to disrupted sleep. Thank you for allowing me to submit</p>	Kaye Manifold	
31977	No	<p>To whom it may concern:</p> <p>When I was informed that there was going to be a one-way proposal between Chapmans Road and Maunsell Street, it was disappointing. I use Cumnor Terrace towards Chapmans Road to get to and from work, it's easier and faster. If the Cumnor Terrace does become one-way it would be unsafe just coming into work and speak about the extra 3km I have to drive just to get to work. Turning off Curries Road to get onto Porthills is a nightmare. Reason being by 7am the road is busy with traffic from Opawa Road and coming down from Port hills and then you got traffic from Cashmere either turning right, left or straight. It's an intersection that people like me avoid just to be at work on time and to also get to work safely. Also, isn't Woolston known for a crime targeted area? burglaries? assault? if that is so wouldn't it be unsafe to have just one way? the busy periods are between 8am to 6pm after that the roads do get quite but then I hardly see cyclists use the roads between the hours of 8am to 6pm. what's the point in putting bicycle lanes when there isn't any cyclist that use it?!</p> <p>To conclude, I DON'T SEE THE POINT IS TO WHY WE NEED TO HAVE ONE WAY? WE DON'T HAVE A HIGH RATE OF ACCIDENTS INVOLVING CYCLIST IN THE AREA AND THE PROBLEM COULD BE SOLVED IF WE STILL HAVE THE TWO WAYS TO!! THE ROAD IS BIG ENOUGH FOR BOTH THE TWO WAY FOLLOWING OF TRAFFIC AND THE CYCLIST.</p> <p>We are meant to be sharing the road not take out the cars/trucks and other working vehicles just so the cyclist who I may clarify don't pay road tax get there way!!!! Its not Fair!!</p> <p>Regards Bernadette Joe</p>	Bernadette Joe	RESOURCE RECYCLING TECHNOLOGIES (NZ) LTD
31976	No	<p>I run a small transport company based in Woolston and use Cumnor Tce regularly. Very few cyclists use this route, most preferring to stick to Port Hills Rd so this would be a total waste of time and money. Changing Cumnor Tce to a one way would put extra pressure on the intersection of Port Hills Rd and Chapmans Rd, which is already busy enough at peak traffic times</p>	Andrew Vuleta	Vuleta haulage Ltd - Managing Director
31949	No	<p>Extra 1.9km travel to place of work (Kennaway Road), who will pay Road User Charges and maintenance on vehicle?</p> <p>Intersection Munsell St /Cumnor Terrace, will need to be realigned.</p> <p>Vehicles travelling past Cumnor Terrace along Curries Road will have to use Curries Road/Opawa road/Port hills road intersection = will this Dangerous intersection be upgraded ie Roundabout, Traffic lights, etc Due to the increase in traffic, Example will be Heavy trucks with trailers ?</p>	Ian Thomas	
31941	No	<p>I am the only resident living in Dalziel place or Kennaway Rd. Since building in Dalziel Place the CCC have allowed the farm that was behind my property to be subdivided. This has increased the level of traffic substantially.</p> <p>I believe to change Cumnor Terrace to one-way will cause more bottlenecks and cause huge inconvenience for workers and my family. If the road becomes a one-way street the</p>	Peter Rigg	

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ID	Do you support the one-way proposal?	Comments - please be as specific as possible to help us understand your views	Name	Organisation and role
31941 - cont		<p>proposed route to get to my property is also considerably longer.</p> <p>Of course in time the roads will need re-making and also the corner of Cumnor Terrace and Chapman's Road floods in spring tides and has done since I moved here in 2005. This has been dangerous and very inconvenient and somehow has been missed by the Council!</p> <p>My wife and I have bikes and use the road as it is two way without any issues, except when it's in flood as we cannot bike through it.</p> <p>I believe the road needs to stay two way.</p> <p>Thanks</p>		
31940	No	<p>I do not support the Cumnor Terrace becoming a one-way street, due to heavy vehicle traffic around the container yards, and the intersection of Chapmans and Port Hills Road is easily congested without the added traffic having to turn around.</p> <p>Plus it increases my commute costs to and from work, and in turn burns more fuel resulting in higher emissions</p>	Konrad Neleman	New Zealand Express - Heavy Vehicle Operator
31911	No	<p>Adding additional commuting time and cost to my journey to work each day</p> <p>Increased Co2 emissions because of the increased journey time</p> <p>The intersection at Chapmans Road / Port Hills Road will become more congested and more dangerous than it already is!</p> <p>Truck queuing will congest Chapmans Road because the approach to Container parks is from the one direction, currently they can come from both directions.</p> <p>Traffic wanting to use the weigh bridge in Chapmans Road will be forced to do U-turns to get on/off the weighbridge, which then creates another very dangerous scenario</p>	Patricia Holland	
31902	No	<p>It is very dangerous getting out of our gate way now if it is one way it will narrow down area to get out of gate, cars & trucks already speed around the corner before our gate coming from Chapmans Rd end</p>	Ian Timpson	Porthills Earthmoving Ltd - Property Owner & Company Director
31900	No	<p>Will create major congestion at Port Hills / Chapmans Roads intersection</p> <p>Trucks only coming from 1 way to container depots will cause queuing and congestions of Chapmans Road</p> <p>It will cause trucks/cars to do dangerous u-turns at Kennaway Rd to head back down Chapmans road to find a place to que for container depot.</p> <p>Longer drive times for most people in the surrounding area</p>	Amanda Wooldridge	NZ Express Transport - Sales Support
31895	No		Andrea Smith	NZ Express -Admin
31894	No	<p>I do not believe Cumnor Terrace should be a one-way road.</p> <p>This closure would increase my commute time by 11 minutes each morning and add 4.7km to my daily journey. This will add additional costs to my daily budget. My own CO2 emissions would increase from 2.78 metric tonnes to 3.33 metric tonnes per year.</p> <p>I believe the intersection located at Chapmans Rd & Port Hills Rd would become extremely congested and highly dangerous due to the higher volume of trucks and cars trying to turn into or get out of Chapmans Rd. This intersection is already dangerous enough.</p> <p>There would be a higher volume of trucks on the left side of the road queuing for the Container Depots which would cause delays being able to turn into Chapmans Rd and I would not feel safe driving past the exits of these depots with the increased traffic in case of a crash. The increased trucks queuing will make it harder for trucks to exit out of these depots safely also.</p> <p>Trucks will be forced to make a U-turn to get into the Resource Recycling Weighbridge located at the Cumnor Terrace end of Chapmans Road which will be very dangerous for all traffic.</p>	Mikayla Box	

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31894 - cont		This one-way closure should NOT go ahead. There are a significant number of vehicles that use this road, the closure would affect many Transport Companies daily. In my 3 years working in the surrounding area I have only ever seen a maximum of 8 cyclists using this route daily.		
31891	No	This will make the intersection of Chapmans Road and Port Hills Road even busier and more dangerous than it already is. This will mean further to get to and from work. This will mean further for trucks to reach the empty container depots and weigh bridges. More fuel emissions. I drive that road a few times a day and have hardly ever seen cyclist. The Maunsell Street and Curries Road intersection would be a greater problem than making Cumnor terrace 1 way.	Damian McMullen	NZ Express Transport - Warehouse Manager
31889	No	It means I have to drive all the way down Port Hills Road instead of cutting through to get to work. Also there is so much heavy traffic with trucks etc it's a silly idea. They are just bikes, ride on the road like they used to. I have probably seen 2 bikes this year use that road. It is ridiculous all these bike lanes. I am not in agreement.	Debbie Sutton	NZ Express Transport (2006) Ltd - Customer Services
31737	No	One way will affect a lot of businesses in the area as it will increase time for those or are out and about during the business day. We often go to The Tannery or Angry Reds on Garlands Road to pick up lunch if the road becomes one way this will no longer happen as we will not have enough time to do this as the return time will take too long. Our courier pick ups and customers visiting our showroom will also be inhibited by this change. I am most disappointed that we have not be consulted through out this process. The first we hear of it was accidental when we opened mail addressed to the Building Owner. The owner is located in Napier and this would have no impact on him. I am sure there are many more businesses in this area, especially in Kennaway Road, Chammans Road and Cumnor Terrace who are still unaware of this proposal. We have spoken with neighbouring businesses and none of them like ourselves have received notification by hand as I was advised by your council team on Wednesday afternoon at the drop in session, which I might add I only saw as a matter of course as I passed entering from Cumnor Terrace after collecting my lunch. Banking and Post Office runs during the business day will take us longer as it will take longer to return via other routes.	Donna Cooper	Waxglo House (1983) ltd
31726	No	<ul style="list-style-type: none"> - We are concerned about the extra journey time to work for our staff the majority of which live on the east side. - Chapmans Road gets very congested, with trucks (to the container port) and tankers waiting to get to the tank farm, parked on both sides of the road. It is already difficult to travel down Chapmans Road, without having to cross the centre line (peak times) - Trucks getting fuel from the tank farm park on side of the road, they currently approach Mobil from the north and this could be affected by the one way change - Currently it is very difficult to turn left out of Chapmans Road into Port Hills Road, due to right turning traffic from Chapmans Road onto Port Hills Road, due to traffic backing up past the left hand slip lane. - The intersection of Vaila & Kennaway is used by large trucks to do 6 point turns this posts a significant hazard to cyclists & vehicles. Kennaway Road is also used as a high speed track because its such a straight road. There is already congestion on Kennaway due to Kathmandu staff parking on bend directly opposite NZ Express truck site. - The inconvenience caused by closing the road from 2 way to 1 way far outweighs any benefit for the 400 expected users (which I think is over stated) of the cycleway. 	Marian Tredinnick	Elastomer Products Ltd (EPL) - H & S and People Manager
31696	No	Cumnor Terrace becoming only one way would restrict traffic heading east into the area. This would force this traffic into the already congested Chapmans Road intersection with Port Hills road.	Peter Shankland	Wilhelmsen Ships Service - Port Agency Operator
31689	No	This proposal directly affects my existing route to and from the business I'm employed at. Changing this adds time and distance to my commute. In addition, making this one way will place huge amounts of added volumes of commercial and heavy traffic along Chapmans and Port Hills Rd. This will have a direct impact on commuters using these routes currently and trying to enter these roads from feeder streets. To date, I have seen little increase in volumes of cycles using the numerous money-wasting and disruptive cycleways already constructed in this city. I see very few cycles around the area you are proposing to change to one-way and don't believe this will change with this proposal. I am in favour of leaving it the way it is!	C M Garth	FB Storage - Account Manager

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ID	Do you support the one-way proposal?	Comments - please be as specific as possible to help us understand your views	Name	Organisation and role
31688	No	All trucks will now run up and down Curries Rd all day and night as Chapmans Rd has 2 large container depos (LPC & Container Co) open hrs 6am 2 8pm for 2 many heavy vehicles as well as cars up and down Curries Rd If they want 2 ride a push bike use Curries Rd and Port Hills Rd	J Dellow	
31666	No	We as a company do not support the one way option. This route is vital for us to access our premises (on Kennaway Rd). This would create a significant detour via Opawa Rd - Chapmans Rd as the only way to access our site. Chapmans Rd is already severely congested - sometimes container trucks line both sides of the road waiting to get into the container village, this is often dangerous as there is basically one lane available & a busy rail crossing to negotiate. The proposed one way will further increase an already over congested Chapmans Rd. Customer access would also be affected as most of our customers use this route to us via Cumnor Tce from Brougham Street. We strongly oppose the one way proposed. It is imperative the two way system remains for business continuity & ease of access for customers.	D J Wright	Cosell Ltd - General Manager
31662	No	Making the road one way significantly increases the trucking distance for all logs exported through Lyttelton with the flow on of costs to the industry. Chapmans road is a major industrial area servicing many industries in Canterbury. Traffic flows are already very congested. A one way system would mean that traffic entering the resource recycling weighbridge would have to do a U turn to get onto the bridge. A dangerous manoeuvre at the best of times. Introducing a very significant hazard to the area. Extra traffic movements up and down Chapmans road would be in the order of 60 heavy truck movements per day. This road is already very busy and confined. My suggestion is to go with the approved two way option and monitor it. If required reduce the speed to 30 KPH in this area.	Rodney Ryder	Laurie Forestry - Domestic and Export Sales Manager
31653	No	Already approved design is very good. Plenty of shaded path (3m) and keep the 2 way	Giovanni Viana	
31640	No	I cycle down this street every night, and then also have used this way to attend local yoga classes back and forth on this road and don't see many or most times any pedestrians along this stretch if the road. I think with the amount of bicycle & ped traffic that this could easily be shared and that it remains a 2 way street. It just doesn't make any common sense to change to one-way. Jos	Jocelyn Button	
31633	No	If the road does change, the intersection coming up to Tanner St at Port Hills and Curries Rd needs traffic lights - or at the very least, road markings to indicate a left turning lane and then straight+right turning lane. Too often, I find that people use the left lane and hold up traffic while trying to go straight across two lanes of traffic, and then sometimes, these people rush forward at the same time as the straight going cars in the right hand - so two cars will end up simultaneously charging forward and someone gets cut off. Additionally, I've witnessed straight going traffic nearly hit cyclists due to poor visibility and trying to rush through when a break of traffic appears. There will be more traffic turning right to get to Cumnor Tce by the back route, so this intersection really needs to be safer, and more prepared to handle the increase in traffic.	Ashley Yee	Energylight
31623	No	1. My commute time to work will be increased and thus extra fuel useage 2. The intersections of Chapmans/Port Hills and Curries/Port Hills will become more dangerous and congested 3. Heavy truck useage will be more concentrated and therefore more dangerous for me as a car user.	Maureen Mulcahy	
31610	No	We currently complete deliveries into Service Foods on Cumnor Tce twice a day 6 days a week. If this was to be a one way street we would travel an extra 2.2km per trip. Adding another \$3100.00 cost to servicing this customer. We strongly oppose making this a one way street.	Caleb Frude	Weatherell Transport Ltd - Branch Manager
31604	No	It will add additional commuting time and cost to my journey to work each day, I am concerned about the addition traffic that will be at the intersection of Port Hills Road/Curries Road during busy times. I am also concerned about the addition traffic that will be on Chapmans Road where the Container yards are (trucks queuing on the side of road)	Jennie Simpson	NZ Express Transport
31516	No	Our house shake now with the large trucks coming past. I fear the extra travel of trucks past is going to cause more cracking from the vibrations not to mention the noise earlier in the mornings and evenings which can be heard now but not at a level to be a problem at this point and time	Kim Vennings	

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ID	Do you support the one-way proposal?	Comments - please be as specific as possible to help us understand your views	Name	Organisation and role
31515	No	Access to my property on Kennaway will be lots harder & slower. Don't see the sense in this at all. I don't see what you will gain	Tony McLaughlin	
31508	No	Our large fleet of vehicle based in Kennaway Road (45 vehicles) travel to and from Hornby area 4-8 times per day and this proposal increases their travel time by having to go down port hills road to get to Chapmans Road and back to our depot. We also have a few customers/workshop in the Garlands Road/Mausell St area that it would cause un-necessary travel distance when driving to and from their premise multiple time as we do. Also 80% of our staff (About 55/70) would travel this road in the south-east direction to get to work each day.	Dean Fraser	NZ EXPRESS TRANSPORT - Transport Manager
31502	No	The previously approved two way option is perfectly adequate and covers all road users without unnecessarily having to make this a one way stretch of road which will add extra travel time and distance to my daily commute, increase the already severe congestion at the Port Hills / Chapmans Road intersection and severely upset the flow of traffic in Chapmans Road with heavy vehicles having to make dangerous turns into access ways along the street.	Rob Rooke	NZ Express Transport - Sales and Compliance Manager
31500	No	Running a business from that area we need this road open both ways	Neil Walker	
31491	No	Assumption - area predominately servicing industrial & commercial activities Assumption - majority vehicle traffic & minority is foot traffic & cycle Assumption - Poorly presented plan allocates 40% space to foot/cycle traffic against majority (95%) plus vehicle traffic ending with 60% Assumption - extra vehicles traversing Curries Road rail crossing will have regular delays due to rail shunting activity Assumption - no calculation for productivity loss have been accessed for extra time required on re routed plan Assumption - that little or no recorded safety issues since 2016 surveys to support suspected concerns raised	Gary Barber	French Bakery - Manager
31490	No	I cannot believe this is even being considered! This is an Industrial Area that supports ChCh. Our property has most traffic coming the way you propose stopping. A total inconvenience to businesses in this area. Plan One means both bikes and walkers share 3m. How many walkers will there be ... very few. We live in an area that shares such a walkway. The only change needed is universal 'bells' on all bikes as in Australia. 'Warn walkers'. We own the storage facility on this piece of road and we do not want more disruption for our customers. Why are you so pro bikers in ChCh and anti business? We pay huge rates for very little service. Our needs are simple - Don't kill the golden Goose PLEASE!! Spend your money on the Monks Bay cycle/walk path - Finish that off - which does get used	Robyn & Peter Broughton	Redcliff Holdings 2010 Ltd / Allstar Storage - Owner/Directors
31486	No	We support the two way option. This is a busy access road for many businesses. Re-routing traffic will decrease exposure for many of the businesses that rely on exposure to passers-by. For AGB Stone's interest, we would like to keep the same accessibility available for our staff, suppliers, and customers.	Kim McLean	AGB Stone - Office Manager
31459	No	The volume of foot and cycle traffic on this stretch of road does not warrant both sides of the road needing footpath & cycle way. This stretch of road is located in an industrial area which requires effective access for heavy vehicles without having to divert around one way sections of road. The diversion this one way section will create for access to Kennaway road is long and creates inefficiency for business trying to operate in this area.	Nikki Hubbard	
31439	No	As both a cyclist to and from work in this area (Kennedy Dr) and a class 5 HPVM driver in the same area I don't support this! We need two direction traffic. If this goes ahead, the impact on the already over loaded and incredibly dangerous Chapman's Rd Port Hills intersection is going to be someone's death knell. Made worse by the increase in speed limit to 60kmph. Seriously, come up with a better plan before someone dies!!	Deborah Paterson	

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ID	Do you support the one-way proposal?	Comments - please be as specific as possible to help us understand your views	Name	Organisation and role
31426	No	<p>Following on from the recent Velos meeting, with [REDACTED] (Velos) and [REDACTED] (CCC) on wed 29th Jan, to discuss the proposed one-way option for the Heathcote Expressway Major Cycle Route along Cumnor Terrace from Chapmans Road to Maunsell Street.</p> <p>During the meeting, I outline some of Liquigas's concerns regarding the proposed one way system-</p> <p>Due to the nature of our business, and the volume of LPG we are storing on site - Liquigas' main concern would be around how the one-way would affect our emergency procedures, particularly around the evacuation of the area and emergency service access to the site.</p> <p>If an evacuation was necessary, we would evacuate our neighbours & any traffic away from the depot and have the emergency services put a cordon in place. So the proposed direction of the one way system may work to our advantage in this situation.</p> <p>The other hazard this presents to ourselves regarding an emergency situation, emergency services will be attending our depot, possibly from the western end of Cumnor Terrace. If the road wasn't wide enough- this will cause issues between the evacuating traffic- and the emergency services vehicles trying to access our depot by the quickest means possible.</p> <p>So although the proposed direction of the one way system looks to be OK, our main concern would be the road being wide enough for two vehicles to pass from opposite directions if required, without issue- under the above situation.</p> <p>Velos had also advised your planning committee would be advised in contacting Woolston and Lyttleton Fire Brigades with regards to the above concerns.</p> <p>If you require any further information, or want to discuss our concerns further, please don't hesitate to contact me.</p> <p>Many Thanks. Kind regards, Gavin</p>	Gavin Willey	Liquigas LTD - Depot Supervisor
31423	No	A separate footpath seems not required as hardly anyone walks along Cumnore Terrace. A shared cycle path would be more appealing on the river side (eg. nice outlook). Plus a two way road would safe all the employees who work on Chapmans Rd, Mary Muller Drive etc having to drive back on Opawa Rd after visiting the Tannery. The approved two-way design seems more appealing.	Nonny Caro	Macpac Ltd - Logistics Manager
31417	No	We would rather the two way option due to effects on transporters coming to our premise and the expected increase in volume over the coming 20 years.	Rick Mills	Container Co - Southern Regional Manager
31416	No	<p>I use that road many times a day and it is hardly used by cyclists and foot traffic. If anything they should just have a shared path and leave the road 2 way.</p> <p>And maybe you should get newer road data. There has been a couple of big trucking companies start up in the last couple of years which he added more traffic.</p> <p>Also it only leaves one road into a very big industrial area which is already busy and the intersection on port hills road isn't coping with already.</p> <p>I can't believe you want to change all the traffic for a few bikes a day which most are first thing in the morning and last thing at night.</p> <p>And for the cycle lane to be used by family's, this is going to be normally outside of business hours (like the weekend) so the traffic is very lite anyway.</p> <p>Also do you have a count on the foot and cycle traffic????</p> <p>Please do some more homework on this and stop using old data.</p>	Chris Henderson	
31404	No	As this will not work as there trucks that go both way why can't you do both and go move over the river bank and stop change the road and do one way will not work .where does the traffic go as you will need to upgrade the port hills and curries rd with lights as there will be a backload I've traffic as well I've other roads thing ahead and stop making cycleways and take out our roads and doing one way system does not work in this areas	David Bryant	
31399	No	Approval had been given to a design that maintains travel in both directions and gives all parties what they want without having to compromise on anything.	Ethan Carrington	

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ID	Do you support the one-way proposal?	Comments - please be as specific as possible to help us understand your views	Name	Organisation and role
31398	No	Our heavy vehicle customers use this road to get to us from the industrial area of Chapmans Road, I dont see how the original design does not suit all parties involved	Mark French	Sparks auto Electric - Workshop Manager
31392	No	Hi there I believe that this needs to be a two way as the business on this stretch will suffer greatly and also the business on Curries Rd also will have negative consequences because of the proposed one way change. I don't believe the change will have any real positive effect. The detour is large and unnecessary. The two way should remain no question. If anything just limit the heavy vehicle movements east bound. This must remain two way for normal vehicles. Thanks for your time.	Paul Young	
31389	No	I support this in principle but with reservations about an increase in traffic, especially heavy, using the already dangerous Port Hills/Curries Rd intersection. I would support it if lights, other improvements or a roundabout were considered here. (Green dotted line) Increasing traffic over the Curries Rd level crossing without barriers also seems risky. Have Kiwirail discussed the implications.	Kev Prince	
31381	No	This is a high traffic area for large trucks, trains and other industrial practices, This is area is a high risk to cyclists as the trucks need large areas to turn and they park down the street and the cyclists will be at risk from being hit Changing to one way will also cause issues with the logistics on how trucks and transport users get to the yards This will also cause issues for people wanting to get into the tannery and will cause congestion and other issues Within 6 months if this goes ahead I predict there will be 2 deaths given the amount of heavy traffic in this area	Claire Johnson	Hunter Civil - HSQE Manager
31380	No	I work in the area affected by the proposed change. I have worked at this address for 3 years, and for an additional 3 on Kennaway Road. I am also a keen cyclist, but am strongly opposed to turning this section of Cumnor Terrace into a one way road. As a cyclist who has commuted from Edgware to this area full time for at least 4 years, some of which partially on the new Heathcote Cycleway, I have never felt endangered on this stretch of road. I have also never seen a recreational cyclist on this roadway inside of working hours, and believe that for recreational use outside of working hours this area would be extremely safe, as much of the truck activity is limited to working days/hours. I believe your previously approved two-way design would be the perfect compromise in safety and usability for all users. The proposed one-way design does not make logical sense in an industrial area. I cannot think of the last time I saw a pedestrian use the sidewalk outside of lunchtime access to the Tannery, and doubt that they now require 2 sidewalks, especially where figures point to 3,500 vehicles using this section of road. With the current set-up of the road, cyclists and drivers have lots of space. There are no outward facing business reliant on foot traffic that require having multiple paths for foot and bike traffic. This proposal only serves to claw the space back in an industrial area dependent on freight movement and ease of access at the expense of businesses and their employees. The proposed one-way design seems like a knee-jerk reaction to criticism, rather than an informed solution that meets the needs of all road/footpath users. The access to many of the business along this strip is extraordinarily tight already, and many freight trucks are forced to back out onto Cumnor Terrace in order to even turn back onto the road. I think restricting this area even more would be a mistake in terms of access, and may also cause disruption to courier services which frequent many of the local businesses throughout the day. It may also create with conflict cyclists by decreasing the available space for industrial vehicles in an industrial area). While there is room for compromise (1 wide shared cycle/footpath, as in your initial approved proposal would be more than sufficient), I don't understand why industry and commercial-use would come second to a the creation of both a recreation based cycle path and sidewalk (that crosses multiple industrial driveways in an area where this type of access is not required/not particularly safe with freight vehicles backing out of some drives) access in an area not often utilised this way working hours-- in an industrial area. The road is used for industrial traffic daily, and at peak times, is also heavily used by workers commuting to the area, as this strip is not serviced at all by bus, and has limited access options available, but this would take away almost all options for travelling efficiently into this area. What you are proposing is a large roundabout detour for very little gain. It also does not provide direct access from the West/North part of town without significant detours, which I feel would have flow-on effects and create bottlenecks that are not necessary, while creating 2 separate foot/cycle paths in an industrial area where neither are heavily used, especially when the approved design balanced the needs of all road/path users. The proposed alternative traffic route from the North (Ferry Road onto Tunnel Road) is a significant. It also does not consider the train access on 2 of your proposed access routes. Chapmans Road and Curries Road are both routinely cutoff by trains, especially when loading/unloading (this often occurs throughout the day, and between 4:00pm - 6:00pm on	Lindsay McKillop	

Cumnor Terrace one-way proposal – Submission Table – Feb/Mar 2020

ID	Do you support the one-way proposal?	Comments - please be as specific as possible to help us understand your views	Name	Organisation and role
31380 - cont		<p>most days). This could add to more bottle necking/traffic volume as there would be no way to avoid delays when commuting to this area from the North.</p> <p>I also believe this proposal fails to take into any consideration the reality of exiting this area in a Westerly direction at between 4:30pm - 5:30pm.</p> <p>Access to Garlands Road is notoriously difficult, as it is almost impossible to turn right onto this road in peak periods. The light installed at Garlands Road/Cumnor Terrace has not improved access to Garlands Road for any traffic exiting Cumnor Terrace along Tanner or Maunsall Street. Instead, it tends to back up traffic moving East on Garlands Road, eventually blocking access from side streets. A large number of vehicles in the area wanting to travel east instead travel West on Garlands Road, turning onto Radley Street to get moving in an East or Northerly direction.</p> <p>It is not uncommon to wait 10 minutes to turn East onto Garlands Road. On Tuesday this week, at 4:45pm I waited 15 minutes to progress from half way down Tanner Street to even reach the intersection, waiting for a gap for an industrial vehicle to exit onto Garlands Road.</p> <p>Trucks often seem to avoid making this type of turn, and exit east onto Port Hills Road/Tunnel Road. I think this proposal will have a huge impact on the heavy vehicles leaving the area, and will add to already congested access to Garlands Road. Will this proposal include adding protected access for exiting traffic onto Garlands Road from Maunsall and Tanner Street? I believe it also runs the risk of sending more heavy vehicles into a residential area along Radley Street, and also make for an even larger bottle neck leaving this area.</p> <p>The proposed 2 way lane proposal is far more suited to the reality of day to day traffic along Cumnor Terrace, and is a much more considered solution that meets the needs of recreational, commercial, and industrial users. The proposed removal of the South footpath, and the creation of a shared walkway (especially if laned for 2 cycling directions, as it is in other places on the Heathcote Path) would also increase the safety of walkers and cyclists accessing the Tannery (who would no longer have to cross business driveways, but just need to cross the road once), or travelling on the cycle path, without compromising the needs of industrial businesses in an industrial area-- which Cumnor Terrace first and foremost is. It is the best balance of the options, and I say that as a dedicated cyclist who has been working full-time in the area for several years.</p> <p>The proposed one way plan only hinders access in an commercial/industrial area by doubling pedestrian/cycle access for no clear reason. It will worsen traffic flows onto Garlands road, put recreation before industry in an industrial area, where it is not required to this extent, and will create frustration and bottlenecks with road users for an area that does not require it. Please do not move forward with this proposal, and consider moving forward with your original approved design, which hits much, much closer to the mark and balances the needs of all road users.</p>		
31374	No	I frequently travel to Dalziel Place from the west which is a no-exit street off a no-exit street. If you make Cumnor Terrace one-way it will make it significantly more difficult to get to Dalziel Place requiring visitors to travel all the way to Port Hills rd. This will have a significant impact on businesses in the area as it will discourage customers such as myself from visiting.	Kate O'Neill	
31372	No	Area predominately servicing Industrial and commercial activities and assumption majority of traffic use is via motor vehicles so 2 way access is better for the majority of users in this instance. See Attachment F at the end of this document	Gary Barber	French Bakery - Manager
31365	No	The blatant miss use of our money on cycle ways is disgusting 400 plus million dollars n next to no one is using them sack all involved with these projects we can not afford any of this crap to continue	Brendon Morphus	
32417	Yes	I support this change to improve safety for pedestrians and cyclists	Arthur McGregor	
32377	Yes	I support the concept, although it seems odd that you can't make a 6.2m road a low-speed two-way facility. Also, if you were trying to bike to/from Chapmans Rd, Maunsell St, or any of the businesses along Cumnor Tce, it is not immediately clear how you would do that from the separated pathway - provide better linking paths/gaps.	Glen Koorey	
32290	Yes	I am in support of the new one way plan. Safety if the cyclists and pedestrians around heavy vehicles and blind corners should be increased. The new routes created by the one way road would reduce heavy truck traffic on the cycle way crossing on garlands road. This crossing is difficult for cyclists and pedestrians. It is hard to see vehicles coming across the bridge. I do not see the extra pedestrian path on Cumnor Terrace as essential since it is an industrial area and workers could use the shared path by the river. Instead it would be good to keep the share path the standard 4m width to give cycles and pedestrians space to interact.	Katie Simpson	
32266	Yes	Let's increase space for cyclists in the area and bridge the gap in this cycleway. I vote for more permeability for people	Riki Cambridge	Surveyor

Cumnor Terrace one-way proposal – Submission Table – Feb/Mar 2020

ID	Do you support the one-way proposal?	Comments - please be as specific as possible to help us understand your views	Name	Organisation and role
31978	Yes	I cycle to and from the city for work, and currently use Port Hills Road, Chapmans Road and Cumnor Terrace to reach the cycleway. There are a large number of trucks that use these roads and this part of my ride certainly feels like the most dangerous. I would welcome changes to the road and the completion of the cycleway to improve the safety in and out of Heathcote for cyclists.	Rebekah Ayrey	
31779	Yes	I thoroughly enjoy travelling via the Heathcote Express Cycleway on a reasonably regular basis and look forward to work starting on the second stage during the coming year. This treatment seems logical. It appears to have several other advantages other than those applicable specifically to the cycleway development. I note on a daily basis I when riding a bike within the CBD 4 Avenues how the one way street system restricts the easy access to a lot of places for not just bikes, but for vehicles also. Sometimes vehicle journey time is extended in order to drive to a particular destination (and footpath use if riding a bike or scooter) This will be the same for accessing some destinations, but on a vastly smaller scale. I think the benefits of the preferred plan will vastly outweigh the disadvantages for a small amount of vehicle traffic. Thank you for the opportunity to make this submission.	Robert Fleming	
31663	Yes	I want the one way to prevent trucks turning left into Cumnor terrace around the corner from tanner St to get into the industrial park. They don't seem to slow down and is very intimidating. Cycle lane or not the less trucks on that Terrace the better for the locals who have property access off Cumnor Tce.	Gregory Murphy	Energylight
31659	Yes	I cycle everyday and the only way to do this safely is to stay on footpath which is a pain for pedestrians as it is only narrow have had many close calls with trucks and proposed cycleway on otherside of road good idea as removes the hazard of vehicles coming out of driveways the road is often blocked by trucks trying to enter and leave our business premises and would stop a lot of frustration for all road users I think those against would change their minds after using improved road	Don Arundel	Energylight - Storeman
31638	Yes	It should become one way to accommodate the cycle lane and reduce the risk of accidents. Turning circles in and out of the entrance ways are too tight and require vehicles to travel across the centre line to enter and exit properties along the road. This will only get worse when the footpath is removed and the road is narrowed even further. So for the safety of the estimated 80 odd people/vehicles arriving and leaving 202 & 204 Cumnor every day, we believe the slight inconvenience caused by changing to a one way system is a small sacrifice to increase safety for the people.	Caleb King	Energylight Ltd - National Sales Manager
31637	Yes	It should become one way to accommodate the cycle lane and reduce the risk of accidents. Turning circles in and out of the entrance ways are too tight and require vehicles to travel across the centre line to enter and exit properties along the road. Currently extreme care needs to be taken. I have had numerous incidents with trucks exiting the Tannery side corner apex far too wide onto on coming traffic. This will only get worse when the footpath is removed and the road is narrowed even further. I would have preferred 2 way with a ban on HT articulated vehicles, but I'd rather encourage a cycle path & one way for safety & encouraging people to bike. So for the safety of the estimated 80 odd people/vehicles arriving and leaving 202 & 204 Cumnor every day, we believe the slight inconvenience caused by changing to a one way system is a small sacrifice to increase safety for the people.	Mark Jansen	Energylight - Sales
31632	Yes	It should become one way to accommodate the cycle lane and reduce the risk of accidents. Turning circles in and out of the entrance ways are too tight and require vehicles to travel across the centre line to enter and exit properties along the road. This will only get worse when the footpath is removed and the road is narrowed even further. So for the safety of the estimated 80 odd people/vehicles arriving and leaving 202 & 204 Cumnor every day, we believe the slight inconvenience caused by changing to a one way system is a small sacrifice to increase safety for the people.	James Duder	
31630	Yes	It should become one way to accommodate the cycle lane and reduce the risk of accidents. Turning circles in and out of the entrance ways are too tight and require vehicles to travel across the centre line to enter and exit properties along the road. This will only get worse when the footpath is removed and the road is narrowed even further. So for the safety of the estimated 80 odd people/vehicles arriving and leaving 202 & 204 Cumnor every day, we believe the slight inconvenience caused by changing to a one way system is a small sacrifice to increase safety for the people.	Sue Carson	Energy Light Ltd - Group Administrator
31629	Yes	I would love to safely ride to work. At this stage I don't dare because trucks speed down the road from both directions	Rochelle Wong	
31628	Yes	It should become one way to accommodate the cycle lane and reduce the risk of accidents. Turning circles in and out of the entrance ways are too tight and require vehicles to travel across the centre line to enter and exit properties along the road. This will only get worse when the footpath is removed and the road is narrowed even further. So for the safety of the estimated 80 odd people/vehicles arriving and leaving 202 & 204 Cumnor every day, we believe the slight inconvenience caused by changing to a one way system is a small sacrifice to increase safety for the people.	Katherine Ross	

Cumnor Terrace one-way proposal – Submission Table – Feb/Mar 2020

ID	Do you support the one-way proposal?	Comments - please be as specific as possible to help us understand your views	Name	Organisation and role
31627	Yes	The addition of a footpath on the south side decreases the chance of conflict between people walking and people cycling and increases the safety of people walking to properties on the south side. In a hierarchy of needs, safety of people walking and cycling should be placed higher than the convenience of people driving. It should be explored whether it is not possible to use this opportunity to widen the shared path as well, provided the 6 or 6.2 m (information contradictory) width of the main roadway is not essential to heavy vehicle traffic. Furthermore, it should be explored whether traffic calming measures such as planter pots are not possible provided they do not interfere with heavy vehicles turning into driveways. Otherwise, I would be worried that a 6-6.2m wide one-directional main roadway will encourage speeding by non-heavy vehicles.	Jan Jakob Bornheim	
31616	Yes		Rick Houghton	Engco - Cycle Coordinator
31612	Yes	It should become one way to accommodate the cycle lane and reduce the risk of accidents. Turning circles in and out of entrance ways are too tight and require vehicles to travel across the centre line to enter and exit. This will only get worse when the footpath is removed and the road is narrowed even further. So for the safety of the estimated 80 odd people/vehicles arriving and leaving 202 & 204 Cumnor every day, we believe the slight inconvenience caused by changing to a one way system is a small sacrifice to increase safety for the people.	Craig Cox	Energy Light Group Ltd - Chief Operating Officer
31593	Yes	I own a business on Tanner Street that would likely be affected by traffic change down Cumnor Tce. As someone who uses this road I know people generally go quite fast on it, and coupled with the fact that many trucks and cyclist use the road I appreciate that some work in being planned to make it safer. I don't believe having cyclists and Pedestrians on the same pathway is a good safety decision, and likewise not to have any footpath will reduce any pedestrian movement on the street. If the idea is to encourage community interaction and reduce car traffic, I believe proposed one way option to be a better one.	Jeremy MacCormack	
31592	Yes	I support the one-way option as it will improve safety for everyone, especially cyclists and pedestrians. I think it's best to keep the footpath on the south side so that pedestrians don't have to mix with cyclists if they don't want to (3m is not very wide to accommodate both cyclists and pedestrians). Making the road one way will also help reduce the traffic on this busy road, making it safer for motorists as well. My only concern is that 6.2m is still very wide and might encourage some drivers to go too fast. Also I hope not too many trees will be cut down during the construction of the shared path: some shade is always welcome!	Alice Terrien	
31591	Yes	It is great to see priority is given to cycles. I have 2 cars and multiple bikes and use both but we bike as much as we can and is practical and appropriate. But often infrastructure for cyclists is only an afterthought. We would save so much on road and health costs if everybody cycled. and it helps combat climate change so why wouldn't we do as much as we can to encourage people to cycle and spoil them!. they are doing all the right things!	Jaimita de Jongh	
31585	Yes	I cycle down Chapmans Rd most days, including weekends and continue along Porthills Rd. When complete the new cycle way will make my ride a lot safer especially the section of Porthills road the goes under the rail- bridge. I never feel safe there, the stretch is not cycle safe. I believe the proposed one-way section of Cumnor Tce will have a beneficial effect on the number of heavy vehicles using Tanner St as it will be easier for them to use Porthills Rd.	James Toner	
31568	Yes	Christchurch is a wonderful location for riding a bike. I have been regularly biking in Christchurch for the last 20 years or so (although I did bike before that time, but often walked as well). I drive a car when needed and have also taken the bus on occasions. I often bike with my children visiting different areas of town. I have an understanding view on transport and take note of people travelling (it is important to recognise a variety of people travel; different ages, abilities, experience, confidence, etc.). A transport system needs to have a balanced approach to supporting a community. Over the last few years sections of cycleways have been introduced; this has allowed people to bike that otherwise would not have. Some examples stick in my mind, like on Neighbourly where a grandparent talked about how their grandchildren can safely bike by themselves from school to the grandparents' home to be looked after until the children's parents finished work. There is so much good in this, but the main one is children being active and independent – these are life skills that will benefit the children in future years. For cycleways to work they need to be connected and they need to meet a high level of safety over all sections. For the Heathcote Expressway, there needs to be a solution for safely travelling between the east and west sections. There also needs to be a solution supporting people walking, using wheelchairs, mobility scooters and other similar transports. That solution also needs to minimise the impact on the environment.	Allan Taunt	

Cumnor Terrace one-way proposal – Submission Table – Feb/Mar 2020

ID	Do you support the one-way proposal?	Comments - please be as specific as possible to help us understand your views	Name	Organisation and role
31568 - cont		<p>Unfortunately, over the years there has been motor vehicle priority within the area of transport. Misguided ideas have contributed to this, e.g. driving is the best option, motor vehicle is a measure of success, motor vehicles are safer, etc. As a result, the space for people walking and people biking has progressively been removed. Now is the opportunity to correct the mistakes of the past. Historically the solution for the Cumnor Terrace section of the Heathcote Expressway would have been provide a solution that is the easiest for motor vehicle traffic (i.e. a wide two-way road), with people biking and walking having no option but to accept that (in the past transports like wheelchairs and mobility scooters would not have even been considered!).</p> <p>The proposed solution of making Cumnor Terrace one-way, is not preventing travel by motor vehicle. People can still get to and from their destination. There is a perceived difficulty, however there are many more significant factors that affect travel by motor vehicle, the biggest of these is congestion. Other factors include speed limits and numbers of intersections. The alternative routes presented are better options at times anyway. Personally, I wouldn't have any issue driving the alternate routes. There are compromises, but on balance, making Cumnor Terrace one-way is the better option.</p> <p>As an addendum, sometimes people say: "Why are cycleways needed?". Well one of the big reasons is driver distraction. Initially I wasn't going to include this in this submission as it is a problem well known by the NZTA and NZ Police, and should also be well known to anyone involved in the cycleway decision making process. However, when I was researching this submission, Google Maps shows 3 drivers using mobile phones on Maunsell Street (which connects to the region of Cumnor Street covered by this submission). The relevance is strong in this case.</p> <p>https://www.google.co.nz/maps/@-43.558828,172.679432,3a,69.3y,243.6h,73.99t/data=!3m6!1e1!3m4!1sGdD4-myGJoocwCvXUMPYQ!2e0!7i16384!8i8192</p> <p>https://www.google.co.nz/maps/@-43.5589291,172.6795567,3a,35.7y,198.01h,75.9t/data=!3m6!1e1!3m4!1s-IIDeo7kYBSWmXmzJdaffQ!2e0!7i16384!8i8192</p> <p>https://www.google.co.nz/maps/@-43.5590678,172.6797189,3a,75y,227.4h,75.15t/data=!3m6!1e1!3m4!1sypI9zneJNhGUJ1fPHMjANA!2e0!7i16384!8i8192</p> <p>Panning around to show the relative positions of the drivers on their phones.</p> <p>https://www.google.co.nz/maps/@-43.5590678,172.6797189,3a,90y,269.18h,84.91t/data=!3m6!1e1!3m4!1sypI9zneJNhGUJ1fPHMjANA!2e0!7i16384!8i8192</p> <p>(same text, but with better formatting and images in attached PDF)</p> <p>See Attachment G at the end of this document</p>		
31510	Yes	<p>We own █████ Cumnor Terrace and have received the CCC proposal for the making of this stretch of Cumnor Terrace, one way.</p> <ol style="list-style-type: none"> 1. This will affect us for our return journey from the city side, but given the huge amount of heavy traffic, which is increasing rapidly we feel the overall advantages are positive, given the narrow road and dangerous nature of existing design. 2. We have concerns for the health of the Heathcote river and feel this proposal will help improve that with better engineered paths and road, particularly the river bank edge which has suffered collapse due to heavy traffic loads. <p>We fully support this proposal and wish you well in getting the neighbours support as well.</p>	Andrew & Elizabeth Drummond	
31492	Yes	Thank you for giving us the option to have our say. We say BRING IT ON	Antonius Van Tongeren	
31478	Yes	<p>I ride a lot and I also drive. The one-way option is great and I support it. I have already 'voted' that way online. I want to provide some additional observations.:</p> <ul style="list-style-type: none"> - please provide wide dedicated bike lanes separated by a barrier from traffic flow (regardless if it is head on or same way). The present lane width (proposed) is narrow when two mountain or commuter bikes go past each other. - please do not repeat one way design as it is on St Asaph and city end of Fitzgerald. The car/vehicle entrance ways across the lanes (whether on the road itself or footpath) are dangerous. As a cyclist I have routine near misses - cars exiting without looking, cars turning into off street destinations across lanes without waiting. - if something like that / those is unavoidable please put bollards into the barrier / raised area between the road and the lane to prevent cars parking on those areas. (This happens on St Asaph frequently (e.g. opposite Little High Eatery) and cars can't see cyclists, cars have to stop all traffic to wait and see etc.) it makes it more hazardous than it should - please lay down flat, bump free, smooth hot mix style asphalt . <p>Thank you for considering my observations. The bike ways are a wonderful addition to CCC's services, and are brilliant as a commuter cyclist. Please keep developing them!</p>	Vaughan Taylor	

Cumnor Terrace one-way proposal – Submission Table – Feb/Mar 2020

ID	Do you support the one-way proposal?	Comments - please be as specific as possible to help us understand your views	Name	Organisation and role
31470	Yes		Rhys Thorp	
31450	Yes		Shaun Boshier	
31442	Yes	<p>I am a regular walker along this road. I rarely see other walkers. This road connects into a lovely walking/biking track around the south bank of the loop. It could be a real asset for walkers and bikers with good design. Currently it is "WASTELAND". I would much prefer to walk on the river side of the road rather than beside business premises, some of whom have rubbish caught in their fences i.e. where the cycle way is.</p> <p>I support efforts to separate road from the river. I picked up a large bag of rubbish on my last walk and am concerned that pollution from road users is entering the river.</p>	Dugald Wilson	
31433	Yes	<p>I have an art studio at The Tannery and it sits overlooking Cumnor Tce and the canal, at [REDACTED] Cumnor Tce. I fully support making Cumnor Tce one-way, and am happy to add my name to the proposal, as I have an existing concern that may be brought up with the CCC as part of the conversation around this proposal?</p> <p>I agree that having Cumnor Tce made into a one-way is a sensible idea - will it be made into a bike path? Or, more importantly, will they have speed humps put in along Cumnor Tce alongside the Tannery and the canal to slow cars and make it safer for all?</p> <p>There needs to be something to slow vehicles down along that stretch as I have witnessed near accidents so many times I have lost count, with people pulling out of the The Tannery carpark, and in front of vehicles travelling at high speed along that stretch. I will hear a horn being blasted at least once a weekend from people driving too fast for that narrow stretch....</p> <p>There is also a business in the area (a factory I think) where the staff finish at 4:30pm, and between 4:30 pm and 4:45 the cars rocket along there. Well over 50-60km an hour and well and truly over a safe speed for that stretch. Some would be doing 70Km?</p> <p>There are also a lot of people, both Tannery workers and shoppers, that enjoy walking their dogs alongside the canal, and their safety is questionable with some of the speeds I've seen. Wildlife (Herons, Shags, etc) would probably be more likely to inhabit the area if it was made a more hospitable environment.</p> <p>Thank you - please contact me should you like any more information about what I have seen in regards to traffic along Cumnor Tce.</p>	[REDACTED]	
31429	Yes		Paul McMahon	
31421	Yes		Esther Bastion	
31408	Yes	We need to continue to make people want to bike or walk more than take the car as much as possible for long term economic, health, environmental and amenity reasons	Cameron Bradley	
31402	Yes	I support the safety features of this design, and its mitigation of freshwater impacts	Michael O'Grady	
31400	Yes	Road safety is critical to a liveable city	John Ascroft	
31395	Yes	<p>It would be great to have a more family friendly cycle route that avoids Port Hills Road.</p> <p>Drivers along Cumnor Terrace tend to speed so having a separate cycle way will make it safer and child friendly.</p>	Curtis Marsh	
31363	Yes	Safer for cyclists	Janet Law	TEEG Ltd

Attachment A - 32446 - T. McDonald - pg.1

'SAYING' NO TO THE PROPOSED ONE-WAY DESIGN

This Petition is saying NO to the Cumnor Terrace one-way proposal.

We at Resource Recycling Technologies (NZ) Ltd, 62 Chapmans Road, have 55 Employed staff in the Company. Employee's come to work using Cumnor Terrace and Chapmans Road 51/2 days a week, plus 12 hour shifts every 3 monthly night and day. If you adopt "ANY PROPOSED ONE-WAY DESIGN" this jeopardize our jobs by way of the following:

- A) Having to travel to and from work an extra 3km 6 days a week sometimes 7 days which equates to approximately 36km weekly, 144km monthly. Not to mention extra fuel costs.
- B) This further effect our livelihood by way of increased financial difficulty

Any Proposal of a new two-way design would be much accepted.

"ONE-WAY" is your way or the HIGHWAY.

Please write down your views on this proposal and say NO to ONE-WAY.

Your input would make a lot of difference.

Thank you.

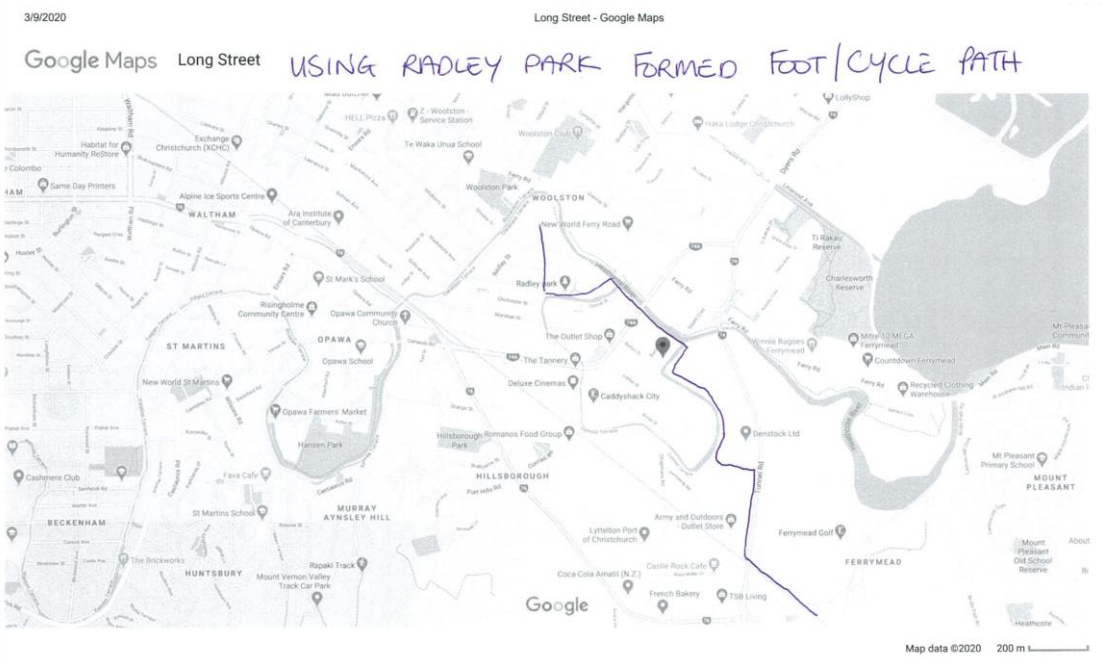
Name	Address	Phone #	Signature	Yes/No
Thomas				NO
Buster				NO
Karma				NO
Meyer				NO

Name	Address	Phone	Sign	Yes/NO
Noel Royce				NO
Ben Collins				NO

Richard				NO
Johnson				NO
Antonio				NO
Cory				NO
Barren				NO
Peter				NO
Peter Collins				NO
Rachel Miller				NO
Brett Miller				NO
Tony				NO
Nathan				NO

ASHURIAH				NO!
WAYNE P				NO
ELVIN				NO
Billy Joe				NO
Stalefi				NO
Aharon				NO
Houri				NO!!
Campbell				NO!!
JAN				NO!!
TISO				NO!!
Daryl				NO!!!
NORM				NO!
Toi				NO?
Paul				NO!
ASAD				NO
DEI				NO!
Pargi				NO!
JASON				NO

Attachment B - 32426 - The Staff - High Tooling LTD - pg 1





09/03/2020

Christchurch City Council
 Attn. Ann Campbell
 53 Hereford Street,
 Christchurch Central,
 Christchurch 8013.

Dear whomever it may concern at Christchurch City Council,

RE: Cumnor Terrace one-way consultation

This letter is to provide a submission on behalf of Lyttelton Port Company (LPC) with regards to a proposed one-way section of Cumnor Terrace between Chapmans Road and Maunsell Street as part of the Heathcote Expressway Major Cycle Route – Puari ki Kahukara.

LPC is supportive of cycle infrastructure in that it helps to reduce traffic congestion through facilitating increased use of bicycles; however, we **do not support** the proposal to one-way Cumnor Terrace for reasons set out in this letter.

Background

LPC is the South Island's largest port and owns and operates three sites within Greater Christchurch; the Lyttelton Port (the *Port*), and two 'inland' ports – the City Depot on Chapmans Road, Woolston (*CityDepot*), and the Midland Port in Rolleston (*MidlandPort*). These port assets are significant infrastructure in a local, regional and national sense and are of strategic importance as recognised within the Christchurch District Plan.

CityDepot is integral to LPC's port operation by providing expanded container services and reducing port congestion. CityDepot has capacity to hold 10,000 twenty-foot equivalent units (TEU) across its 17 hectare land parcel. It utilises a 24 wagon rail siding and the roading network to aggregate and distribute containers to the Port or elsewhere in the South Island. Approximately 130,000 to 140,000 containers are moved through CityDepot each year, so it is essential to LPC that CityDepot can operate safely and efficiently on the road network.

Outline of key issues

Due to the essential operation of CityDepot and interface with Chapmans Road, LPC has concerns relating to the diversion of traffic caused by the one-waying of Cumnor Terrace as set out below:

- **Lack of detailed information:** LPC considers that insufficient information on the proposal has been provided by CCC to inform this submission beyond general assessment. We request that CCC makes available technical reports on this proposed change to allow stakeholders to better understand how the proposal may affect them. As a minimum LPC request CCC to provide an Integrated Traffic Assessment assessing changes in traffic flows, any further intersection safety upgrades in the area (e.g. Port Hills and Chapmans Road intersection) as a result, and other areas where safety and efficiency of current operations are affected.

Lyttelton Port Company Limited
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 Christchurch, New Zealand
 Phone: +64 3 328 8198
 Fax: +64 3 328 7828
 Email: enquiries@lpc.co.nz
 Web: www.lpc.co.nz

- **Large industrial general and industrial heavy zoning:** Cumnor Terrace and Chapmans Road services one of the largest areas of industrial zoning in Christchurch. Many of these businesses are logistics based and reliant on transport connections. Permanent closure of a key access point will create only one point of entry for the entire area (Figure 1). The majority of this traffic would be required to drive past CityDepot's entry and exit point.



Figure 1: Approximate area of industrial land that would have one entry via Port Hills Road with current proposal.

- **Increased traffic flows of Chapmans Road:** The proposed alternative routes indicate that traffic that would have entered the Chapmans Road area via Cumnor Terrace will be required to divert around to the intersection of Chapmans Road and Port Hills Road to do so. Without being provided expected changes in traffic volume, LPC is not able to comment on specific impacts; however, LPC identifies this could cause issues of queuing on Chapmans Road where freight trucks are waiting to enter the site. This could compromise safety and efficiency of other road users.
- **Increased reliance on the intersection of Chapmans Road and Port Hills Road:** This intersection would be a singular entry point placing increased importance on its operation and safety. The present proposal does not indicate that any upgrade works are proposed, however this should be considered if the project is to proceed. An Integrated Transport Assessment¹ prepared for the Lyttelton Port Recovery Plan identifies that the current level of service of this intersection is rated as Level Of Service (LOS) D during peak traffic flow and is forecast to be a LOS E by 2026. With signals this is expected to be rated as LOS B. The report recommended that this intersection has road traffic signals installed between 2015 and 2020 which has not yet occurred. Given the plan is expected to increase traffic flows, the intersection upgrade must be considered as part of the proposal.
- **Safe site exiting:** Much of this traffic increase would be expected to be incoming traffic via Port Hills Road. This may result in higher waiting times for trucks exiting CityDepot onto Port Hills Road to access Brougham Street or Lyttelton Port. If access onto Port Hills Road becomes too difficult trucks may turn left and utilise collector roads to gain access back to major arterials (i.e. exiting left and increasing traffic on Cumnor Terrace).

¹ Abley Transportation Consultants Limited (2014). Lyttelton Port Recovery Plan: Integrated Transport Assessment. Prepared for Lyttelton Port Company Limited.

- **Access for emergency services:** Cumnor Terrace provides alternative access for emergency services to access the area shown in Figure 1. LPC considers this to be very important given the type of activities within the area and the need for more than one access point. Not only would the extra distance result in delays of emergency services response, if other factors that prevent access such as train crossings and congestion or blockage at the Port Hills Road intersection were to occur, this would prevent access to a large portion of industrial estate at the northern end of Chapmans Road including Kennaway Road.

LPC welcomes the opportunity to meet CCC to discuss the contents of this letter further in person.

Yours sincerely,



KIM KELLEHER
 Environment and Planning Manager

32376

'SAYING' NO TO THE PROPOSED ONE-WAY DESIGN

This Petition is saying NO to the Cumnor Terrace one-way proposal.

We at Resource Recycling Technologies (NZ) Ltd, 62 Chapmans Road, have 55 Employed staff in the Company. Employee's come to work using Cumnor Terrace and Chapmans Road 5 1/2 days a week, plus 12 hour shifts every 3 monthly night and day. If you adopt "ANY PROPOSED ONE-WAY DESIGN" this jeopardize our jobs by way of the following:

A) Having to travel to and from work an extra 3km 6 days a week sometimes 7 days which equates to approximately 36km weekly, 144km monthly. Not to mention extra fuel costs.

B) This further effect our livelihood by way of increased financial difficulty

Any Proposal of a new two-way design would be much accepted.

"ONE-WAY" is your way or the HIGHWAY.

Please write down your views on this proposal and say NO to ONE-WAY.

Your input would make a lot of difference.

Thank you.

Name	Address	Phone #	Signature	Yes/No
Thomas				NO
Buster				NO
KARMA				NO
MAYEL				NO

Name	Address	Phone	Sign	Yes/NO
ASHICAH				No!
WAYNE P				No
ELVIN				No
Billy Joe				No
Wesley				No
Alvan				No
Houri				No
Campbell				No!!
Jaw				No!!
TISO				No!!
Doug				NO!!!!
JOEM				No!
Pai				No?
Neil				No!
Yasay				NO
Rangi				NO!
JASON				NO

Name	Address	Phone	Sign	Yes/NO
Naef Rapp				No
Ben Collins				No
Richard				No
Jay Watson				NO
Antonio				No
Cory				NO
Barren				No
Peter				NO
Peter				No
Rachel Miller				NO
Brett Miller				NO
Tony				No
Nathan				NO

Name	Address	Phone	Sign	Answer
Maria Kello				NO
Barion Williams				No
Byron Erickson				No!
Jilson				NO
Lucy				NO
Ken				NO
Brett				NO!
Chloe				NO
Robert				NO
Glen				NO
Savanah Kauri				NO
Murray Hill				No

Help us keep Chapman Road Two lanes
Thankyou.

Name	Address	Phone	Sign	No/Yes
SAM				NO
Janet				No
Leo				No
Rita				No
Robin				NO
Friend				NO
Nathan				NO
Bony Face				NO
Shinn				NO
LUSCMBE				No
Andrew				No
Richard				NO!!
Hoate				NO!!
Justin				NO!!
Alexander				NO
Iva				No
Restov				No!
Jim				No!
Burros				

Name	Address	Phone	Sign	Answer
Seb				No
Lulu				No
Benny				NO
STEVE				NO
NICK				NO WAY
TIM				NO
Kiera				NO
Jeff				NO
Guy				NO
Stephen				NO
John				No
Callum				No!

Name	Address	Phone	Sign	Answer
Jon				NO
Nigel				No
William				NO
N Rameka				NO
Calvin				NO
Simon				NO
Richard				NO
Andrew				NO
Harrison				NO
David				Sed off
Marie				NO
Shayne				NO

Please help us keep our Road Two ways!

Please help us keep our Road Two ways
Thankyou for your support.

Keep our Road Two way.

Cumnor Terrace Submission

The proposed one-way section is between Chapmans Road and Maunsell Street and is part of the Heathcote Expressway Major Cycle Route – Puari ki Kahukura

1. INTRODUCTION

NZ Road Transport Association Region 4 is a constituent member of Road Transport Forum NZ, representing goods transport operators in the hire and reward sector. The Association represents more than 400 members, operating approximately 1800 trucks in the South Island north of the Waitaki River and including transport operators in the Upper South Island Region.

This includes 150 members of the Christchurch Branch operating in excess of 1500 trucks. In addition, members serve other centers, particularly Southland, Otago, South Canterbury, Canterbury, Marlborough, Nelson and West Coast but also other locations including the North Island.

Members service all sectors of the economy and operate fleets ranging from single vehicle owner operators to fleet operators within excess of 100 trucks in multiple locations. Members service the region with intra and inter-regional operations and services. Many members offer multi-faceted operations including road transport services, warehousing, import and export services, customs clearing, freight forwarding, container handling and storage.

The road transport industry provides the land transport for all products grown, produced, manufactured, exported from, imported into and distributed to or from the Nelson Region. Major products carried include logs from forests, wood products and wood chips, horticultural products and fish products as well as manufactured goods.

SUBMISSION.

We believe despite the reported variation that the proposed one-way option is the right one for Christchurch, the Transport Operators, who are looking toward future growth in the economy of the Region do not see this as a viable option. The impact on Christchurch as a place to work, the impact of such a change creates more cost and frustration to the using this route on a regular basis. While some of the data has been collected at the time of investigating the One-Way Option there is already an approved Two-Way option design for Cumnor terrace between Chapman Road and Maunsell Street. The Two-Way, already approved option is supported by our members, which will still provide the option of a cycleway near Maunsell Street.

Most Efficient and Safest Route.

Looking at past history along Cumnor Terrace, it has effectively been utilized by the transport operators for several years. It's can be dangerous piece of road that's narrow and is somewhat pothole ridden. During heavy rains and a high a tide, it tends to flood to the point where driving let alone cycling is not possible. With increased traffic and the newly proposed redirected Traffic route will create huge issues with trucks turning both left and right at these already heavily used corners.

Closing it to Two-Way traffic, then we would suggest that the intersection at Chapmans road onto Port hills road either requires a large roundabout to be constructed or a set of traffic lights. The volume of trucks on the strip of road will make transiting the empty depots and businesses in that vicinity

significantly more frustrating and time consuming. And with frustration comes poor decision making and vehicle crashes.

We have taken into consideration the extra travel of 2.2 km per trip, adding additional cost to our operators, which in some cause cannot be passed onto our clients. Strong opposition toward the One-Way Option is voiced by all operators using the route, however they would support the already Two-Way options with the 7.5m width with the footpath removed on the South side of the road. We believe that pedestrian and cyclist can share the new cycleway

Minimizing Impact on the Transport Sector.

Minimising Transport Operators ability to carrying out their business, with the ability to also support road safety benefits for other uses has be well supported by the industry. The Two-Way option already approved will do both, without too much of an impact. There are issue still to consider when the river rises to its full potential and/or floods, there will still be the option for heavy vehicles to use this route both ways, without too much disruption to traffic flow.

Summary.

To summarise this Submission the Road Transport Association, support our members as follows:

1. We do not support the One-Way proposed option due to travel times , additional cost the proposed redirected Traffic option.
2. The Road Transport Association does however support the approved two-way design , which will serve the transport sector and those utilising the planned cycleway alongside the river.
3. We see the loss of the pedestrian footpath as a none issue as the cycleway could accommodate this safety factor.
4. The speed along Cumnor Terrace will be accommodated by the correct speed limit put in place on completion.
5. The impact on large vehicle trying to access driveways will not be affected with the two-way option.
6. This road has always been utilised by heavy vehicle, however with a new cycleway being developed, this should not have an impact on businesses and appropriated safety speed and options are already in place.

This submission is to support all our Transport Operators, in their quest to retain the right to have a two-way route that can efficiently provide their rights to use to and from their business.

Simon Carson
Acting General Manager
Road Transport Association of New Zealand
41 Carlyle Street, Sydenham
Christchurch 8023

[REDACTED]
[REDACTED]
[REDACTED]

Have your say

The cycleway along Cumnor Terrace has already been approved. We are seeking your views on plans to change the approved design to make Cumnor Terrace one-way from Chapmans Road to Maunsell Street.

Make sure your feedback gets to us by Monday 9 March 2020

ccc.govt.nz/haveyoursay

Do you support Cumnor Terrace becoming a one-way street from Chapmans Road to Maunsell Street?

Yes

No

Please provide any comments:

ASSUMPTION - AREA PREDOMINATELY SERVICING INDUSTRIAL & COMMERCIAL ACTIVITIES

ASSUMPTION - MAJORITY VEHICLE TRAFFIC & MINORITY IS FOOT/TRAFFIC & CYCLE.

ASSUMPTION - POORLY PRESENTED PLAN ALLOCATES 40% SPACE TO FOOT/CYCLE TRAFFIC
AGAINST MAJORITY (95%) PLUS VEHICLE TRAFFIC ENDING WITH 60%.

ASSUMPTION - EXTRA VEHICLES TRANSFERRED CARRIES ROAD RAIL CROSSING
WILL HAVE REGULAR DELAYS DUE TO RAIL SHUNTING ACTIVITY.

ASSUMPTION - NO CALCULATIONS FOR PRODUCTIVITY LOSS HAVE BEEN
ACCESSIBLE FOR EXTRA TIME REQUIRED ON RE ROUTED PLAN.

ASSUMPTION - THAT LITTLE OR NO RECORDED SAFETY ISSUES SINCE
2016 SUPPORTS SUSPECTED CONCERNS RAISED.

Submission: Supporting Cumnor Terrace becoming one-way

23/02/2020

Christchurch is a wonderful location for riding a bike. I have been regularly biking in Christchurch for the last 20 years or so (although I did bike before that time, but often walked as well). I drive a car when needed and have also taken the bus on occasions. I often bike with my children visiting different areas of town. I have an understanding view on transport and take note of people travelling (it is important to recognise a variety of people travel; different ages, abilities, experience, confidence, etc.). A transport system needs to have a balanced approach to supporting a community.

Over the last few years sections of cycleways have been introduced; this has allowed people to bike that otherwise would not have. Some examples stick in my mind, like on Neighbourly where a grandparent talked about how their grandchildren can safely bike by themselves from school to the grandparents' home to be looked after until the children's parents finished work. There is so much good in this, but the main one is children being active and independent – these are life skills that will benefit the children in future years.

For cycleways to work they need to be connected and they need to meet a high level of safety over all sections. For the Heathcote Expressway, there needs to be a solution for safely travelling between the east and west sections. There also needs to be a solution supporting people walking, using wheelchairs, mobility scooters and other similar transports. That solution also needs to minimise the impact on the environment.

Unfortunately, over the years there has been motor vehicle priority within the area of transport. Misguided ideas have contributed to this, e.g. driving is the best option, motor vehicle is a measure of success, motor vehicles are safer, etc. As a result, the space for people walking and people biking has progressively been removed.

Now is the opportunity to correct the mistakes of the past. Historically the solution for the Cumnor Terrace section of the Heathcote Expressway would have been provide a solution that is the easiest for motor vehicle traffic (i.e. a wide two-way road), with people biking and walking having no option but to accept that (in the past transports like wheelchairs and mobility scooters would not have even been considered!).

The proposed solution of making Cumnor Terrace one-way, is not preventing travel by motor vehicle. People can still get to and from their destination. There is a perceived difficulty, however there are many more significant factors that affect travel by motor vehicle, the biggest of these is congestion. Other factors include speed limits and numbers of intersections. The alternative routes presented are better options at times anyway. Personally, I wouldn't have any issue driving the alternate routes.

There are compromises, but on balance, making Cumnor Terrace one-way is the better option.

As an addendum, sometimes people say: "Why are cycleways needed?". Well one of the big reasons is driver distraction. Initially I wasn't going to include this in this submission as it is a problem well known by the NZTA and NZ Police, and should also be well known to anyone involved in the cycleway decision making process. However, when I was researching this submission, Google Maps shows 3 drivers using mobile phones on Maunsell Street (which connects to the region of Cumnor Street covered by this submission). The relevance is strong in this case.

<https://www.google.co.nz/maps/@-43.558828,172.679432,3a,69.3y,243.6h,73.99t/data=!3m6!1e1!3m4!1sGdD4-myGJoocwCvXUMPyYQ!2e0!7i16384!8i8192>

