

An Accessible City

He Taone Wātea



Received
21 JAN 2016
BY: _____

Submission Form

These questions relate to proposals in the draft 'An Accessible City' chapter of the Christchurch Central Recovery Plan (CCRP). This draft chapter and proposed changes to the Christchurch City Council's District Plan replace the 'Accessible City' chapter of the CCRP and the transport provisions in Appendix 1 to the CCRP. If you'd like more information before you complete this submission form, visit the website www.ccdu.govt.nz

Answer as many questions as you like. You do not have to answer them all.

Q. What are your overall comments on the Accessible City draft chapter?

- 1 The one-way Buses running on Tuam St is very good.
- 2 Picture Theatres in one building etc. could develop near the Bus Depot.
- 3 I like your acceptance that the city for city purposes has died-off from Nth. side of Armagh St. to Nth of Kilmore St.
- 4 I hope we get the bottom of the East Fringe back for the Wholesale Trade, Printing Works etc.
- 5 I am a Railways man & No plan for a new station has been drawn-up. Please commandeer the Harvey Norman build as this location is so much better than round the Madras St. area. Run the Railway under Hagley Park & ditch the so called new station at Addington.

Q. Are there any proposals in the draft Accessible City chapter that you particularly like?

- 1 Keeping the St Mary's School area as a quiet suburb by leaving out the one-way street system.
- 2 The Durham St one-way to facilitate my idea of having a very important road running on the other side of the River for CARS & taxis to drive past the lateral parts of Hereford & Cashel St's. Then join-up again at Lichfield Corner.
- 3 The walking & cycling on Park Tee & the same at Oxford & Cambridge Tee round Montreal St. bridge making quiet Hotel placement areas.
- 4 The walking & cycling to facilitate the Building of much needed Apartments in the Kilmore St to Armagh St area & the Colombo to Madras St supporting area.
- 5 cathedral sq. as a quiet resting place for locals & tourists, but not greened for many years.
- P. 9 wide footpaths. Thank you; A 100 year old necessity is now gaining status due too Apartments. please reduce the width of footpaths in the suburbs & therefore the cost of construction.
- P. 13 Usage: Thank you; Significant increase in bus use in the decades to come.
- P. 13 Depot: Will provide a consolidated Transit point - one for all.
- P. 16 crossing points: They will be enhanced overtime as needed to cater for increased traffic volumes.
- P. 18 Service Vehicles: Thank you; Via dedicated service lanes, built or as part of commercial developments, where possible.

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*I don't want to comment on the Appendix to the District Plan Provision, in fear of getting into trouble. P.28 Thank you
 cause 2.4.1 If parking is provided the parking area of the site shall be no greater than 50% of the Gross Leasable Floor area of the building on the site.*

Q. Is there anything else you would like to see included in the Accessible City chapter?

Plans for my Fendalton Avenue or Seventh Ave brought forward as I am sure I saw a Government Plan years ago on this subject. The end of St Asph St to Riccarton Ave was not discussed but I would very much like to see progress on this. Carlton Mill Rd made very imperfect, regardless of how snobby the people are, the area might be old by the time the improvements are started.

Attach a separate sheet of paper if needed.

Please complete the form and post it in an envelope addressed to CCDU, Private Bag 4999, Christchurch 8140.

You may also fill out this submission form online at www.ccdugovt.nz

Comments must be received no later than 5.00pm Friday 1 February 2013.

Your contact details	
Full Name:	Withheld under section 9(2)(a)
Organisation (if applicable):	Withheld under section 9(2)(a)
Postal Address:	Withheld under section 9(2)(a)
Email:	Withheld under section 9(2)(a)

Note: CCDU will publicly release your comment, a summary of comments and list of people who had made comments on its website: www.ccdugovt.nz. Your contact details will be removed from your comment before it is posted on the website or released under the Official Information Act 1982 (OIA). If you do not want your name released with your comment, please tick the box below.

Please remove my name from my comment before it is released and record it as 'anonymous' in the summary of comments.

Please indicate if there is information in your comment you want kept confidential and your reasons. Copies of comments sent to CCDU will normally be released in response to an OIA request. If your comment is subject to an OIA request, CCDU will consider your confidentiality request in accordance with the grounds for withholding information outlined in the OIA. The OIA may be viewed online at: www.legislation.govt.nz.

The Privacy Act 1993 governs how CCDU collects, holds, used and discloses personal information in your comment. You have the right to access and correct your personal information.

Have your say on transport planning for the central city

Moore's will say you have ruined Nth, Hagley Park & the Road should move west on Carlton Mill Rd. at In future please demolish houses so that Carlton Mill Rd can link up with Fendall Rd.

planning for the central city

There were at least 4 communities within the square mile all with their own Pub. I know this as I used to read their Gas Meters. People walked.

The public is invited to have a say on An

Accessible City, the draft Transport Plan for the new central Christchurch. The Mayor is correct. A University Dept. needs to come back to the central city to even things up here. student apartments & everything.

The Christchurch Central Recovery Plan (CCRP) approved on 30 July 2012 contained limited information on transport.

It was intended that more detailed work would be done to design a transport system to support the recovery of the central city. That new chapter of the CCRP has now been released for the wider community to comment on and contribute towards.

Minister for Canterbury Earthquake Recovery Gerry Brownlee, says the draft plan prioritises streets for buses, the Green Zone colouration is too light

Central city road use hierarchy

CARLTON MILL RD. NOT HARPER AVE.

cut the Northern CBD one-way, I see ✓ this has saved us alot of money

Shops - future sleeping One-way street for a shopping street is very good.

ROADING ACT or Roading Act. Diagonals here. Private enterprise whitt.

The walking across C. Sq. is over. To the next part, stairs in the Rain.

On Herold St. Bridge taxi pick-up.

one way shopping St. B.V.

Govt. Roading Act Diversion

Roads Re-moved for Sports Facility

I see ✓

improving travel across the city. Amongst the proposals, the Square would become largely pedestrian only, and the overall speed limits within the CBD's core would be reduced to a maximum of 30km/h. In sq. mile Re-grouping of 3 shops as 1's 7 in the suburbs Mr Brownlee says the speed reduction in this central area will improve safety for both pedestrians and cyclists. I am not interested

The draft plan is now open for consultation. You have until Friday 1 February 2013 to make a submission through the CCDU website: www.ccd.govt.nz or by collecting a form from Christchurch City Council offices.

My Dark Blue could be wrong as I think you want cars to get too parking Buildings as efficiently as possible.

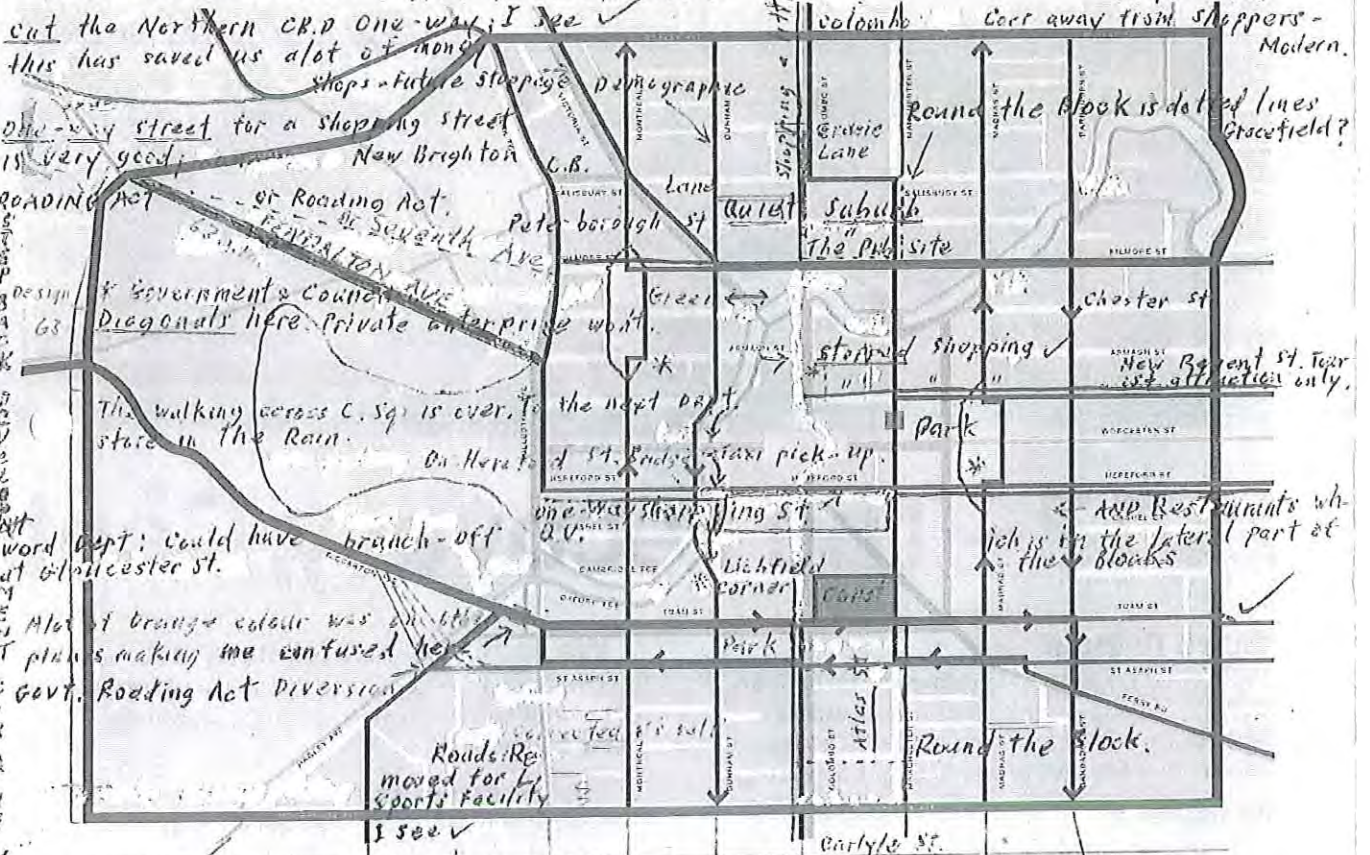


Diagram shows prioritised routes for different travel modes
You say, Cashel & Hartford for shopping but up to Manchester St I am guessing
BE- PROVISION! COMPENSATION the walking has not been fully explained as there are N. Pac. count lanes. Strongly encourage many long narrow shops that stretch St. L.

EXPLAINING MY SMALL DIAGRAM FURTHER

One-way out of Town Carlton Mill Rd.

One-way into Town; Harper Ave & because this causes reduced Traffic carrying capacity, a lot of Angle car parking could be created on asphalt for the Big Events that are held there.

If the above is too much for everybody to take-in, Harper Avenue could be stopped and ^{seventh Avenue} Fendallton Avenue signed pm Rd. could carry all the Traffic. It is the government that will determine what they call carving-up Hagley Park. Carlton Mill Rd should carry all its Traffic in its part of the system, for a 2 way system. Deans Ave will have a couple of little kinks in it;

If there has been major works done on Harper Ave. my idea could be reserved for up to 20 years. 2 at starts at Riccarton Rd corner.

New Roads & Demolition are off-set by less Traffic on the Bridges that heavy Trucks, a lot of Buses & Heavy Cranes punish.

Full compensation for taking Hagley Park Land could take decades. I am hoping that no talk of compensating for Land taken, will ever take place. Kinks & juts in Deans Avenue would not occur.

The Father was a Land Developer for Housing & he told the family that he had to provide all the services on the roads. You want it seems split the City Blocks East to West, so would you please make the developers put a Lateral Lane at the End of each part of the Block they are developing for the Restaurants. Obviously both ends if they are developing a whole block. The Lane needs to be wide enough for a Truck or roomy for a light Truck. Many long narrow shops that stretch street to street probably wont occur. Please make the exact "middle of the Block Developer" reach from street to street, ^{or provision for this - poor layouts.} if a shop fails an Arcade can be put in at exactly the right spot in the city block. Make the Developer put a long alley at right angles to the Lane. I have been talking about with no exceptions, unless an arcade is developed right from the start, ^{on reflection this could be a good idea,} this is for wide hand carts to be wheeled along with rubbish in & some small deliveries. The hand carts can be wheeled along to each laterally placed lane, reaching to the East & to the West. Even the Arcade's can have a couple of doors leading out to the Longitudinal Alleys. I say "make" a lot; you don't have to take any shit from the greed & avarice of the wealthy Elite-Land owner. sorry I have been talking about mostly 1-2 storey old fashioned Buildings. The only use for an East-West alley these days would be for the Escape of Fires. particularly for a building owner who only feels safe with back of Building Escape Ladders. with further threats of Earth Quakes some movement in a building is better than none. with no East-West Lanes you have created the possibility of Nth-Sth Lanes right beside an arcade into a Hollow area that a lack of finance developer will leave. A hollow right in the middle of a Block should be the only situation acceptable. There is always a possibility that the Hollow will link-up with the Lateral Lanes. Signed.

Withheld under section 9(2)(a)

From: Withheld under section 9(2)(a)
Sent: Thursday, 31 January 2013 3:46 p.m.
To: transport (CCDU)
Subject: An Accessible City Submission

Follow Up Flag: Follow up
Flag Status: Completed

Submission on the CCDU Transport Plan (31 January 2013)

Submitter:

Withheld under section 9(2)(a)

I am the director of three companies that are all building tenants on Victoria Street. I am also a Member of Victoria Streetscape Committee. This submission relates to those matters pertaining to Victoria Street, the surrounding road network and its relationship to the Central City.

I make the following submission:

1. I support the inclusion of Victoria Street as a slow speed zone (30km) and facilitating pedestrian movement. Widening the street and catering for al fresco dining as shown in the diagrams in the consultation document will be a positive contribution to the precinct. Thought needs to be given to the form of the streetscape and in this regard, I encourage the Council to continue working with the Victoria Streetscape Committee in terms of the design and development of Victoria Street and its surrounds as a priority task for completion within the Central City.
2. I do not support the use of Victoria Street as a primary bus route.
3. I do not support the removal/deterrent of cars or car parking from Victoria Street.
4. I do not support the inclusion for specific cycle lanes on each side of Victoria Street.
5. More information needs to be included in regard to taxi stands on Victoria Street.

The reasons for my submission are as follows:

- A. Victoria Street businesses have experienced disruption in recent months from closing lanes and narrowing carriageways – this has resulted in traffic banking up, delays and loss of trade for businesses – if the Council is looking to create a slow speed environment there needs to be sufficient safeguards to ensure that this does not deter people from coming to the area. Convenient access and car parking is essential.
- B. Having Victoria Street as a slow road that encourages pedestrians and tourists is incompatible with a bus service that operates at 10 minute intervals. As a business owner and operator, I have witnessed no benefits to my businesses from bus services. I cannot recall whether I have ever had a client turn up to a meeting by bus – this will be a common issue with commercial offices in the area who will reap no benefits from a high frequency bus service, hence the reason why car parking is essential to the area. While office workers and general business staff would benefit from a bus service, it may make more sense to have this running morning and evening shifts only so not to conflict with other users of Victoria Street throughout the course of a normal business day. Buses are more ideally suited to Durham, Salisbury and Montreal Streets. These roads function well to carry people in and out of the Central City. A more appropriate response would be to use these routes and have bus stops located strategically in close proximity to Victoria Street. This will reduce clutter and disturbance on Victoria Street yet still offer the benefits of easy access to the amenities of the precinct for those choosing to use public transport.
- C. Deterring vehicles from Victoria Street will likely encourage cars to use Durham Street to access the Central City from the north – this would be to the detriment of Victoria Street businesses which will be isolated from the benefits of through traffic. While cycle access is a positive for the city moving forward, it should not be promoted on Victoria Street at the expense of car parking and business needs.
- D. I query why there is a need for specific cycle lanes on each side of Victoria Street – if the street is a safe, slow speed environment then there should be no need to have specific cycle lanes on each side of the street. This additional space could be used for car parking which will benefit businesses. The retention of convenient parking and loading spaces is essential for businesses and this needs to be factored into the slow street design.
- E. No provision has been made for taxi stands on Victoria Street – the lack of taxi stands is already a problem and this needs to be addressed in forward planning.

Note: CCDU will publicly release your comment, a summary of comments and list of people who had made comments on its website: www.ccd�.govt.nz. Your contact details will be removed from your comment before it is posted on the website or released under the Official Information Act 1982 (OIA).

Please remove my name from my comment before it is released and record it as 'anonymous' in the summary of comments.

Submitted on Fri, 2013-02-08 15:00

Submitted values are:

Full Name: :

Withheld under section 9(2)(a)

Organisation (if applicable):

Postal Address:

Email:

Withheld under section 9(2)(a)

What are your overall comments on the Accessible City draft chapter?

It is good to see the inclusiveness of walking, cycling and public transport in terms of buses. The fact that the environment will push people to walk instead of drive is good. Am disappointed there is still so much precedent going to automotive travel.

Are there any proposals in the draft Accessible City chapter that you particularly like?

Street style, with encouragement to walk and cycle. Creating a warm and inviting street scape.

Are there any proposals in the draft Accessible City chapter that you particularly dislike?

Car park areas within predominantly designated walking/cycling and public transport areas. Why have them there at all. Is it too much to ask someone to walk a block or two to get where they need?

Is there anything else you would like to see included in the Accessible City chapter?

A rail system(likely light rail). It is rather short sighted to think we will be relying on automotive transport in even 20 years time. There should be an inclusion of rail corridors in and out of the city centre to major suburban hubs (of which are very prominent in the living of Christchurch residents currently).

Public release of comments: Please remove my name from my comment before it is released and record it as 'anonymous' in the summary of comments.