

	A	B	C	D	E	F	G	H	I	J	K
	Method of Submission	Do you support council's investment in better facilities for people who cycle?	Do you agree in principle with the proposals outlined for the Eltham / Beaver Rd Cycle Link Project?	Please indicate your preferred option for Eltham Road (tick one only)	Comments (why this is your most preferred option, and any other comments you'd like to make on Eltham Road options)	Please indicate your preferred option for Beaver Road (tick one only)	Comments (why this is your most preferred option, and any other comments you'd like to make on Beaver Road options)	Do you prefer the cycleway connecting to Dillon St instead of Carr St?	Comments (why this is your most preferred option, and any other comments you'd like to make on Dillon St options)	Additional Comments	Supporting documents
1	Drop-In session										
2	Drop-In session	Yes	Yes		N/A		Medium islands on High St excellent idea. Chalming traffic is a priority at Dillon St intersections not favoured. A mix of options is preferable	Yes		No indication given as to affect on parking. Our block (between Dillon and Munro) has considerable not on street parking areas 24hr period. Not just overnight.	
3	Drop-In session	Yes	Yes	Option C	Problems at Eltham / Maxwell Rd (how to access/enter the cycleway). Please consult Bohally School bikers who will let you know their cycling habits.	Option C	Safe intersection of High St is a priority - need to decrease traffic speed.	No	Dillon St is a speed zone for cars (both ways) heading to town or Springlands/High St bridge.	Thanks for a great visual consultation - really effective and clearly outlined.	
4	Drop-In session	Yes	Yes	Option C		Option C				Doesn't worry me.	
5	Drop-In session	Yes		Option C	All the options seem somewhat to contain dangers - e.g. Dillon and High St particularly - big increase on Dillon St traffic now. What about costings of pedestrian/cycle buildings across the busy street (as across railway track in Wgtn etc) as underpasses as at Woodbourne or Vines Village.	Option C	Secondary college to be built in a probably different area of town - intermediate school pupils - will need to put to be put to Bohally.	No	Youngsters have to turn right onto Dillon St from Eltham Rd whereas they would cross Dillon St from Beaver Rd. A right hand turn onto Carr St could be preferable to the right hand turn from Eltham onto Dillon Rd. Or. The Whitney St entrance to the school could be used onto Whitney St and left onto Dillon and Right onto Beaver Rd.		
6	Drop-In session	Yes	Yes	Option D	Wider cycleway would be safer and still car parking available on side of road with school and playcentre.	Option B	Traffic calming causes more road noise and reduces width of road again for drivers.	No	Carr St quieter route, direct cycle route but need to change Dillon St priority.	Separate cycleway using Taylor River walkway preferable as it keeps cyclists completely away from motorists.	
7	Drop-In session	Yes	No			Option B	I do not agree with expecting the Dillon St traffic to give way to Beaver Rd traffic. I like the idea of islands for peds/cyclists at High St. Monro St change to giveways - we'll wait and see.			I agree with the 30kph speed limit idea in Beaver Rd.	
8	Postal Response Form	Yes	Yes	Option D	I feel there is a need to be able to park - even if only drop off on the school play centre side of the road.	Option C	I was under the impression that there was to be a designed cycle lane down Beaver Rd. As this is not the case, discouraging cars from using this street has to be the way to go.	No	I prefer Carr St option because there is less traffic in Carr St and virtually none at this top end of Beaver Rd. No need to cross busy Dillon St.	Will the two bus stops remain on Eltham Rd?	
9	Email									I think it's a worthwhile project. I would suggest special attention be given to insure the night lighting for the cycle link is done well, if the it it will make the process just and our small city beautiful AND safe for getting about at night. I have heard people avoid the Taylor cycle and walk ways at night because it's too dark	
10	Online Response Form	Yes	Yes	Option B	Please note playcentre is not a drop off childcare facility, we park we park outside and take our under 6 year old children inside and stay with them. Our hours are 9.30 to 12 weekdays, any proposal needs to allow for young children on the footpath at these times	Option B		No			
11	Online Response Form	Yes	Yes	Option D	As a very active member of Playcentre with two small children I feel that this is the best option, that is proposed, for our members. However I don't believe that there will be enough parking to suit the needs of our members and their children. We do not drop our children off and leave them as a daycare would, we park and stay with our children while they attend Playcentre. Our sessions run from 9.00am till 12.00pm but some of us are often still at Playcentre till 1.00pm	Option B	I believe that the crossing should be made safer, but that the road is still easily used by residents and their cars.	No	This just seems to make that area complicated and the intersection of Eltham Rd and Dillon St can be busy as it is.	I am all for encouraging cycling through Blenheim, however I question the validity of this cycle way with the proposed move of the Marlborough Girls College. Will it really get much use or will it become an expensive white elephant. Would it not be easier and more effective to look at ways to connect Whitney St School with the Taylor River shared pathway. The pathway is already there and it's away from traffic making it essentially safer for our children to ride on.	
12	Online Response Form	Yes	Yes	Option C	Good option to keep car parks, keep residents, parents and cyclists happy	Option C		No	Dillon street intersection is to busy	Instead of sending people down Beaver Road I think Brewer Street down to the Taylor river is a better link utilizing the existing under pass under High Street, I feel improved access from Westmount, Richmond View, Whitney to the Taylor river path would be more beneficial and would get more kids riding to school, thanks, Kind Regards Brent	

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13	Online Response Form	Yes	Yes	Option A	I am concerned about how cyclists enter Maxwell Road. Traffic is heavy at key times for car drivers turning into Maxwell. A number of cyclists waiting to turn into Maxwell may be difficult.	Option A	As a (elderly) driver backing out onto Beaver Road, there is always concern for any traffic as it is difficult to see over cars parked on my side of the road and also watch for parked cars opposite. If there is an increase in cyclists they may be difficult to see, and no use of the footpath must be allowed at any stage. I would have thought that a roundabout on High/Beaver might be considered. Listening to police addressing students recently at the Colleges, students were advised to behave like cars at roundabouts and not hug the left. This means the give way to the right rule would be used easily and safely for all cyclists and cars.	No	Dillon Street is busy at the T section of Beaver Road. I turn into Dillon/Eltham to go to Maxwell. Traffic approaches rapidly from left and right. Low sunshine may cause more danger.	Is there any real need for it? Has the community indicated that it is required? I do believe that (students in particular) pedestrians need help getting across High Street. I see students regularly having to wait a long time in morning traffic, and many are not confident crossing the road or do not stand in the safest area.	
14	Online Response Form	Yes	Yes	Option B	Looks like the best option, but if too expensive go Option A. The route through the school grounds may be ok but it would make the cycleway harder to use due to the bends. Best to keep it straight I think. Loss of car parking not ideal but there would still be plenty available on the western side of Eltham road and down Stratford and Brewer Streets, which don't seem to be used much at the moment around drop off/pick up time. I think having Eltham road narrower would slow traffic down which is good. Currently a lot of vehicles speed down Eltham Rd at very high speeds and it can be quite dangerous at times. I'd even suggest some additional traffic calming by the school, speed bumps maybe? I'm always surprised by the lack of traffic calming on residential streets in Blenheim. Compared to Christchurch, its a big difference. Whitney St School has another entrance which I'm sure could be used by more parents to drop off/pick up their kids if they are concerned about the loss of parking on the eastern side of Eltham Rd. I live on Eltham Rd and it can be somewhat chaotic around 9am and 3pm so keeping one side of the road clear of parked cars has to be a good thing.	Option C	I think if the priority is changed to give Beaver Rd traffic a straight run the whole way to High st then you'd need the traffic calming to discourage vehicles using Beaver as a rat run. If the only changes made are that Beaver has priority, then its only going to encourage more traffic to use Beaver and at a higher speed. Best to keep traffic going down Lee St if possible. If changing traffic priority, then has any thought been given to making the intersections Stop Signs instead of Give Ways? I've had a few near misses on Beaver Rd where traffic has not seen me on my bike when I've had priority at intersections. Making cars come to a full stop would hopefully help that. If more kids are going to be biking down here then I'd have thought it would be better to have stop signs for safety's sake. When driving, I usually come to a full stop anyway as visibility is limited at many of the intersections along here due to fences.	No	Carr St is a lot quieter so makes more sense to me to have cyclists directed down here. Keeps cyclists away from the busy Eltham/Dillon intersection.	I hope it goes ahead. It will be a good asset for Blenheim and help get school kids and adults around town safer. Whitney St School should be especially in favour of this going ahead as its going to make cycling to school a lot safer for their students.	
15	Online Response Form	Yes	No		I do not support Eltham road being used parents already struggle getting parks to allow picking up their children this is dangerous as kids go out of the gates looking for parents and they become a hazard I think it makes more sense to have the bike lane go down Stratford street onto the river then Whitney street schools unaffected and it will be far cheaper for the council					Please find a way to not go down Eltham steam street	
16	Online Response Form	Yes	Yes	Option B	as clear as possible and not narrowed to have slow 30km traffic. Council should keep the number of car parking on Eltham Road. School and Playcentre pickups and drop offs require this. If the Cycle way development commences Council should take the legal road occupied by properties on the western side so that Car parking for residents and school can be retained. There are at least 7 properties occupying Roadway. Where properties do not agree they could be engaged in a licence to occupy legal road like many other licensees have to. This would have the benefit of keeping the carriage way free for wider vehicles, extra carparking for parents or resident visitor carparking. This development is forcing the Playcentre out of Eltham Road because of lack of car parking. A requirement of Playcentre type consent developments is to have required level of carparking. For smaller children it will become more dangerous transitioning from car park to the footpath for Play Centre over the Cycleway to the Play Centre or School. Vehicle way needs to be wider. Narrow the 3m Cycleway. Up until earlier this year I'd tow a tandem car trailer almost 2.4m wide. Having two vehicles of this width traveling in opposite directions is potentially dangerous if you force them to use a bit over 5m of roadway! This could lead to damage to parked cars or potential pedestrian hazard for people alighting from vehicles. Maxwell and Lee Street are both busy feeder roads for Eltham Road, if the development	Option A	Do minimum Not in favour of route following Dillon Street. This forces more traffic to this narrowed Dillon Street. The cycle way on Beaver should only be the sharrow marking. Do not use large green ways like the maps present. Because this is a narrower highly used quieter street to Bohally and Marlborough Girls College would like to see mix of plantings and good footpaths access. Perhaps carparking in between mixed berm access. Two of our children have used this daily for many years. The main intersections I was not comfortable with were the High Street and Nelson Street crossings when cycling to/from school. There should be no disruption to the High Street motorist flow. I am not in favour of the traffic narrowing. This causes disruption. Speeds on Beaver Road should remain at 50km/hour. Otherwise cyclists will get speeding tickets also, defeating the object of facilitating the flow of traffic. Many of the Beaver Road properties also occupy legal road if council wished to have this legal land returned for car	No	Carr Street Favour this option If the cycle way development proceeds then it should use Carr Street to Beaver Road. I have cycled daily to and from work using the Carr Street and Beaver Road for the past 15yrs. Last year I ventured to use Maxwell and Seymour Streets but have had near misses on roundabouts at Seymour/Maxwell and Seymour/High Streets.	I submit on this development being a resident, parent, driver, cyclist, and potential affects this will have on the local community. I'm unsure how Eltham was decided to be a cycle way priority when I feel the funds would be better spent on a major feeder road to town. For cyclists a more direct road like Weld Street or wider Scott Street would probably be better keeping cyclists off the other major streets. In the summer I often use the river walkway to/from work because of the close proximity, though it can be a bit muddy to get through athletic park on the road bike to the track.	See supporting document
17	Online Response Form	Yes	Yes	Option C	Prefer Option C OR Option D. I am against the carparks being removed from outside Blenheim Playcentre.	Option C	I like the median strip idea and slowing the traffic Yes			Please note that Blenheim Playcentre is NOT a drop off child care centre. The centre is open Monday to Friday. Parents arrive around 9am and stay for the morning, typically leaving between 1145am and 1230pm. Many parents have a baby and a toddler or two, making it very unsafe to park anywhere else except the east side of Eltham Road.	

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18	Email										<p>I wish to object to the proposed cycle land for the following reasons;</p> <ol style="list-style-type: none"> Proposed plans show the Maxwell/Eltham Rd intersection the Northbound cycle way cutting across the existing traffic island then turning at right angles to face immediately into our garage, which our only vehicular access to our property. When exiting our garage, we will be crossing the stream of cyclists, which is extremely dangerous for us and the cyclists We have a manual garage door, which means that we will have to stop astride the new cycle way in order to open and close the garage door as we have no driveway. I am visually impaired and the complicated pattern that cyclists will weave outside our property is extremely confusing and dangerous for me. At present, I have to cross two streams of traffic, one coming up Eltham Road and the other going down. Traffic at present comes very fast around the Maxwell road corner from the direction of the hospital and I often have to stop in the middle of the road to avoid fast traffic that screams around the corner. Under the new scheme there will be four lanes of traffic, the aforementioned plus two streams of cycles. This will make life much more difficult for me. There seems to be an unnecessary duplication of cycle ways as there is an excellent route to the Girls College and Bohally via the Taylor river Walkway / cycleway right from the Burleigh Bridge. Our three children who attended these schools used this route rather than Eltham Road and it is a much safer option for children anyway. In your proposed plan you described the plan as having minimal impact on parking. I feel that this is misleading, if not deceptive. All parking will be removed from the Eastern side of Eltham road.
19	Email									<p>is a good idea and I applaud the Council for promoting walking and biking. Indeed, the younger generation especially are to be encouraged to take more exercise and enjoy the wonderful outdoors that we all enjoy in Marlborough, as well as the fresh air and sunshine. My submission is regarding our personal situation, at our address of 116 Maxwell Road, right on the Eastern corner of the Maxwell and Eltham Road intersection. Our house is shown on the plans (Eltham /Maxwell intersection aerial picture. It is directly underneath the label marked "shared path") and it can be noted that our accessway is actually on Eltham Road directly opposite the point at which the proposed cycle link will cross Eltham road. We have a one car garage that sits right on the pavement and is our only vehicle access to our property as we do not have a driveway. The garage door is a manual up-and-over door which requires stopping the car at the kerb side adjacent to the garage, getting out of the drivers side, walking around the car, manually opening the door and then getting back into the car and pulling out across the Eastern side of Eltham road in order to enter the garage, which is a very tight fit with only a very small margin or error. At times of peak traffic, when there are two lanes of traffic waiting at the Eltham road Maxwell Road intersection, it is often necessary to wait at the kerbside for the traffic to clear before being able to pull out sufficiently to park inside the garage. On exiting the garage, the new bike lane would be facing directly into our garage entry/exit which would be extremely hazardous and dangerous for all involved, particularly if backing out, which we try to avoid. Visibility from our garage is very poor at this point both to the right and left and caution is required to enable the driver to see anyone on the current footpath as we are very close to the corner and both skateboarders and cyclists whip around the corner at high speed. The addition of two lanes of cyclists would aggravate this problem. It can also be noted that once</p>	
20	Online Response Form			<p>I do not agree with the proposed cycleway at all. We already have a great route along the river away from traffic which is safe enabling students to get from Burleigh bridge right through to Nelson st. parking is needed for school pickup and drop off times. It will be impossible for playcentre parents to find parks and will severely limit any of their future developments which may carparking requirement. I understand promoting cycle safety however I think it would have been a much better idea to ask whether people actually want the cycleway first before committing money into all these options. This makes a mockery of consultation because it comes across as a given that it will happen and now we have to choose the best option.</p>							
21	Online Response Form		Option C		Option A		Yes			<p>Encourage the use of the existing riverside cycleway. Do not minimise roadside parking. Girls' college isn't even going to be there is it?</p>	
22	Online Response Form			<p>playcentre side of Eltham Road. I noticed that Playcentre has been referred to as a day-care facility where cars would leave after they drop off children. This is not the case. Blenheim Playcentre is a parent run cooperative where parents stay with their children and need parking for the entire morning, 9:00am to 12:00am. There are up to 30 children attending five mornings a week with their parents. Parents often have multiple children to unload and load into cars and need a safe place to do this. It would not be ideal for them to try and cross two roads to access the centre. Having a cycle path right outside the centre could also be dangerous as very young children are just as unaware of the danger of bikes as they are of cars. Options C and D are also not ideal as there would still not be enough car parks on the playcentre side of the road. These parks are also used by residents and the school and the</p>							
23	Postal Response Form	Yes	Yes	Option D	<p>Given the number of cars round school opening and closing times, traffic problems would increase with the decrease in car parks.</p>	Option A	No			<p>Far less traffic to contend with on Carr St than on Dillon, which is wider of the T junction than the direct crossing into Beaver. Congratulations on the new Taylor River Path including the recent planting of shrubs and trees. What an asset to the community! Have you considered connecting the short path at the end of Rovers St to connect with the Taylor River Path? It would made for very smooth riding.</p>	
24	Postal Response Form	Yes	Yes				Yes			<p>Restricted vision Beaverr Rd onto Carr St, Carr St very narrow, reduced parking with cycleway. Do not support having a Give Way on Dillon St.</p>	

