

Redcliffs Transport Project – all submissions

27 – Support (56%)  
 17 – Do not support (36%)  
 4 – Not indicated (8%)  
 Total 48 submissions

Support the transport plan – 26 submitters

No.	Sub ID	First name	Organisation	Suburb	I / We	Comments	Project team response
1.	20615	Leeann		Redcliffs	support the transport project plan	I support the changes to enhance safety for the relocation of the school	Thanks for your feedback.
2.	20603	Rebecca		Sumner	support the transport project plan	<p>We have 2 children at Redcliffs school and own a house in Celia St. We support the proposed changes. The reduced speed limit is something we would have liked in the 10 years that we lived in Celia St. It's a quiet area with lots of families and little reason for driving over 30km/hr.</p> <p>The road layout changes are welcome too. The Beachville Rd end of Celia St has always needed a sidewalk and the crossing on Main Rd can only fit a couple of people comfortably- and barely fits a bike.</p>	Thanks for your feedback.
3.	20598	Rose		Christchurch	support the transport project plan	<p>Kia ora,</p> <p>Thanks for the opportunity to submit on the Redcliffs Transport Project.</p> <p>I am supportive of the outcomes sought on each of the changes proposed.</p> <p>The right turn ban into Celia St makes the intersection slightly safer.</p> <p>I would request a 30kph rather than 40kph speed limit. I worked for 8 years at the old Redcliffs School site and now at the current Redcliffs@Van Asch site and many a time did crossing duty. The traffic can travel far too fast in this area and now there is the added concern of many drivers who try and text and drive. We notice this on crossing duty a lot.</p> <p>Having a 30kph speed limit around the school, Beachville rd and Celia st would be of great advantage from a safety aspect.</p> <p>The island extension at the McCormacks Bay end of Main Road/Caseway would slow traffic down in combination with the speed limit reduction.</p> <p>We would ask that the new zebra crossing is placed as close as possible to the school. Closer than planned would be very much appreciated.</p> <p>The suggestions around Celia and Beachville are great. It makes that area heaps safer and will slow traffic down.</p>	<p>Thanks for your feedback.</p> <p>The proposed 40 km/h limit is consistent with standard school speed zone treatments around the city; however, the project team will monitor the performance of the school speed zone and recommend proposed changes if necessary. Any changes will require special approval from the NZTA (New Zealand Transport Agency).</p> <p>Due to other technical challenges and the lack of space, there isn't room to locate the crossing directly outside the school gate. We have instead located it as close as possible and ensured that this location will suit all users.</p>
4.	20583	Darren	Redcliffs School BoT	Redcliffs	support the transport project plan	<p>Beachville Road/Main Road:</p> <p>The right turn ban into Beachville Road makes this intersection slightly safer, support.</p> <p>We would prefer a 30kph rather than 40kph speed limit around the school, including all of Beachville and Celia as these streets will have children crossing to the school all along their lengths. The evidence is definitive on how much safer for pedestrians 30kph is than 40kph.</p> <p>As well as the island extension at the McCormacks Bay end of Main Road/Causeway, visual narrowing and potentially pavement treatment would slow traffic down in combination with the speed limit reduction. Children coming from McCormacks Bay are likely to sometimes cross here rather than going past the school to the new zebra crossing and we will unlikely have resources available to have crossing wardens both here and at the zebra crossing.</p>	<p>Thanks for your submission.</p> <p>The proposed 40 km/h limit is consistent with standard school speed zone treatments around the city; however, the project team will monitor the performance of the school speed zone and recommend proposed changes if necessary. Any changes will require special approval from the NZTA (New Zealand Transport Agency).</p> <p>Due to other technical challenges and the lack of space, there isn't room to locate the crossing directly outside the school gate. We have instead located it as close as possible and ensured that this location will suit all users.</p> <p>The bus stop (toward Sumner) on the front of the school has been removed as part of a separate project to reinstate the footpath on the old Redcliffs School side of Main Road, past Moa Bone Cave. This work is not part of this project.</p>

						<p>New zebra crossing: This should be as close to the front of the school as possible, it is not clear why it can't be closer than shown.</p> <p>Celia/Beachville: The suggestions here are great, it makes it heaps safer and will slow traffic down. Turning traffic can still use the u-turn bay opposite the new school car park entrance.</p> <p>Drops offs and pick ups at old site: this fits with our draft school travel plan; cars can be parked at the carpark of the old school, and children can cross to the new school at the zebra crossing.</p> <p>It looks like the bus stop (toward Sumner) on the front of the school isn't included. Not a major but means buses picking up / dropping off kids from Beachville which means buses on quiet streets, not ideal</p> <p>The advantage of having the coastal pathway adjacent to the school is that if we can get our tamariki safely to the coastal pathway, they have save passage to the school. This is why a 30kph limit should be extended to support those walking, scooting and cycling to school, reducing the reliance on cars and embedding and normalising active transport choices early.</p>	
5.	20573	Barbara		Redcliffs	support the transport project plan	<p>The full length of Celia Street should be subject to a 40 km per hour speed restriction.</p> <p>During the traffic diversions for rebuilding the main road outside Moa Cave, we have noticed many drivers using Celia Street as a high speed short cut which puts elderly people and young people at risk.</p> <p>When Redcliffs School operated from its Main Rd site, the delivery and pick up of children from many vehicles caused disruption to traffic and danger to other vehicles and pedestrians.</p> <p>There is no reason why this won't happen in Celia Street and Beachville Road, unless a drop off and pick up by parents is more actively managed.</p>	<p>Thanks for your feedback.</p> <p>Celia Street already has traffic calming measures in place with the narrowing of the road and installation of the islands. It is considered an existing low speed environment.</p> <p>School drop-offs and pick- ups will be actively managed as part of this plan. There are a number of places where children can be dropped off and picked up.</p> <ul style="list-style-type: none"> <li>• At the old school site car park (on Main Road)</li> <li>• On road parking on Main Road (just before the new crossing)</li> <li>• On Celia Street (where the new footpath is to be built)</li> <li>• On Beachville Road</li> </ul> <p>The school are also working on a school travel plan as part of the conditions of their resource consent, this plan will work to actively encourage pupils to walk or cycle to school instead.</p> <p>This Redcliffs Transport Plan will be an improvement to what is currently in place. The site will also be monitored to ensure that it is working appropriately.</p>
6.	20540	Steph		Christchurch	support the transport project plan	<p>please make the zebra crossing closer to the school as will be safer and easier to use</p>	<p>Thanks for your feedback.</p> <p>Due to other technical challenges and the lack of space, there isn't room to locate the crossing directly outside the school gate. We have instead located it as close as possible and ensured that this location will suit all users.</p>
7.	20520	Jill		Redcliffs	support the transport project plan		Thanks for your feedback.
8.	20518	Ken		Redcliffs	support the transport project plan		Thanks for your feedback.
9.	20517	Nick		Redcliffs	support the transport project plan		Thanks for your feedback.
10.	20515	Adam		Christchurch	support the transport project plan		Thanks for your feedback.
11.	20513	Andrea		Christchurch	support the transport project plan	<p>Beachville Road/Main Road:</p> <p>I support the right turn ban into Beachville Road makes this intersection slightly safer.</p> <p>I request a 30kph rather than 40kph speed limit arounds the school, including all of Beachville and Celia.</p> <p>As well as the island extension at the McCormacks Bay end of Main Road/Causeway, visual narrowing and potentially pavement treatment would slow traffic down in combination with the speed limit reduction. Children coming from McCormacks Bay are likely to sometimes cross here rather than going past the school to the new zebra crossing.</p> <p>New zebra crossing: Can this be any closer to the school?</p>	<p>Thanks for your feedback.</p> <p>The proposed 40 km/h limit is consistent with standard school speed zone treatments around the city; however, the project team will monitor the performance of the school speed zone and recommend proposed changes if necessary. Any changes will require special approval from the NZTA (New Zealand Transport Agency).</p> <p>We are unable to narrow the road further at the Main Road/Causeway end as the road needs to allow for heavy vehicle access again, once Sumner Road opens up to traffic. The traffic plan has been safety audited and we are confident that what we are proposing should work effectively. The site will however be monitored to ensure that this is the case.</p>

						<p>Celia/Beachville: The suggestions here are great, it makes it heaps safer and will slow traffic down. Turning traffic can still use the u-turn bay opposite the new school car park entrance.</p> <p>Drops offs and pick ups at old site: this fits with the draft school travel plan; cars can be parked at the carpark of the old school, and children can cross to the new school at the zebra crossing.</p> <p>I know it is not part of this consultation but we would like to see a safe way for children in Moncks Bay to access the coastal pathway in Moncks bay without having to go through the village. A median island would be great.</p>	<p>Due to other technical challenges and the lack of space, there isn't room to locate the crossing directly outside the school gate. We have instead located it as close as possible and ensured that this location will suit all users.</p> <p>Access from Moncks Bay is outside of the scope of this project.</p>
12.	20395	Leila	Environment Canterbury	Central City	support the transport project plan	<p>Dear Tara and Isabelle,</p> <p>Thank you for the opportunity to provide feedback on the Redcliff's Transport project. Environment Canterbury appreciate the planning that has gone into making this area safe for all users of the road and crossings, however-the Public Transport staff would like to indicate concern regarding the space that will be left between bus stops. The removal of bus stop 42452 at the corner of Main Rd and McCormacks Bay Rd and bus stop 28933 on the opposite side of the road will create a large gap between stops on Main Rd.Mcormacks Bay Rd residents will have to walk to stop 42434 or 28807 on Main Rd near the school ( towards Sumner) or use the stops after the Causeway. We ask that the planning team consider this distance created by the removal of these stops in planning for a more accessible area.</p>	<p>Thanks for your feedback.</p> <p>The bus stop on the north side was removed as part of a different project, and the safety scheme considers it unsafe at this stage to reinstate it. The south side bus stop has been removed by this project, for reasons relating to safety. It has been considered that the need for safety outweighs the current use of the bus stop, measured at being 4 persons per day. We will continue to monitor the bus stops as part of this project.</p>
13.	20361	Hiren		Woolston	support the transport project plan		Thanks for your feedback.
14.	20357	Barbara		Redcliffs	support the transport project plan	This is very comprehensive - only comment - Celia Street is narrow, winding, has islands and much street parking; a speed limit could extend its whole length	<p>Thanks for your feedback.</p> <p>Celia Street already has traffic calming measures in place with the narrowing of the road and installation of the islands. It is considered an existing low speed environment.</p>
15.	20343	Greer and Jeff		Christchurch	support the transport project plan		Thanks for your feedback.
16.	20298	(Isabel) Patricia		Redcliffs	support the transport project plan	<p>Cannot see from the plan where the drop-off and pick-up places are for parents at the proposed new Redcliffs school. We had a lot of congestion in Raekura Place from the previous school site and the Main Road by the new school doesn't look very wide. If the facility for parking is on Beachville Road/Celia St how will pupils cover the distance so far from the buildings in wet weather etc.?? Thanks, I commend your process keeping us all informed!</p>	<p>Thanks for your feedback.</p> <p>School drop-offs and pick-ups will be actively managed as part of this plan. There are a number of places where children can be dropped off and picked up.</p> <ul style="list-style-type: none"> <li>• At the old school site car park (on Main Road)</li> <li>• On road parking on Main Road (just before the new crossing)</li> <li>• On Celia Street (where the new footpath is to be built)</li> <li>• On Beachville Road</li> </ul> <p>The school are also working on a school travel plan as part of their resource consent application, this plan will work to actively encourage pupils to walk or cycle to school.</p>
17.	20287	Duncan	Mr	Redcliffs	support the transport project plan	<p>The proposal to prohibit a right turn into Beachville Road for cars coming from Sumner should be rejected. It will just increase traffic along Beachville Road and past the school, and is entirely unnecessary. A simple right turn marking would suffice to avoid traffic blocking the road.</p> <p>Already CCC has blocked access to our Main Road property with the guardrail, and has now moved the bus stop against our request. Please do not further restrict access to our property. Thanks.</p>	<p>Thanks for your feedback.</p> <p>The main purpose of this plan is to ensure it is safe and the design has been safety audited. The current space available for right turning traffic will not be enough, and the result will be increased delays on Main Road, as the right turn queue 'over spills'. Furthermore, the presence of a right turn queue will obstruct pedestrian sight distance at the crossing. Therefore, if the right turn is in place it will create congestion issues on the arterial road network and visibility issues for pedestrians using the pedestrian refuge island.</p>
18.	20222	Simon	NA	Redcliffs	support the transport project plan	<p>There is going to be high demand for: (i) short-term vehicle parking while parents drop-off &amp; pickup children (ii) Right-turn movements out of Beachville Rd onto Main Rd, particularly in the morning. Traffic volumes on Celia St are also likely to increase. Recommend three changes be considered:</p> <p>(i) P10 restrictions on the nearest sections of Main Rd and Celia St during school drop-off &amp; pickup periods.</p>	<p>Thanks for your feedback.</p> <p>We will monitor the traffic plan over time, and then assess whether there is a need for parking restrictions.</p> <p>There is not enough road space to provide a holding bay for traffic turning right out of Beachville Road. Main Road still needs to allow for heavy goods vehicles once Sumner Road is reopened. The design has been safety audited and safety is the main objective of this project. The plan has provided three</p>

						<p>(ii) Consider a 'holding bay' in the flush median for traffic turning right out of Beachville Rd, prior to their merge with the citybound Main Rd traffic lane. This would reduce the number of conflict points and risk, and improve efficiency at this intersection. May require shortening of the existing median island prior to McCormacks Bay Rd.</p> <p>(iii) Minimise the length of No Stopping marking prior to the Bus Stop near 128 Main Rd. This may add another car park.</p> <p>Disclaimer: I work in CTOC. This submission is my personal opinion and not related to my professional employment.</p>	<p>opportunities for accessing the school via either Main Road, Beachville Road or Celia Street, which should split up traffic numbers.</p> <p>The school are also working on a school travel plan as part of the conditions of their resource consent, this plan will work to actively encourage pupils to walk or cycle to school instead.</p> <p>Bus stops require sufficient space in front and behind them to allow the bus to pull in and out of the stop safely, so we are unable to create a further space behind the bus stop without obstructing vehicle access to the car park. There is further on street parking on Main Road (towards the Causeway) before the school crossing (about ten parks), along with the old school car park (about 20 parks). So we aren't expecting there to be a parking shortage on Main Road.</p>
19.	20205	Bruce		Redcliffs	support the transport project plan	<p>I support the Redcliffs transport plan as outlined and think it will improve traffic safety in the area. I particularly like the improvement to the pedestrian crossing over Main Road close to Beachville Road. This is currently a particularly inadequate crossing especially when more than one person is crossing at a time, a situation that I imagine will be quite prevalent at school drop off and pick up times. I also particularly support the shifting of the pedestrian crossing to adjacent to 25 Main Road.</p>	<p>Thanks for your feedback.</p>
20.	20195	Wendy		Mt Pleasant	support the transport project plan	<p>The Beachville Rd / Main Rd (by the Causeway) intersection is a crossing point linking the Coastal Pathway and McCormacks Bay tracks, parks, wildlife areas and the Drayton Reserve tracks, as well as the residential areas of Balmoral Hill, Kildare, Maffey/Soleares Spur and Mount Pleasant. An improved pedestrian refuge at this point is essential. There needs to be space for baby mountain buggies (these are quite large and two parents walking together often attempt to cross) and for families with small children on bicycles to wait on the refuge safely.</p>	<p>Thanks for your feedback.</p> <p>The improved pedestrian refuge will be sufficient in size to fit prams and other pedestrians.</p>
21.	20183	Sue	none	Redcliffs	support the transport project plan	<p>I support the plan.. but have one reservation.</p> <p>The intersection of Beachville Rd/Main Road.</p> <p>In the last year, I nearly had a car accident here.</p> <p>I was pulling out of McCormacks Bay Rd, turning towards Redcliffs Village as I drove along the main Rd, a car pulled out of the Beachville Rd intersection. They had looked up the causeway to see if the road was free and pulled out. They were oblivious to us, even after tooting.</p> <p>Secondly, my son was knocked off his bike. He was cycling down the causeway towards Redcliffs Village, and a car pulled out of Beachville Rd, in front of him knocking him off his bike. He got to his feet, but had a sore hand, a scrap down the side of his hip, and put a massive dent in the rear door behind drivers seat. He did not report to police.</p> <p>Both these accidents were within a few months of each other. I do wonder whether with the extra traffic, whether lights should be installed at this intersection, with pedestrian crossing for school children. Happy to discuss with you further.</p>	<p>Thanks for your feedback.</p> <p>It is strongly encouraged to report crashes to the Police, which helps with our road safety planning.</p> <p>Traffic lights were considered for the Main Road and Beachville Road intersection (Causeway end), but the proposal did not meet the requirements in relation to demand, cost and network impacts. The size of the school is not large enough to generate enough traffic to justify the significant cost for traffic lights.</p>
22.	20167	Gabrielle		Redcliffs	support the transport project plan	<p>The removal of the existing zebra crossing is a good idea as this is a very busy road, and many cars do not slow down or even stop at this crossing. However, a safe crossing zone will be necessary, how would this be provided?</p>	<p>Thanks for your feedback.</p> <p>A new school patrol zebra crossing is proposed opposite 25 Main Road. This will operate much like how the school operated the crossing that is being removed.</p>
23.	20149	Steve		sumner	support the transport project plan		<p>Thanks for your feedback.</p>
24.	20144	Jane		Sumner	support the transport project plan		<p>Thanks for your feedback.</p>
25.	20135	George		Mt Pleasant	support the transport project plan		<p>Thanks for your feedback.</p>
26.	20133	Lindsay		Redcliffs	support the transport project plan	<p>All changes sounds very good. Will there be a right turn still out of McCormacks Bay?</p>	<p>Thanks for your feedback.</p> <p>Yes, you will still be able to turn right out of McCormacks Bay Road onto Main Road.</p>
27.	20645	Rob	Ministry of Education		Support the transport project plan	<p>The Ministry of Education (MOE) wishes to provide the following submission for the Redcliffs Transport Project.</p>	<p>Thanks for your feedback.</p>

						<p>The MoE support the Redcliffs Transport Project that makes it safer and easier for parents and children to access the new Redcliffs School. The MOE also supports the changes being implemented to coincide with the school opening (January 2020).</p> <p>The changes to parts of Main Road, Beachville Road, Celia Street and McCormacks Bay Road in Redcliffs are a result of a collaborative relationship between the MoE and the Christchurch City Council during the land acquisition and Outline Plan of Works processes. As part of the land acquisition negotiations, the MoE has financially contributed to the changes where appropriate as school access and safety is a priority.</p> <p>The changes as outlined below will benefit school pupils, staff and the wider community:</p> <ul style="list-style-type: none"> <li>• Main Road and Beachville Road intersection – removal of the right turn into Beachville Road from Main Road. Road users will still be able to turn right out of Beachville Road onto Main Road. This removes a low demand turning movement and contributes to improved road safety.</li> <li>• Installation of a new school speed zone with 40 km/h speed limit – starting near the end of the causeway and covering a portion of Beachville Road, Celia Street, Main Road and a small section of McCormacks Bay Road. This will provide a low speed environment when children are present in the vicinity of the school at the start and end of the school day.</li> <li>• Main Road – installation of a new school patrol zebra crossing opposite 25 Main Road. Although not directly outside the school this crossing provides a facility for those walking from the south-west, and those that have been dropped off on Main Road near the crossing.</li> <li>• Main Road (near Beachville Road) – repair of the safety barrier on Beachville Road side and extension of the pedestrian island. This improves an existing crossing for the wider community. Children will be encouraged to use the school patrolled crossing.</li> <li>• Main Road – removal of the bus stop bay opposite 5 Main Road and kerb realignment to remove the indentation. The ministry appreciates the safety implications of retaining this stop and therefore supports its removal. The bus stop further south will still ensure public transport services the school.</li> <li>• Beachville Road and Celia Street intersection – realignment of the currently uncontrolled intersection to facilitate lower vehicle speeds and improved safety. This includes the installation of a new pedestrian refuge to provide a two-stage pedestrian crossing and a new footpath connection from 53A Celia Street to Beachville Road.</li> </ul> <p>Although not specifically shown on the Redcliffs Transport plan we also understand the footpath on the west side of Main Road between McCormacks Bay Road and the new zebra crossing will be reinstated. This will ensure pupils in McCormacks Bay have walking access to the school patrolled zebra crossing.</p>	
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Do not support the transport plan – 17 submitters

No.	Sub ID	First name	Organisation	Suburb	I / We	Comments	Project team response
1.	20641	Chris		Sumner	do not support the transport project plan	<p>The transport plan excludes mention of cyclists.</p> <p>I assume that current on-road cycle lanes on Main Rd are retained, and reinstated where absent. Please change the plan to make cycle facilities very clear.</p> <p>Main Rd is a major cycling route used by many cyclists from Redcliffs, Sumner, Scarborough, Taylors Mistake and Lyttelton (once Sumner Rd reopens, planned for March 2019). It is also part of the previously off-used Long Bays, Short Bays and Summit Rd circuits used by athletic road cyclists, who often ride together in pelotons. A return to pre-quake usage levels is to be expected, possibly with an initial surge as latent demand is met. The Christchurch Coastal Pathway (CCP) route is already well-used and I commend Council and the Christchurch Coastal Pathway Group for their vision in building it.</p> <p>There is a section of the CCP near the west end of Beachville Road that is metalled</p>	<p>Thanks for your feedback.</p> <p>Cycle lanes will continue to operate along Main Road as they have done previously. We have amended the plan to make this more obvious. The new Redcliffs School will include around 67 new bike stands for use by the pupils in a number of locations within the school grounds as well.</p> <p>Sealing the Coastal Pathway is outside the scope of this project.</p> <p>We will ensure that the wording in the staff report to the Community Board is very specific in relation to the relevant Celia Street and Main Road intersection. The attached plan, however does make it clear which intersection we are referring to.</p>

					rather than sealed. We ask that this be sealed as a sealed surface makes for more confident riders and less sliding!		
					There are two intersections of Main Rd and Beachville Rd. The east intersection is near the Redcliffs Shops. The west intersection includes the Causeway to the west. We ask that the proposal be re-worded for clarity.		
2.	20609	Dennis and Sue		Redcliffs	do not support the transport project plan	<p>PROPOSED REMOVAL of PEDESTRIAN CROSSING at 45 MAIN RD.</p> <p>If the crossing is relocated to 25 Main Rd. its replacement with a solid pedestrian refuge must be reconsidered.</p> <p>Access to 45 Main Rd and 14 other properties using 3 driveways at this point will be restricted. Traffic turning into these driveways will block vehicles wanting to travel straight ahead on Main Rd. Visibility will be an issue for pedestrians and drivers when pedestrians are waiting to cross Main Rd using the pedestrian refuge island. It should be noted also that there will be 20 vehicles exiting and entering the new Redcliffs Park car park at this point on Saturdays when junior football is being played at the park.</p> <p>Parents dropping off children and staff of the new Redcliffs School are being encouraged to park here during the week. Buses will be stopping and joining traffic immediately adjacent to the pedestrian refuge on both sides of the road.</p> <p>Our biggest concern looking at the "Consultation Plan" shows with the Pedestrian Refuge we will be unable to drive in or out of our property without making double attempts to line up with the driveway because of the Pedestrian Refuge extending over our driveway...Making attempts at double turns to get a line into our property will cause all sorts of frustration to the public as they are held up waiting ...We are aware of how much traffic flow has dramatically increased and will increase even more so once Evans Pass is opened.</p> <p>We recommend that should the pedestrian crossing be removed from 45 Main Road that the solid pedestrian refuge is not installed and that pedestrians are encouraged to use the new pedestrian crossing at 25 Main Rd.</p> <p>We hope our views will give an insight to possible difficulties surrounding this Consultation plan proposal.</p>	<p>Thanks for your feedback.</p> <p>As part of the design work all driveway access has been checked to ensure that all movements in and out can be achieved using a car and trailer.</p> <p>The design has been safety audited and we are not expecting visibility issues. The design for the crossing points include build outs so this will give pedestrians good visibility before crossing the road.</p> <p>The pedestrian refuge is to assist those who want to access the old Redcliffs school site car park or the new reserve (old Redcliffs School site) once it has been completed.</p>
3.	20607	jackie		Redcliffs	do not support the transport project plan	<p>Do support the majority of the plan. The only point I have concerns.</p> <p>Why move the crossing. Can understand if you were moving it to be opposite the school but you are not. So why waste the expense, leave as is. The majority of children will be accessing it from the Redcliffs side so leave it closer to them and ideal for access to the park at the old Redcliffs School site.</p>	<p>Thanks for your feedback.</p> <p>Due to other technical challenges and the lack of space, there isn't room to locate the crossing directly outside the school gate. We have instead located it as close as possible and ensured that this location will suit all users.</p>
4.	20605	Jan Jakob		Mairehau	do not support the transport project plan	<p>I am concerned about the lack of cycling facilities in this plan. Main Rd and Beachville Rd are important cycling connections between Sumner to the east and the rest of Christchurch to the west, and these works would be an excellent opportunity to make safer and more attractive. This would also allow more school children to opt for cycling to school rather than relying on being driven to school by their parents. An easy option would be to widen the existing cycling lanes on Main Rd and install separator posts.</p> <p>I would also support lowering a speed limit to 30 km/h in a school zone rather than 40 km/h. A lower speed limit will not significantly increase travel time, as it does not affect average speed as much as it affects top speeds, but the security gains for cyclists, particularly children cycling to school, will be worth it.</p>	<p>Thanks for your feedback.</p> <p>Cycle lanes will continue to operate along Main Road as they have done previously. The Coastal Pathway is also available for some pupils to use. There is not enough road space to separate the cycleway with separator posts and this route is not a major cycleway route. We also need to accommodate heavy vehicle trucks, as they will use this road again once Sumner Road is re-opened.</p> <p>The proposed 40 km/h limit is consistent with standard school speed zone treatments around the city; however, the project team will monitor the performance of the school speed zone and recommend proposed changes if necessary. Any changes will require special approval from the NZTA (New Zealand Transport Agency).</p>
5.	20599	Meg	Living Streets	Beckenham	do not support the transport project plan	<p>The plan fails to acknowledge the cycling infrastructure that exists on Main and Beachville Roads, implicitly disregarding cycling as a viable mode for the school journey, work commute or any other sort of recreational or utility cycling.</p> <p>With the many convenient drop off points from which children can walk to school it implies that part-driving, part walking is the end goal of this plan. Pupils who would be able and want to cycle school will be driven, thus their journey contributes to congestion and further increases the risk for those on foot. There is no mention of</p>	<p>Thanks for your feedback.</p> <p>Cycle lanes will continue to operate along Main Road as they have done previously. The Coastal Pathway is also available for some pupils to use.</p> <p>The school are also working on a school travel plan as part of the conditions of their resource consent, this plan will work to actively encourage pupils to walk or cycle to school instead.</p>

					<p>ways to encourage cycling on the quieter Beachville and Celia Streets.</p> <p>We do not support the speed reduction to 40kmph and favour a 30km/h speed limit as is the maximum tolerated for least fatal or serious injury for pedestrians.</p> <p>However we support a drop off on the north side of Celia Street, another on the side of Beachville Road and a signalized intersection at Beachville/Main Road with dedicated right turn signal as this would create a safer crossing point for those on foot.</p> <p>We support wide pedestrian refuges replacing zebra crossings</p> <p>We do not support shared paths. There is a wide speed differential between cycling and walking and therefore we would like to see safe, on-road cycle infrastructure. This is by far more convenient, less ambiguous and safer for all active mode users. We suggest cycle lane separator posts be installed on the inside curve of Main Rd at the Beachville Rd intersection as this would prevent motorists from cutting the corner here</p>	<p>School drop-offs and pick-ups will be actively managed as part of this plan. There are a number of places where children can be dropped off and picked up.</p> <ul style="list-style-type: none"> <li>• At the old school site car park (on Main Road)</li> <li>• On road parking on Main Road (just before the new crossing)</li> <li>• On Celia Street (where the new footpath is to be built)</li> <li>• On Beachville Road</li> </ul> <p>Traffic lights were considered for the Main Road and Beachville Road intersection (Causeway end), but the proposal did not meet the requirements in relation to demand, cost and network impacts. The size of the school is not large enough to generate enough traffic to justify the significant cost for traffic lights.</p> <p>There is not enough road space to separate the cycleway with separator posts and this route is not a major cycleway route. We also need to accommodate heavy vehicle trucks, as they will use this road again once Sumner Road is re-opened.</p> <p>The new Redcliffs School will include around 67 new bike stands for use by the pupils in a number of locations within the school grounds.</p>	
6.	20503	Nienke		Sumner	do not support the transport project plan	<p>A thing of concern. Narrowing the road in that area for emergency vehicles, and bikes. Crazy it's hard enough for emergency vehicles now to get out to sumner.</p>	<p>Thanks for your feedback.</p> <p>Emergency vehicles will definitely have sufficient access and this project is not narrowing any of the road space. We also need to accommodate heavy vehicle trucks, as they will use this road again once Sumner Road is re-opened.</p>
7.	20494	Cathy		Christchurch	do not support the transport project plan	<p>The removal of the bus stop at the corner of McCormacks Bay Road and Main Road will make the purple line even further away than it is already; although the 140 is closer it doesn't go to the places we want to go. To remediate this problem it would make sense for the bus route to go through McCormacks Bay Road rather than the causeway as it does now, with an increase of only a few minutes. This would make the bus stop more accessible to residents of the bay and those on Mt Pleasant. It could have 2 dedicated stops at Basil Place and Soleares Ave.</p>	<p>Thanks for your feedback.</p> <p>Your comments will be passed onto Environment Canterbury for consideration, as they are responsible for setting the bus routes.</p>
8.	20422	Mandy		Christchurch	do not support the transport project plan	<p>Very concerned about the impact of significant increased traffic on homes &amp; community in narrow Celia &amp; Beachville Rds, congestion, parking &amp; traffic speed. Neither road was ever intended as a main traffic thoroughfare to &amp; from a school.</p> <p>Also concerned that in the future if/when congestion needs to be managed that CCC will put a yellow line down one side of either street, though I have been assured at info meeting 27/11/18 at Redcliffs bowling club, that this won't happen!</p>	<p>Thanks for your feedback.</p> <p>The design has been safety audited and safety is the main objective of this project. The plan has provided three opportunities for accessing the school via either Main Road, Beachville Road or Celia Street which should split up traffic numbers.</p> <p>The school are also working on a school travel plan as part of the conditions of their resource consent, this plan will work to actively encourage pupils to walk or cycle to school instead.</p> <p>This Redcliffs Transport Plan will be an improvement to what is currently in place. The site will also be monitored to ensure that it is working appropriately.</p>
9.	20400	Jesse		Redcliffs	do not support the transport project plan	<p>I support everything except the no right turn on to Beachville Rd from Main Rd - while I think it is a good idea to reduce potential congestion around the new pedestrian crossing, I am worried that it would funnel a significant amount of school traffic down Celia St. Celia is narrow and not suited to heavy traffic volumes (which is why Main Rd traffic is not diverted through Celia during works anymore).</p>	<p>Thanks for your feedback.</p> <p>The design has been safety audited and safety is the main objective of this project. The plan has provided three opportunities for accessing the school via either Main Road, Beachville Road or Celia Street which should split up traffic numbers.</p> <p>The main purpose of this plan is to ensure it is safe and the design has been safety audited. The current space available for right turning traffic will not be enough, and the result will be increased delays on Main Road, as the right turn queue 'over spills'. Furthermore, the presence of a right turn queue will obstruct pedestrian sight distance at the crossing. Therefore, if the right turn is in place it will create congestion issues on the arterial road network and visibility issues for pedestrians using the pedestrian refuge island.</p>
10.	20398	Nicola		Redcliffs	do not support the transport project plan	<p>In relation to the proposal to prevent a right turn from Main Road into Beachville Road.</p>	<p>Thanks for your feedback.</p> <p>The removal of the right turn is to improve safety and to avoid congestion at this intersection.</p>
11.	20356	Nikki		Redcliffs	do not support the transport project plan	<p>What is to be done with the new area on Beachville Rd - I have email previously that the narrowing of the road is a death trap.</p> <p>When you turn left into Beachville from the causeway it is now so narrow its unacceptable for trucks or buses. I have nearly been wiped out as these vehicles cross the centre line on a blind corner. Add to that parked cars!!! Further around the</p>	<p>Thanks for your feedback.</p> <p>Road narrowing works on Beachville Road have already been undertaken; this was to improve safety without removing accessibility.</p>

					corner the layout of the layby arrangement the crazy island in the centre further creates a hazard. This has been a nightmare from day one - will be worse with children, bikes & parents cars.	There are no safety issues in Beachville Road reported in the crash database; however we will continue to monitor the area.  The islands need to remain as they create safe crossing points.
12.	20338	Vicki		Redcliffs	do not support the transport project plan  Parents/pupils should not use the Main Rd. Use the coastal pathway and make no changes to the Main Rd. Leave the bus stops alone, no cycleways, and make the road wider for the Trucks coming through Redcliffs from the opening of Evans Pass. No speed limit change would be required. For the McCormacks Bay/Beachville/Main Rd intersections, install lights after the intersection (on the causeway) to enable pedestrians/cyclists to join the coastal pathway. There are also lights/crossing at the Supermarket to allow access onto the pathway. Let the Main Rd be uncluttered for road users, service vehicles, freight and emergency services.	Thanks for your feedback.  An option was considered to provide access into the school from Beachville Road only, however the reality is that some parents will want to drop pupils off from Main Road, so we need to ensure there are safe places for them to do this.  The current road width still allows for heavy vehicle and emergency vehicle use once Sumner Road reopens.  Traffic lights were considered for the Main Road and Beachville Road intersection (Causeway end), but the proposal did not meet the requirements in relation to demand, cost and network impacts. The size of the school is not large enough to generate enough traffic to justify the significant cost for traffic lights.
13.	20297	Samuel		Redcliffs	do not support the transport project plan  This transport plan does not address the fundamental problem of a school being placed on these side streets, and that remains the narrowed section of Beachville road between the North-Western intersection with Main Road, and the Celia Street intersection. This portion of the road was narrowed during the construction of the relevant portion of the coastal pathway and now there is very little space on the road, with no markings to officially deter people from parking in the curved section of road that wraps around 1 Main Road. As it is, the road is scarcely wide enough for people to comfortably drive around with oncoming traffic, let alone a larger vehicle like a bus (Which do currently come down the street to turn around on their runs to and from Van Asch in the morning and afternoon), or when the road is busy around school hours.	Thanks for your feedback.  There are no safety issues in Beachville Road reported in the crash database; however we will continue to monitor the area
14.	20245	Tracey		Shirley	do not support the transport project plan  What was wrong with using the existing buildings for the school & putting them on the new site?  As I went to the school.	Thanks for your feedback.  The re-use of the existing buildings on the new site is not something we are able to comment on. This decision was made by the Ministry of Education, so you would be best to contact them.  This project is focussed on working with the Ministry of Education to make it safer and easier for parents and children to access the new Redcliffs School, which is due to open in January 2020.
15.	20207	Greg		Mt Pleasant	do not support the transport project plan  Many of the children attending Redcliffs school will come from Mt Pleasant and McCormacks Bay. Turning right out of McCormacks Bay Road will be dangerous for parents wishing to drive their children to school. A safer option would be to realign McCormacks Bay Road slightly so that it lines up more closely with Beachville Road and install a mini roundabout.	Thanks for your feedback.  A roundabout would not resolve delays for the side roads, and would require land purchase, at considerable cost.
16.	20158	Valerie		Mount Pleasant	do not support the transport project plan  I support some aspects, but I am concerned that the Beachville/ Main Road and associated MacCormacks Bay/Main Road intersections will remain very risky and in fact become even more dangerous with the increased traffic volumes. There is also potential impact on the crossing point across Beachville Road from the Coastal Pathway to continue along Main Road.  In addition good luck with trying to enforce a school zone speed limit along main Road when nothing has happened to control traffic speed along Main Road from the Ferrymead Bridge to the centre of Redcliffs (average speed now approximately 70kph).	Thanks for your feedback.  The design has been safety audited and safety is the main objective of this project. The plan has provided three opportunities for accessing the school via either Main Road, Beachville Road or Celia Street which should split up traffic numbers.  If people are noticing speeding traffic along here, it should be reported to the Police, as they have the ability to enforce the speed limit. If this is being continually reported it will encourage the Police to have more of a presence in the area <a href="http://www.police.govt.nz/advice/driving-and-road-safety/report-road-incident-unsafe-driver">http://www.police.govt.nz/advice/driving-and-road-safety/report-road-incident-unsafe-driver</a>
17.	20157	Maureen		Redcliffs.	do not support the transport project plan	Thanks for your feedback.

Did not indicate – 3 submitters

No.	Sub ID	First name	Organisation	Suburb	I / We	Comments	Project team response
1.	20640	Daphne		Redcliffs	Not indicated	Please allow as many on street car parks as able. I live at 23a Main Road, Redcliffs and on street car parking is a big issue with yellow non stop lines both sides. Elderly friends, family and contractors all have difficulty re parking on this very busy road with approximately 12,000 cars using this road daily.	Thanks for your feedback.  There is no change to the number of on-street parks that are currently available. There are about 10 spaces on the street near the school on Main Road and the off street car park at the old School site has enough parking for around 20 vehicles.



					How is the 40kmh being monitored as at the moment traffic are going faster than the now 30kmh (during road update)	If people are noticing speeding traffic along here, it should be reported to the Police, as they have the ability to enforce the speed limit. If this is being continually reported it will encourage the Police to have more of a presence in the area. <a href="http://www.police.govt.nz/advice/driving-and-road-safety/report-road-incident-unsafe-driver">http://www.police.govt.nz/advice/driving-and-road-safety/report-road-incident-unsafe-driver</a>
2.	20621	Ria	Redcliffs	Not indicated	<p>Partially support</p> <p>I support the majority of the changes, but I want to express my concerns about the following:</p> <ol style="list-style-type: none"> <li>1. The pedestrian crossing could surely be closer to the school. Move pedestrian crossing closer to the school and provide rockfall protection to the wait area.</li> <li>2. No right turn from Main Road to Beachville Road:</li> </ol> <p>I think the right turn should be retained because I anticipate dropping children at the Old School car park will create some difficulties for traffic - forcing cars to turn across the flow of traffic to go back Eastwards from this point. As it stand now, it feels much safer to continue westwards and return to Redcliffs via Beachville Road. Under the proposed layout, one is either forced to do a U-turn on Main Road or turn into McCormacks Bay and U-turn there. We have already had at least one accident this year on Main Road arising (I think) from a u-turning manoeuvre. The propose (to deny the right turn at Beachville Road) will significantly increase the risk of such accidents.</p> <ol style="list-style-type: none"> <li>3. Main Road/Celia St intersection:</li> </ol> <p>The proposal ignores this intersection. However, I think it needs to be carefully considered, because school traffic from further east is likely to back up here awaiting a chance for a right turn into Celia St. With traffic queued in this location school traffic from Taupata Street will be forced to turn left to Main Road, instead of going across to Celia St. This adds to the U-turn risks because many cars will want to return eastwards and to Taupata St after drop off/pickup</p> <ol style="list-style-type: none"> <li>4. Reduce speed to 30 km/h in school zone.</li> </ol>	<p>Thanks for your feedback.</p> <p>Due to other technical challenges and the lack of space, there isn't room to locate the crossing directly outside the school gate. We have instead located it as close as possible and ensured that this location will suit all users.</p> <p>There are other options that could be used instead if you are concerned about turning right out of the old school car park. If you live local to the school it might be more convenient to walk or bike to the school to pick up children, rather than drive.</p> <p>The main purpose of this plan is to ensure it is safe and the design has been safety audited. The current space available for right turning traffic will not be enough, and the result will be increased delays on Main Road, as the right turn queue 'over spills'. Furthermore, the presence of a right turn queue will obstruct pedestrian sight distance at the crossing. Therefore, if the right turn is in place it will create congestion issues on the arterial road network and visibility issues for pedestrians using the pedestrian refuge island.</p> <p>There is enough road width available at Celia Street and Main Road to allow traffic to wait for an opportunity to turn, without blocking straight ahead traffic.</p> <p>The proposed 40 km/h limit is consistent with standard school speed zone treatments around the city; however, the project team will monitor the performance of the school speed zone and recommend proposed changes if necessary. Any changes will require special approval from the NZTA (New Zealand Transport Agency).</p>
3.	20482	Gordon		Not indicated	<p>A significant portion of children are dropped off by Parents on their way to the City.</p> <p>This plan means they will still have to drop children off at the old school position as the no parking zone starts just beyond the old school boundary.</p> <p>There is no opportunity at all for parents to short term park while any sort of family issue is sorted out at the schools as a trip along the footpath, across the pedestrian crossing and along the opposite footpath is required before the school entrance (which is not shown on the plan) is reached.</p> <p>The bus stop is positioned where chaos can be created by the bus having to manoeuvre around those who are parking and leaving in the space allowed before the yellow lines start.</p> <p>The Bus stop should be just before the pedestrian crossing so that the bus has to deal with that only. Local drivers generally give the bus a fair go and the fact that the bus pulls out and stops for the pedestrians will be accepted.</p> <p>The alternative for drivers wanting to park is to detour round Celia St and to use an entrance at the end of the playground (also unmarked on plan).</p> <p>Celia St is one of the most delightful suburban streets in Christchurch with its two islands of mature trees creating a magnificent quiet zone. The road way either side of these islands do not even have yellow lines but my guess is that traffic density will force parking controls or even the removal of these islands.</p> <p>The pedestrian refuge on the old pedestrian crossing site on Main road is unnecessary and will only add to the impedance of traffic in the mornings. It is also a danger as habit will let many think that the pedestrian has full crossing rights when</p>	<p>Thanks for your feedback.</p> <p>School drop-offs and pick- ups will be actively managed as part of this plan. There are a number of places where children can be dropped off and picked up.</p> <ul style="list-style-type: none"> <li>• At the old school site car park (on Main Road)</li> <li>• On road parking on Main Road (just before the new crossing)</li> <li>• On Celia Street (where the new footpath is being built)</li> <li>• On Beachville Road</li> </ul> <p>The school are also working on a school travel plan as part of the conditions of their resource consent, this plan will work to actively encourage pupils to walk or cycle to school instead.</p> <p>Bus stops require sufficient space behind and in front of the actual bus stop to allow the driver to safely pull in and out of the space. This also means that it provides good visibility for other pedestrians and road users.</p> <p>The design has been safety audited and safety is the main objective of this project. The plan has provided three opportunities for accessing the school via either Main Road, Beachville Road or Celia Street which should split up traffic numbers. However we will continue to monitor the area once any changes are in place.</p> <p>The pedestrian refuge is to assist those who want to access the old Redcliffs school site car park or the new reserve (old Redcliffs School site) once it has been completed.</p> <p>The main purpose of this plan is to ensure it is safe and the design has been safety audited. The current space available for right turning traffic will not be enough, and the result will be increased delays on Main Road, as the right turn queue 'over spills'. Furthermore, the presence of a right turn queue will obstruct pedestrian sight distance at the crossing. Therefore, if the right turn is in place it</p>

					<p>they don't. Further confusion will occur when motorists stop as a courtesy but cyclists continue through on the cycle lane.</p> <p>The deletion of the right turn into Beachville Road is unfortunate. It has always been a difficult turn but better planning should allow good use of the available land in this area to provide for a right turn.</p> <p>I note that this consultation document arrives as the work on the road surface in this area, at least 3 years overdue, is underway.</p> <p>Our suburb has been badly served by the professionals in the planning department at Christchurch City Council.</p> <p>What was a pleasant (if bumpy in years gone by) trip across the causeway with good opportunity to glance across the water and stop by the water for a yacht race or just to look has been replaced by 2 km of yellow lines from the Ferrymead bridge.</p> <p>The view is now contained onto the road way by the ribbon of planting which as it grows is destroying the opportunity to see the water.</p> <p>The carriage way has been narrowed in the rebuilding of the causeway further reducing the experience of entering Redcliffs.</p> <p>The only place to stop on the water side of the estuary is a de emphasised entry to a gravel car park by the old bowling club and Council planning went to great expense to place a public toilet right where you look across the estuary rather than back against the old buildings.</p> <p>It is also of interest to note that this car park is unsealed and to my knowledge the only unsealed one in our area</p>	<p>will create congestion issues on the arterial road network and visibility issues for pedestrians using the pedestrian refuge island.</p> <p>The road repair works and footpath reinstallation is a project that is separate to this project and has already been consulted on and approved by the Community Board. The work to install the painting of the yellow lines along the causeway is unrelated to this project and outside of the project scope.</p>	
4.	20648	Jan		Redcliffs	Not indicated	<p>Beachville Road and Celia Street were never meant to carry so much traffic. It is going to get far worse when the new school opens. There will be a lot more traffic using these streets to drop off and pick up pupils, as well as adults accessing the staff parking area.</p> <p>The islands in Celia St supposed to 'calm' and 'slow' the traffic need to be removed. They have never had the intended effect. Drivers treat it like a slalom frequently using the right hand side of the road, then accelerate as they come out of the curve and consequently speed. Several houses on each side of the street have NO on-street parking, leading to congestion. The planting on the islands even when trimmed make it impossible to see oncoming traffic when turning into driveways.</p> <p>Removing the islands will make traffic flow smoother which will be important when even more traffic is using the street. Not the current deceleration and acceleration.</p> <p>No right turn from Main Road onto Beachville Road will lead to problems too. It has to be accepted a lot more traffic will use Celia/Beachville and Celia St needs to be updated to allow for that. The whole thing makes me want to move away!</p>	<p>Thanks for your feedback.</p> <p>The design has been safety audited and safety is the main objective of this project. The plan has provided three opportunities for accessing the school via either Main Road, Beachville Road or Celia Street which should split up traffic numbers. However we will continue to monitor the area once any changes are in place.</p> <p>There is a staff car parking available within the school, so they will not be parking on streets surrounding the school.</p> <p>The removal of the islands would increase speed and create a safety issue.</p> <p>The school are also working on a school travel plan as part of the conditions of their resource consent, this plan will work to actively encourage pupils to walk or cycle to school instead.</p> <p>The main purpose of this plan is to ensure it is safe and the design has been safety audited. The current space available for right turning traffic will not be enough, and the result will be increased delays on Main Road, as the right turn queue 'over spills'. Furthermore, the presence of a right turn queue will obstruct pedestrian sight distance at the crossing. Therefore, if the right turn is in place it will create congestion issues on the arterial road network and visibility issues for pedestrians using the pedestrian refuge island.</p>