

10. MAIN ROAD MASTER PLAN – CONSULTATION REPORT

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1. PURPOSE OF REPORT

- 1.1 To provide feedback on submissions to the draft Main Road Master Plan and to recommend that Hearings are not required, based on the level of submitter support to the Master Plan and its projects.

2. EXECUTIVE SUMMARY

- 2.1 The Main Road Master Plan forms part of the Suburban Centres Programme aimed at assisting the rebuild and recovery of the damaged suburban commercial centres following the Canterbury earthquakes of 2010/2011. It forms phase 2 of the Ferry Road/Main Road Master Plan.
- 2.2 Two hundred and sixteen submissions were received on the draft Master Plan. Almost three quarters supported the over all direction of the plan. The most popular actions were identified as:
1. Coastal Path
 2. Redcliffs village centre streetscape enhancements
 3. Re-establish supermarket
 4. Redcliffs village centre parking – monitoring and review
 5. Pedestrian crossings
- 2.3 Twenty five submitters expressed a desire for their submissions to be heard, should Council decide to hold Hearings. Appendix Three of the Summary of Submissions (refer **Attachment 1**) identifies those submitters who wish to be heard and the extent of their support or opposition to Draft Master Plan direction, vision, and/or individual actions.
- 2.4 Of those submitters that wish to be heard, a clear majority support the direction of the Master Plan (72 per cent). Only four submitters stated that they oppose the Master Plan direction. The main reasons given by these submitters relate to matters of vehicle access, parking, speeds, and the provision of pedestrian and cycle facilities. Three submitters who oppose the direction of the Master Plan, go on to support individual Master Plan actions.
- 2.5 Officer comments and recommendations have been prepared to address submitter feedback and concerns (refer **Attachment One**). On the basis of the level of submitter support to the Master Plan, and officer recommendations prepared to address submitter concerns, it is recommended not to hold hearings.

3. BACKGROUND

- 3.1 The Main Road Master Plan is provided for within Activity Management Plan 1.0 City and Community Long Term Policy and Planning. It forms part of the Liveable City Programme – Urban Regeneration Policy and Planning, with level of service 1.0.4: Advice and support is provided to assist suburban development, recovery and renewal. It is consistent with a number of strategies including the Christchurch Transport Strategic Plan and the Public Open Space Strategy.

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- 3.2 The Main Road corridor, along the Avon–Heathcote/Ihutai estuary and coastal margin between Ferrymead and Sumner has suffered significant damage to infrastructure, community facilities and residential properties as a result of the 2010-2011 earthquakes. The draft Master Plan is focused on the rebuild and recovery of the commercial centres at Redcliffs and Soleares Avenue/McCormacks Bay as well as the corridor linking them between Ferrymead Bridge and Marriner Street, Sumner.
- 3.3 In preparing the plan regard has been given to the Ferry Road Master Plan and the Sumner Village Centre Master Plan, which form 'book ends' to the Main Road corridor. Consideration has also been given to other relevant plans for the area including the Mahaanui Iwi Management Plan, the Redcliffs Residents Association's Redcliffs Village Structure Plan and the draft Coastal Pathway Concept Plan. The development of the plan has followed the process established through the Suburban Centres Programme, which includes considerable community engagement at an early stage. Consideration has also been given to the various other projects that are taking place within this area, including the Stronger Christchurch Infrastructure Rebuild Team (SCIRT) programme, in order to ensure that the approach is integrated and holistic.
- 3.4 The Master Plan sets out a vision for the area and a number of goals and actions to help achieve this. The plan is structured around the following recovery themes:
- Economy and Business
 - Movement
 - Natural Environment
 - Community, Culture, Heritage
 - Built Environment
- 3.5 It also identifies five main action areas:
- Redcliffs village centre
 - McCormacks Bay
 - Scott Park
 - Te Ana O Hineraki/Moa Bone Point Cave and Redcliffs Park
 - Moncks Bay
- 3.6 Prior to preparing the Draft Master Plan, a series of focus group sessions and community workshops were held between May and June 2013. An "Inquiry By Design" workshop was also held with internal Council staff and several stakeholder representatives. The purpose of those community and stakeholder sessions was to identify, discuss, and test the ideas, values and aspirations that people have for the Main Road corridor and its commercial centres.
- 3.7 Following the Hagley/Ferrymead Community Board's endorsement of the Draft Master Plan, the Council approved the Draft Master Plan for public consultation in mid-September 2013. Consultation on the draft Master Plan took place between 21 October and 22 November 2013. Three public drop in sessions were held – Redcliffs Bowls Club, Christchurch Yacht Club, Moncks Bay and Mt Pleasant Yacht Club. Approximately 130 people attended and were able to view the Master Plan and talk with the project team and SCIRT staff.

4. COMMENT

- 4.1 Analysis of the submissions has been undertaken, and a detailed report is set out in **Attachment 1**. This will be made available to the community through the Master Plan's web page.

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- 4.2 In total 216 submissions have been received. Of those submitters that directly responded to the question, the majority have provided their support for the Master Plan's overall direction (89 per cent). Furthermore, all Master Plan projects have achieved a generally high level of submitter support (i.e. the least supported action in the Draft Master Plan is opposed by only 16 per cent of submitters).
- 4.3 Of all the Master Plan actions, those projects that received the least support (i.e. submitters who signalled they disagree or strongly disagree) were:
- M8 Redcliffs village centre parking (16 per cent opposition);
M3 Beachville Road streetscape enhancements (13 per cent opposition);
NE2 Cliff illumination (12 per cent opposition);
M2 Redcliffs streetscape enhancements (9 per cent opposition);
NE3 Scott Park enhancements (7 per cent opposition); and
BE2 View shafts (7 per cent opposition).
- 4.4 For these actions, submitter concern mainly relates to:
- The potential impact of landscape plantings;
 - The precise route/alignment of the Coastal Pathway;
 - The potential removal of on-street car parking in specific locations; and
 - Views of the Estuary and/or cliffs.
- 4.5 **Attachment 1** contains staff comments and recommendations as to how submitter feedback could be addressed, and how the Master Plan could be amended prior to its final adoption by the Council.
- 4.6 New Zealand Transport Agency (NZTA) supports the Plan's objectives to ensure that Main Road will continue to provide a freight function and as an over-dimension route and hazardous substances transport alternative to the Lyttelton Tunnel. Lyttelton Port of Christchurch and a number of freight related companies seek to raise attention that the rebuild and recovery of commercial centres within the corridor should not come at the expense of efficient and safe freight movements within the corridor. The final Master Plan can reinforce this point.
- 4.7 Several submitters provided feedback on issues or projects that fall outside the immediate scope of the Draft Master Plan or are already being addressed through other mechanisms. For example, several submitters commented on the provision for a right hand turn from Bridle Path Road into Main Road. Other submitters commented on the three laning of Main Road from Ferrymead Bridge to Mt Pleasant.
- 4.8 Twenty five submitters indicated that they wished to be heard if Hearings are held. These are identified in Appendix 3 of Attachment 1. Of the submitters willing to be heard, a clear majority support the overall direction of the Master Plan (72 per cent). Only four submitters have clearly stated they oppose the overall direction of the Master Plan. Three of those submitters support individual Draft Master Plan actions. Comments and recommendations as to how submitter feedback could be addressed, are included in Attachment One.
- 4.9 The Council would normally consider hearing submissions on a plan of this nature in order to help resolve issues of concern, maintain community confidence and encourage ownership of the plan. In considering whether to hold hearings staff have taken into account the following matters:
- The extent and nature of consultation undertaken to date.
 - The number and proportion of submitters wishing to be heard, and the nature of their submission.
 - The level of support for the draft master plan.
 - Future opportunities for community engagement.
 - The potential to amend the draft plan prior to its final adoption by the Council.

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4.10 Staff have also had regard to the following:

- Availability of resources: A Hearings Panel of elected representatives would need to be appointed. It is understood that considerable resource has already been allocated to the Annual Plan process over the next few months, and there is little time available in the Council schedule.
- Alignment with the Annual Plan process: The Council needs to confirm its work programme and funding for the period 2014/15 financial year before the end of June 2014. Failure to include the Main Road Master Plan within the Annual Plan would cause delay to implementation.
- Expediency: Endorsing the Master Plan quickly will provide more certainty in relation to integration with infrastructure repairs and provide a context for development of the Coastal Pathway. It will provide confidence to external funding agencies being approached by the Coastal Pathway Group and others. It will also provide property owners and the community with more confidence and certainty for the rebuild in this part of the city.

4.11 Based on the overall level of submitter support for the Draft Master Plan, the low number of submitters wishing to be heard and their general the level of support for the Draft Master Plan, and possible amendments to the Master Plan recommended by staff to respond to submitter feedback, it is recommended that the Council does not hold hearings.

4.12 In the event that the Council decides not to hold hearings, it is anticipated that a revised version can be brought to the Council for adoption in June 2014.

5. **FINANCIAL IMPLICATIONS**

5.1 The immediate financial implications relating to developing the Master Plan are provided for within the project budget. If hearings are required, the overall cost of producing the Master Plan will increase relative to not holding hearings.

5.2 The draft Master Plan includes an Implementation Action Plan. This sets out the anticipated lead agency for delivery of the proposed Actions. Indicative timeframes and funding levels are identified. The Council, through the Three Year Plan (2013 – 2016), has allocated \$9.9m funding towards the Coastal Pathway project. Once the Master Plan is adopted consideration will need to be given to funding arrangements for those actions that the City Council is responsible for. It is anticipated that the majority of funding for these actions will be considered through the 2015-2025 Long Term Plan processes.

6. **STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board recommend that the Council:

- 6.1 Receive the summary of submissions (**Attachment 1**).
- 6.2 Decide that Hearings not be held.
- 6.3 Endorse the officer response to submissions, set out in Attachment 1, regarding amendments to the Main Road Master Plan.

Suburban Centres Programme

Draft Main Road Master Plan

(Part of the Ferry Road/Main Road Master Plan)
Phase Two – Ferrymead Bridge to Marriner Street, Sumner

Summary of Consultation Responses

21 October – 22 November 2013

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1.0 Executive summary

The 216 submissions received during the consultation phase of the Draft Main Road Master Plan indicated strong support for this project. Approximately three quarters of respondents used the formal submission form. This has enabled statistical analysis of the feedback on individual actions and overall priorities.

The majority of submitters support the overall direction of the Master Plan. Of submitters who responded to the question, seventy three percent of submitters (159) have agreed with the plan's overall direction. Only nine percent of submitters have disagreed (19). Many of these submitters went on to support specific projects in the Master Plan. The remainder of submitters did not provide a response to this question (38 or 18%).

A similar pattern emerged from submitter feedback on the Plan's visions and goals. Sixty eight percent of submitters have agreed (148), and only six percent have disagreed (12). The remaining percent neither agreed or disagreed, or did not respond to the question.

With respect to submitter feedback on specific Master Plan actions, the Coastal Pathway is seen by many submitters as the centrepiece of the draft Plan. One hundred and three submitters (48%) strongly agreed with it, and another 27 (13%) agreed. The Coast Pathway also led the way in the actions that submitters considered most important e.g.

Great to have the whole corridor planned in a cohesive way to have all facilities planned and built with a linked vision for the community using it. High priority on the coastal pathway to enable visitors and local residents to get close to our beautiful coastline.

All of the draft plan's 27 actions received sufficient support to proceed in some shape or form. Actions ranked most important (combining all 5 rankings) after the Coastal Pathway were:

- Redcliffs village streetscape enhancements (M2);
- Re-establishment of the supermarket (EB4);
- Redcliffs village centre parking – monitoring and review (M8); and
- Pedestrian crossings (M10).

Other actions well supported by submitters were: Redcliffs community resources (CCH4), Barnett Park landscape and amenity review (NE4), and Scott Park enhancements (NE3). McCormacks Bay Road streetscape (M6), and marketing strategy and business association development (EB 1 & 2) were also well supported.

The projects least supported by submitters still received an adequate level of support from submitters i.e. submitter opposition to the action only reached 16%. That was for the Redcliffs village centre parking project (M8). Other projects which drew strong submitter views and opinions were:

- Beachville Road streetscape enhancements (M3)
- Cliff illumination (NE2)
- Redcliffs village streetscape enhancements (M2);
- Scott Park enhancements (NE3)
- View shafts (BE2)

There is scope to address submitter concerns before the Council adopts the Master Plan, and staff comments and recommendations are presented in the sections that follow.

Feedback has also been received by submitters on issues or projects that fall outside the immediate scope of the Draft Master Plan (e.g. the provision for a right hand turn from Bridle Path Road into Main Road, and the 3 laning of Main Road from Ferrymead Bridge to Mt Pleasant). The draft Master Plan notes that a number of separate but related projects along the Main Road corridor need to be considered along with its proposed actions, to facilitate an integrated process for project planning and delivery. Submitter feedback on issues outside the scope of the Master Plan will be forwarded to relevant staff in other Council Units.

2.0 Methodology

This report analyses data received from the community and other key stakeholders on the Draft Main Road Master Plan.

Public consultation on the proposed Master Plan took place between 21 October and 22 November 2013. Submissions and other feedback were received online, by email, at the three drop-in sessions, or by post. Information gathered at the Scott Park charrette on 18 November 2013 has also been considered.

The submission form (Appendix 1) asked respondents whether or not they supported the direction of the Draft Main Road Master Plan and how much they agreed or disagreed with the Plan's vision and goals. It then included further quantitative questions asking respondents to rank their support for 27 various actions in the plan on a five point Likert scale.

Responses to all these questions are analysed under the relevant section relating to each action.

Submissions that did not indicate which of the options identified in the feedback form they were aligned with were recorded as 'not indicated' for the purposes of statistical analysis. Answers not provided in Draft Main Road Master Plan submission forms or not included in the other written submissions are shown in the graphs as 'Not indicated'.

In addition to obtaining submitters' views on individual actions, respondents were asked to indicate which of the actions in Question 3 they considered most important, in order to obtain an indication of priority.

The submission form also included several qualitative questions allowing open-ended responses on the best aspects of the Draft Master Plan, aspects of the Plan that need improvements and any further comments. Responses to these questions are dealt with under the relevant action.

In the form's contact section, submitters were asked if they wished to appear if submissions were heard by Council, and if they wished to assist with the implementation of any actions.

3.0 Submissions returned

A total of 217 submissions were returned and analysed. Of these 216 were received within or soon after the consultation period. One submission received from Ngāi Tūāhuriri Rūnanga during the analysis phase is not included in the quantitative data. However, written comments have been included in this report.

Most submitters (167) used the Draft Main Road Master Plan submission form with its project specific questions, while six used the generic Council Have Your Say form which did not include project-related questions. The remaining responses were in the form of letters or general emails. Many of these were focused on a single area or issue and were not concerned with other actions. Most of these submitters did not rank their support for the 27 different actions, contributing to a significant proportion of 'not indicated' responses in the graphs.

Submissions were received primarily from residents, businesses and organisations within the project area from Ferrymead Bridge to Marriner Street, Sumner. However, many other key stakeholders commented on the draft Master Plan.

Organisations and businesses which submitted on the Plan are listed in Appendix 2.

Twenty five individuals and organisations indicated that they wished to be heard in the event of a hearing. They are listed in Appendix 3, alongside information about their support for the direction of the Master Plan and key comments/concerns.

Fifteen submitters indicated that they wished to assist with a range of activities. These included helping to relocate the library, assisting with planting and enhancements in Beachville Road, Scott Park and Moncks Bay, and working on the McCormacks Bay Community Centre.

Information about the profile of submitters was not gathered for the Draft Main Road Master Plan.

3.1 Factors that impact on the Main Road Master Plan and consultation

As mentioned above in the Executive Summary, the draft Master Plan notes that a number of separate but related projects along the Main Road corridor need to be considered along with its proposed actions. The challenge is ensure, as much as possible, that there is an integrated process for project planning and delivery.

A key project in the Draft Main Road Master Plan is the Coastal Pathway project which has been allocated \$9.9 million in funding from the Council. The first section of the Pathway has been built across the Causeway in conjunction with other Stronger Christchurch Infrastructure Rebuild Team (SCIRT) works to reduce costs.

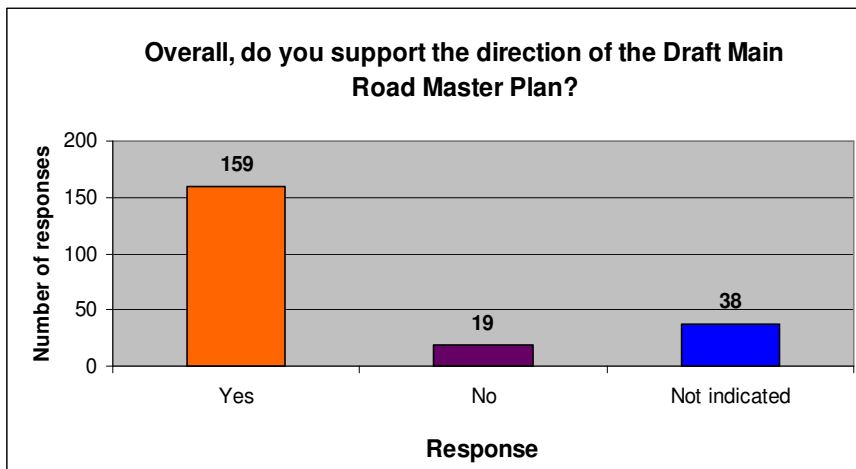
Consultation on the Coastal Pathway was undertaken between 27 March and 17 April 2013 and a report on adoption of the Concept Plan is expected to go to Council early this year - about the same time as a report on the Draft Main Road Master Plan. Staff recommendations need to be aligned.

There are some aspects of the Draft Master Plan that have already been finalised. One of these is the four metre Coastal Pathway that will run parallel to the Main Road from McCormacks Bay Causeway to Ferrymead Bridge.

Another part of the Coastal Pathway that has sparked much debate is the route through a section of Redcliffs Village from the Beachville Street intersection. SCIRT is also expected to begin work in this area, including this stretch of the Coastal Pathway in the first half of 2014. Following discussions with the Master Plan Project Team, SCIRT have agreed to retain on-street parking on the northern (Estuary) side of Main Road and to retain parallel parking in Beachville Road. This is a direct and immediate measure to address the on-street parking concerns expressed to action Redcliffs village centre parking (M8), by thirty three submitters, including the Redcliffs Business Group and Redcliffs Residents Association.

The Coastal Pathway Group correctly acknowledges in its submission that some work is progressing in advance of normal consultation and decision-making processes and that this is a result of the very rapid pace of infrastructure repairs and the Council's commitment to a coordinated approach to project planning and implementation.

4.0 Overall support for the direction of the Draft Main Road Master Plan



	Responses	Percentage
Yes	159	73%
No	19	9%
Not indicated	38	18%

Submitters were asked: “Overall, do you support the direction of the Draft Main Road Master Plan?” Of the submitters who responded to this question, the result is a clear ‘yes’ (159 submitters or 73%). Nineteen submitters do not support the overall direction (9%), however, two of those submitters went on to support specific Master Plan actions. A further 38 (18%) percent did not indicate a response.

Many of those in support praised specific projects such as the Coastal Pathway, Scott Park plans and improving community facilities in McCormacks Bay. Others commented on the breadth of the plan, stating it connected communities along the Main Road corridor and also promoted community facilities, recreational opportunities and more sustainable transport options in an already attractive setting.

Positive comments included:

This looks fantastic. The emphasis on access (parking/biking/bus routes), integration with the coastal pathway, and interacting with nature (trees, landscaping, views/parks/estuary etc) is great. Can't wait to see it become reality.

The Main Road Master plan will connect communities and celebrate their unique qualities. It seeks to enhance the potential in these areas. Visitors to the area currently often drive to Sumner as the end destination. The Main Road Master Plan will encourage them to seek out the experiences and features along the way.

Some submitters complimented the process as well as the plan.

We really appreciate the collaborative tone and principles of this Master Plan as this way of working is essential if communities are to have ongoing input during the next round of planning and implementation. We also like the fact that it is about enhancing both the natural landscape values as well as fostering communally active spaces ('bumping in' spots). Whilst it is the road that links the communities it is pleasing that the plan is fundamentally about creating places for people not just about traffic flow.

Negative comments included the following:

A sealed tarmac denigrates the integrity of the coastline and would be more appropriate in the concrete jungle of LA. Tourists visit New Zealand for its

authenticity and unaffected nature, a supposedly unspoilt paradise. The coastal pathway has dollar signs all over it and loses its appeal from its inception. After all that we have been through after a natural disaster, a lesson learnt would be that the most simple things give the most pleasure. Green Spaces or reserves where people can relax, families picnic, tourists observe daily life"

The Draft that has been given to the public to view manipulates and down plays the severity of what the Council want to do. It is dishonest to have an artist's impression with cars parked where (when looking at the document closely) no cars will be allowed to park. Please don't kill our community by going ahead with this.

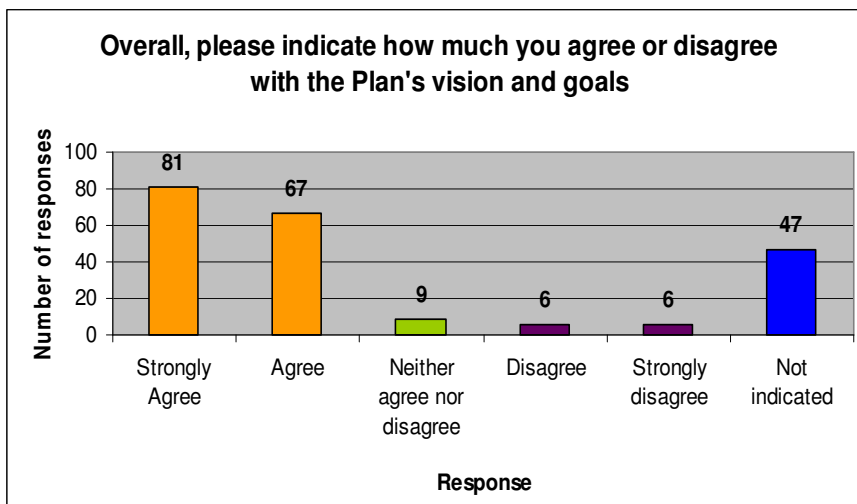
Although stating that there is a lot to like about the Draft Plan, cycling advocacy group Spokes Canterbury said it was unable to give its unconditional support because the draft continued to favour motorised transport over active transport. It pointed out that examples of this were:

1. Lack of bicycle parking at most bus park and ride stops.
2. Lack of bicycle parking at some facilities along the Coastal Pathway such as Scott Park, Te Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park action area, and Beachville Reserve.
3. In areas where cycle parking was offered it appeared to be inadequate.
4. Crossings were not always well located and road speeds were not reduced to address the reality of the mixed use and safety requirements. Signals, though expensive, might be required to safeguard users, particularly the blind, elderly and disabled people.

Indicative staff response: Affirm the direction of the Draft Master Plan.

Further investigation and community consultation for the precise location of pedestrian crossings and cycle infrastructure will occur during the detailed design phase of each relevant Master Plan action.

5.0 Agreement or disagreement with the plan’s vision and goals



	# of responses	Percentage
Strongly Agree	81	37%
Agree	67	31%
Neither agree nor disagree	9	4%
Disagree	6	3%
Strongly disagree	6	3%
Not indicated	47	22%

Submitters were asked: “Overall, please indicate how much you agree or disagree with the Plan’s vision and goals?” Again there was very strong support from those who provided a response.

One hundred and forty eight submitters (68%) either strongly agreed or agreed with the Draft Master Plan’s vision and goals. Twelve (6%) strongly disagreed or disagreed and nine (9%) neither agreed nor disagreed. Forty seven submitters (22%) did not indicate a view.

Overall, a clear majority of submitters support the Draft Plan’s vision and goals.

Comments:

The best aspect of the Draft Plan is the vision. The recognition of the Main Road Corridor as the thread that connects and provides a common bond between the eastern bays is a most important concept.

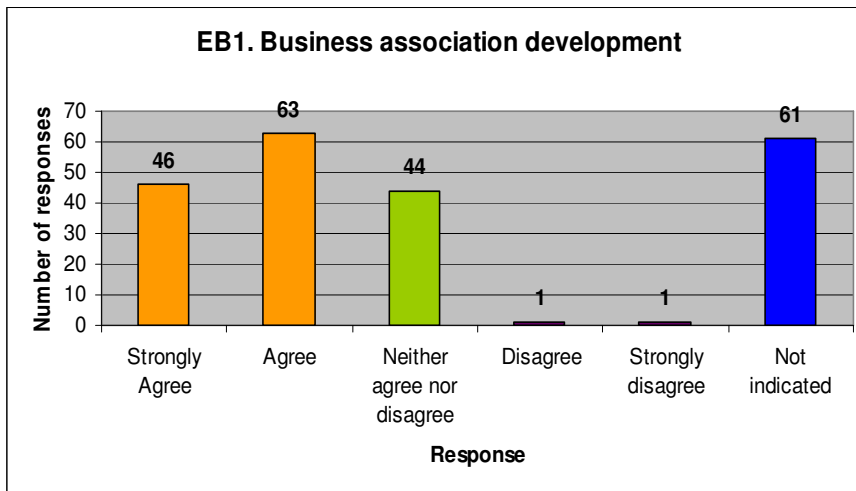
I love the vision of the Draft Main Road Master Plan. After the earthquake, many people moved out from the coastal area, such as Redcliffs and Sumner, as a result, the business in these areas are starting suffering a hard time by losing existing customers. Actually lots of people still love the natural environment along the beach. Hopefully this project will bring more people back to the coastal area.

Indicative staff response: Retain vision and goals without amendment.

6.0 Responses to individual project actions

6.1 Economy and Business –

6.1.i EB1 Business association development



	# of responses	Percentage
Strongly Agree	46	21%
Agree	63	29%
Neither agree nor disagree	44	21%
Disagree	1	0%
Strongly disagree	1	0%
Not indicated	61	29%

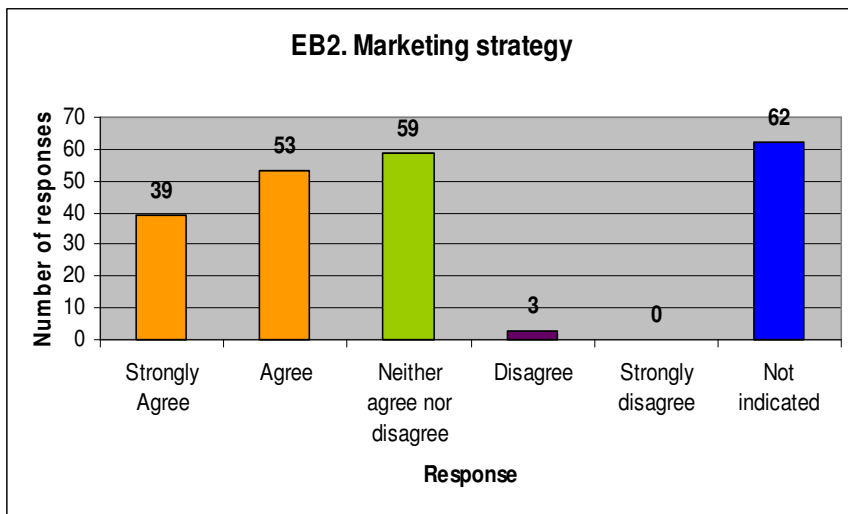
One hundred and nine submitters (50%) agreed or strongly agreed. Two submitters disagreed (0%), forty four submitters (21%) neither agreed nor disagreed, and the remainder did not indicate a view.

This action attracted little written comment and is supported by the majority of submitters who provided a response.

Indicative staff response: Retain action without amendment.

Economy and Business continued –

6.1.ii EB2 Marketing strategy



	# of responses	Percentage
Strongly Agree	39	18%
Agree	53	25%
Neither agree nor disagree	59	27%
Disagree	3	1%
Strongly disagree	0	0%
Not indicated	62	29%

This action is well supported by those who responded to the question.

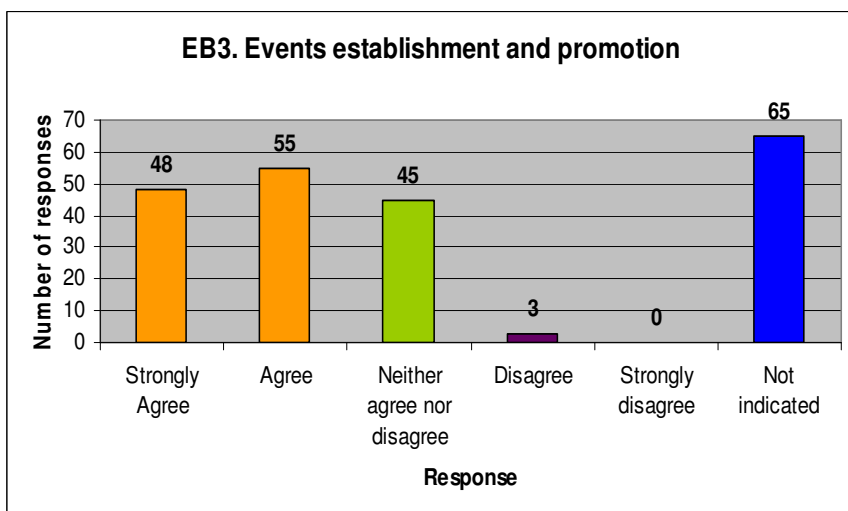
Ninety two submitters (43%) supported or strongly supported the marketing strategy action with only three submitters (1%) indicating that they disagreed. Fifty nine (27%) neither agreed nor disagreed and another 62 (29%) did not indicate a view.

The Christchurch Coastal Pathway Group said it supported measures to improve the viability of businesses serving the community at Redcliffs and Soleares Avenue. It also submitted the following comments which are not directly related to the Marketing Strategy action: *An auxiliary pathway should be considered to directly link the main pathway on the Causeway with Soleares Avenue shops – the first opportunity for pathway users travelling east to buy food. A connection would improve the viability of those shops. It added that a safe mode for crossing Main Road was also essential at Mt Pleasant for access to Community Centre facilities and the Farmers Market.*

Indicative staff response: Retain action without amendment.

Economy and Business continued –

6.1.iii EB3 Events establishment and promotion



	# of responses	Percentage
Strongly Agree	48	22%
Agree	55	25%
Neither agree nor disagree	45	21%
Disagree	3	1%
Strongly disagree	0	0%
Not indicated	65	31%

Events establishment and promotion is well supported by those who responded to this question.

One hundred and three submitters (47%) supported or strongly supported this action, with only three submitters indicating that they disagreed. Forty five (21%) neither agreed nor disagreed and another 65 (31%) did not indicate a view.

The Redcliffs Residents Association commented that it had organised many of the promotions and activities in the village and would continue working with the Redcliffs Business Group.

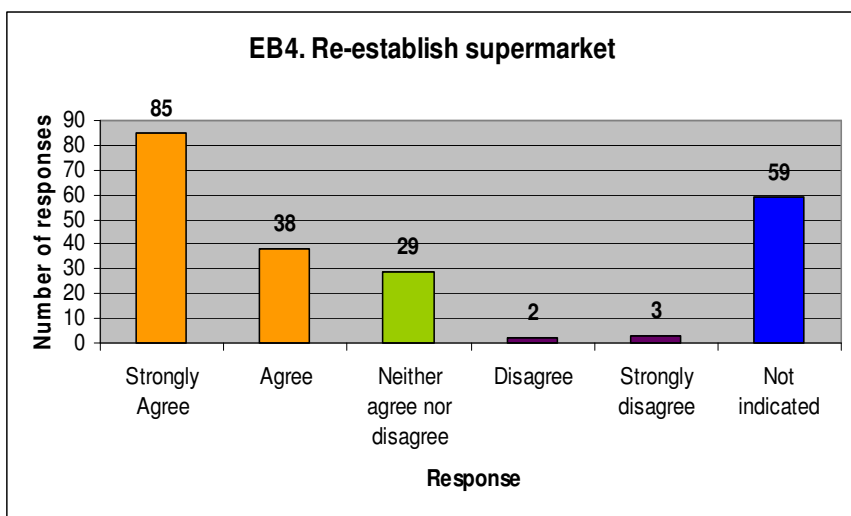
The Christchurch Coastal Pathway Group strongly agreed with this action saying the Coastal Pathway would provide significant opportunities to develop and promote new educational, cultural and recreational events for Christchurch residents and visitors.

Another submitter commented that there was a need for spaces for markets, entertainment, events and the viewing of activities on the estuary e.g. sailing.

Indicative staff response: Retain action without amendment.

Economy and Business continued –

6.1.iv EB4 Re-establish supermarket



	# of responses	Percentage
Strongly Agree	85	39%
Agree	38	18%
Neither agree nor disagree	29	13%
Disagree	2	1%
Strongly disagree	3	1%
Not indicated	59	27%

Many submitters in the Redcliffs area commented that they are looking forward to having their supermarket back in the village, and the action was ranked the third highest overall priority of the Draft Master Plan after the Coastal Pathway (M1) and Redcliffs village centre streetscape enhancements_(M2).

One hundred and thirteen submitters (57%) of submitters agreed with this action, with 85 (39%) strongly agreeing. Five respondents (2%) disagreed and another 29 (13%) neither agreed nor disagreed. Fifty nine (27%) did not indicate a view.

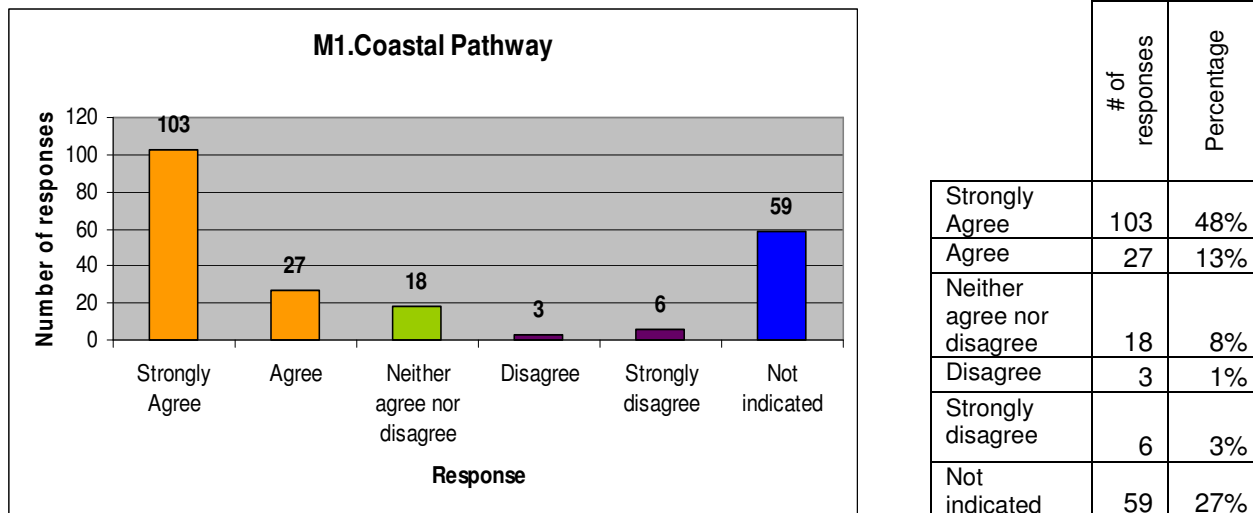
Strong support for the supermarket is reflected in comments highlighting the best aspects of the Draft Master Plan:

Re-establishment of the supermarket, installation of traffic lights. This will bring connections, focus and heart back to the village while enhancing economic and social prosperity and ensuring locals shop local.

Indicative staff response: Retain action without amendment.

6.2 Movement –

6.2.i M1 Coastal Pathway



The Coastal Pathway is seen by many submitters as the anchor project of the Main Road Master Plan. It is also considered by submitters as the most important action.

One hundred and thirty submitters (61%) agreed with the Coastal Pathway. Nine submitters (4%) disagreed and 18 (8%) neither agreed nor disagreed. Fifty nine (27%) did not indicate a view.

Responses in the section asking submitters for their views on the best aspects of the draft Master Plan included:

The inclusion of the 6.5km Coastal Pathway. With great design & built well the pathway will showcase a unique & beautiful area of interest & history. Designed to a high standard it will attract tourists & locals, promoting business & a healthy lifestyle to people of all abilities & ages, connect communities & the many other & varied positive outcomes documented internationally where shared pathways have been built.

The inclusion of the coastal pathway is, in my view, the best aspect of the Plan. It will generate activities which may be experienced by any age group at any time of day regardless of the season, which will in turn generate a sense of well being in the community.

Submitter concern about the project largely focuses on the alignment of the Pathway (i.e. its precise route). For instance, nine submitters indicated that the Pathway should follow the estuary edge along the full route. Another four submitters said it should follow the estuary from Moncks Bay to Beachville Road and three said it should do so at Scott Park. This view in relation to Scott Park is opposed by groups representing water sports, the Avon Heathcote Estuary Ihutai Trust and the Christchurch Estuary Association. The Coastal Pathway Group favours a pathway closer to the estuary than proposed in the draft Master Plan.

Other submitters were particularly concerned about the route through Redcliffs village:

Personally, I would like to see the Christchurch Coastal Pathway (CCP) to be a fully coastal route. I feel this is essential along the Main Road Redcliffs section of the pathway route, as this is an area of outstanding natural beauty that all people should be able to access along the Queen's Chain, but also because it will help reduce the loss of important parking in that area for local businesses.

The public are entitled to access to the Estuary fully. Having to divert into a congested narrow footpath in Redcliffs village is not acceptable. There will be bikes, trikes, scooters, prams, strollers, elderly, rollerbladers etc. This area will need monitoring carefully as accidents are going to occur. The pathway needs to follow the coast, all the way.

However, the Coastal Pathway Group said it supported integration of the route in Redcliffs village along the north side of Main Road from the Beachville Road intersection to the Wakatu Avenue intersection.

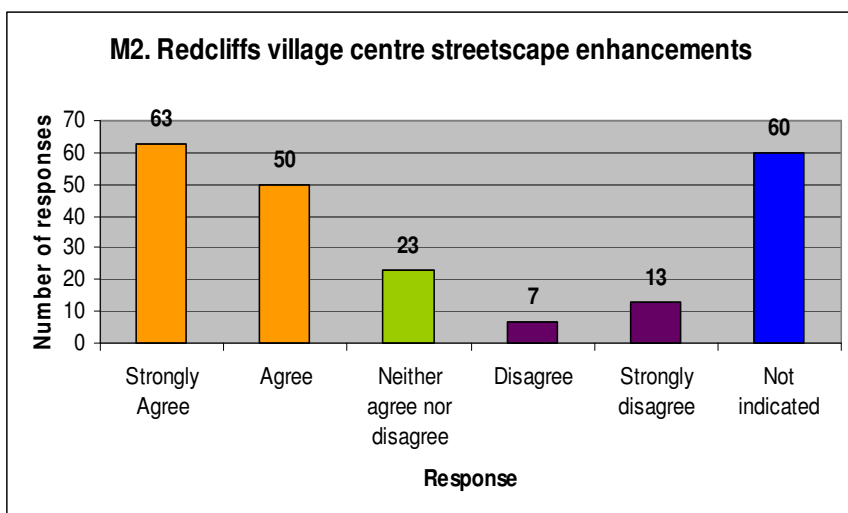
One submitter asked how the Coastal Pathway would be physically supported from Shag Rock to Moncks Bay while another wanted the pathway to have adequate lighting.

Indicative staff response: Retain the action without amendment.

The potential for a fully coastal edge pathway has been explored through the Coastal Pathway Concept Plan. The proposed route makes use of nodes along the way and connects with local services and facilities, which can improve user experience and reduce pressure on the pathway itself. Consideration has been given to alternative alignments through Scott Park, however, at this point in time, these appear to be problematic due to potential conflicts with water sports users, the Mt Pleasant Yacht Clubs lease and vehicular movements around the car park (see section 6.3.iv and action NE3 for more detail). Cycle parking can be provided at suitable locations along the Coastal Pathway and will be addressed during the detailed design phase. Staff will continue to ensure alignment between the Master Plan and Coastal Pathway Concept Plan.

Movement continued –

6.2.ii M2 Redcliffs village centre streetscape enhancements



	# of responses	Percentage
Strongly Agree	63	29%
Agree	50	23%
Neither agree nor disagree	23	11%
Disagree	7	3%
Strongly disagree	13	6%
Not indicated	60	28%

Redcliffs village centre streetscape enhancements were ranked the second highest overall priority of the Draft Master Plan by submitters. Their support is reflected in the graph above.

One hundred and thirteen submitters (52%) either agreed or strongly agreed with the enhancements. Twenty (9%) disagreed or strongly disagreed, another 23 submitters (11%) neither agreed nor disagreed and 60 (28%) did not indicate a view.

The Royal NZ Foundation of the Blind and Living Streets Otautahi/Christchurch said the best aspect of the master plan was the aim to provide safer and improved pedestrian access along the Main Road - the most positive being the installation of traffic lights in the Redcliffs Village.

Several submitters opposed the installation of traffic signals, with one saying that if the speed limit was lowered to 30km/h through the village they would not be required.

The Redcliffs Residents Association (RRA) and Redcliffs Business Group requested a 30 km/h speed restriction through the Village to improve pedestrian and cyclist safety. They supported the village centre streetscape enhancements but said the Council should take into account the provisions of the community-led Redcliffs Village Structure Plan which had been approved by the RRA, Business Group and Hagley/Ferrymead Community Board and involve the two groups in discussions.

The RRA called for a 4m set back on new buildings in the Business Zone fronting the Main Road to allow for the pathway.

Other comments and suggestions by submitters:

- Do not widen footpath through shopping centre to accommodate the Coastal Pathway – pedestrian only section.
- Redirect the Coastal Pathway though the area marked as Comprehensive Redevelopment.
- Deciduous trees should be planted on both sides of main road through Redcliffs.
- Adequate safe cycle parking – Spokes.
- The appropriateness of gabion baskets (pictured in the draft plan) was questioned.
- Remove the cell phone tower by Beachville Reserve. There is a large cell tower on Main Road on the Redcliffs supermarket site. (2)
- The steps for the deepwater access into the estuary as it's currently configured.
- Opposite 11 Beachville Road need to be maintained for kayaks and SUP access to the water.

Indicative staff response: Retain the action but amend the artist impression for on-street parking associated with M8 Redcliffs village centre parking – monitoring and review (M8).

The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed. An independent review of the speed limit could then be undertaken in future following implementation of the works to determine an appropriate speed limit.

On street cycle lanes will be maintained throughout new signalised intersection (at a minimum of 1.8 metres). The Council's Cycle Design Guide will be used to determine the detail/layout of the cycle way (e.g. use of advanced stop boxes and cycle bypass treatments). The precise location and type of cycle parking can be investigated as part of the detailed design phase, which is also the case for street furniture and landscaping. Design decisions will take into account the design philosophy being developed for the Coastal Pathway.

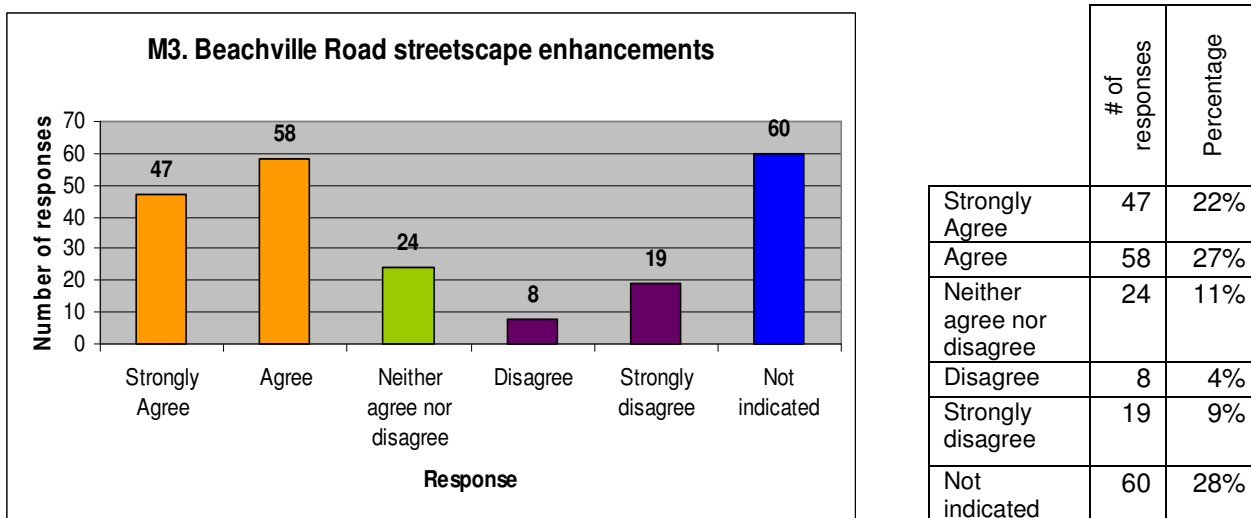
Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of the main road Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.

It is possible to retain the Sumner bound bus stop in its existing location at 1/87 Main Road and to maintain adjacent disability park. Retain minimum 4 metres shared pathway from Augusta Street towards Sumner. Adjacent to the bus stop the path is reduced to 3 metres, and details regarding materials for the construction of the pathway are to be investigated.

It is impractical to redirect the Coastal Pathway though the comprehensive redevelopment area at the corner of Beachville Ave/Main Rd as it is unlikely that the timing of any substantial works will coincide with the road repairs and construction of the Coastal Pathway. However, there is scope to investigate the relocation of the cell mast on Beachville Road as suggested by one submitter. SCIRT will address the design of the seawall at Beachville Road.

Movement continued –

6.2.iii M3 Beachville Road streetscape enhancements



Although Beachville Road streetscape enhancements were supported by the majority of submitters, the action is opposed by other submitters and generated some negative comments.

One hundred and five submitters (49%) supported the enhancements and 27 (13%) disagreed, 19 (9%) of them strongly. Another 24 submitters (11%) neither agreed nor disagreed and 60 (28%) did not indicate any view.

One submitter commented: *It's fantastic, open and will bring people to our area.*

Planting concerned several submitters. *Beachville Rd facing the sea wall is great as a grassed area and does not need any planting as it enables open activity and is easy to maintain as it is. If you must plant something plant low as to preserve our view,* according to one.

Another submitter added that no trees or other planting be undertaken and obstruct the rising sun, the sea views and natural landscape of South Shore Spit for the present residents. The proposed Coastal Pathway amenities and planting along Beachville Sea Wall should only be undertaken after direct consultation with the affected residents.

The Redcliffs Residents Association (RRA) said local native plants should be planted in Beachville Road and these did not include pohutukawas.

The Coastal Pathway Group requested enhancements to the foreshore including a sandy beach and better access to the water at the rectangular reclamation to the west of the jetty. (The Coastal Pathway will be located on the reclamation once the Downer temporary buildings are removed then run along the northern side of Beachville Road.)

Spokes submitted that bicycle parking was required, particularly as toilet and recreational facilities were provided. It also requested an easy cycle route to Moa Bone Cave and more cycle parking there.

Angle parking in Beachville Road near the shops was opposed by several submitters including the RRA and the Redcliffs Business Group.

Other comments and suggestions:

- Must retain current number of car parks - especially when the supermarket reopens.
- Beachville Road intersections with Main Rd are both dangerous. Provide roundabout at Beachville Road/Causeway corner.
- Beachville Road does not need "Speed Humps" where it comes off Main Rd at the west end.
- Pedestrianise Beachville Road between Main Road and the estuary.
- Don't cover grassed area with car parks.

Indicative staff response: Retain the project without amendments.

With respect to submitter concerns about landscaping details and plantings, this will be co-ordinated with the Coastal Pathway design which seeks to use native indigenous species which provide cultural value to Ngai Tahu and help to improve the ecological health of the area. Further public consultation will occur during the detailed design phase.

Further consideration will be given to improving beach access including naturalising the beach adjacent to the jetty and boat/trailer car park, as part of the detailed design phase. The boat ramp is likely to need some improvement works. There is a need to retain sufficient space for boat and trailer parking close to the jetty. Locating changing rooms, toilets and pavilion close to ramp area is essential if it is to provide a joint facility for the sports fields, jetty and coastal pathway. There are opportunities to provide cycle parking in the park by the potential club rooms.

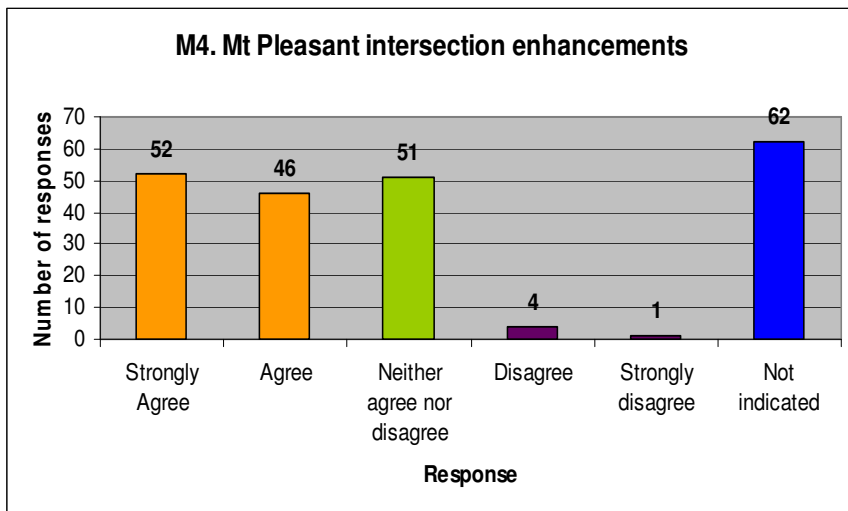
Parallel parking will be retained on Beachville Road as part of the streetscape improvements (M2). With respect to submitter concern about speed humps on Beachville Road, coloured surfaces which remain flush with the carriageway could be used (instead of raised humps), to alert drivers to a change in the environment and signal to drivers to slow down. Pedestrianising Beachville Road is not supported as this is the only access from Redcliffs should there be a diversion required around Moa Bone Cave.

With respect to intersection safety, a roundabout is unlikely to be supported at the Beachville Road/Causeway corner due to the increase in delay to Main Road traffic as a result of traffic exiting a local road.

Some of the issues raised by submitters concerning Beachville Rd are being addressed through the Coastal Pathway Concept Plan.

Movement continued –

6.2.iv M4 Mt Pleasant intersection enhancements



	# of responses	Percentage
Strongly Agree	52	24%
Agree	46	21%
Neither agree nor disagree	51	24%
Disagree	4	2%
Strongly disagree	1	0%
Not indicated	62	29%

Of the submitters who responded to this question, a clear majority support the action.

Ninety eight submitters (45%) agreed with the enhancements while five (2%) disagreed. Fifty one (24%) neither agreed nor disagreed and 62 (29%) did not provide a response.

Spokes noted that this was a major bus stop with significant parking for park and ride but no parking was shown for bicycles. It requested covered and uncovered parking, preferably with some bicycle lockers.

The Coastal Pathway Group commented that the parking area shown off McCormacks Bay, and other areas along McCormacks Bay Road, were likely to be used by pathway users. *It is essential that safe crossing is provided across Main Road where shown, and preferably at other locations, for example near either side of the McCormacks Bay inlet.*

Other comments and suggestions:

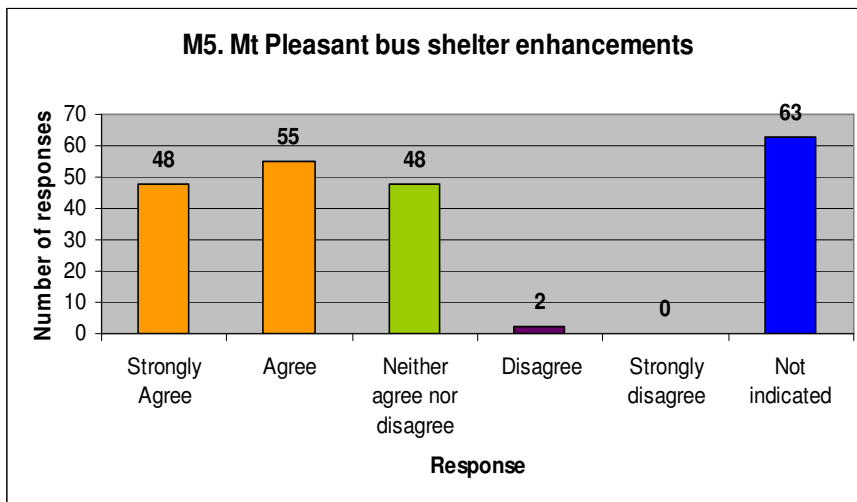
1. Separate left and right turning lanes on to Main Road to improve the flow of traffic.
2. Do not replace the Give Way sign at the foot of Mt Pleasant Road with a compulsory stop. The Give Way works well and allows vehicles to merge into the stream of traffic heading into town from the Sumner direction.
3. Concern about angle of entry to Mt Pleasant Road.
4. Retain the large macrocarpa tree on the estuary side of Main Road. It reduces the glare off the water and sunstrike.

Indicative staff response: Retain the action without amendment.

The Mt Pleasant Road approach allows for separate left and right turning lanes. There is an accident history at this intersection and, because of visibility issues, a Stop sign is considered to be safer than a Give Way sign. Stop signs were previously consulted on during the Main Road 3-laning project and have been approved.

The provision of cycle parking facilities will be investigated as part of Mt Pleasant bus shelter improvements (M5).

Mt Pleasant Road cannot be squared off at the intersection with Main Road in the same way as McCormacks Bay Road because of road levels. A roundabout is not appropriate because of the imbalance in traffic flows which would create congestion along Main Road. It is not intended to remove the macrocarpa tree.

Movement continued –**6.2.v M5 Mt Pleasant bus shelter enhancements**

	# of responses	Percentage
Strongly Agree	48	22%
Agree	55	26%
Neither agree nor disagree	48	22%
Disagree	2	1%
Strongly disagree	0	0%
Not indicated	63	29%

Mt Pleasant bus shelter enhancements were supported by the majority of submitters who provided a response to the question.

One hundred and three submitters (48%) agreed with the enhancements and two disagreed (1%). Forty eight (22%) neither agreed nor disagreed while another 63 respondents (29%) did not indicate a view.

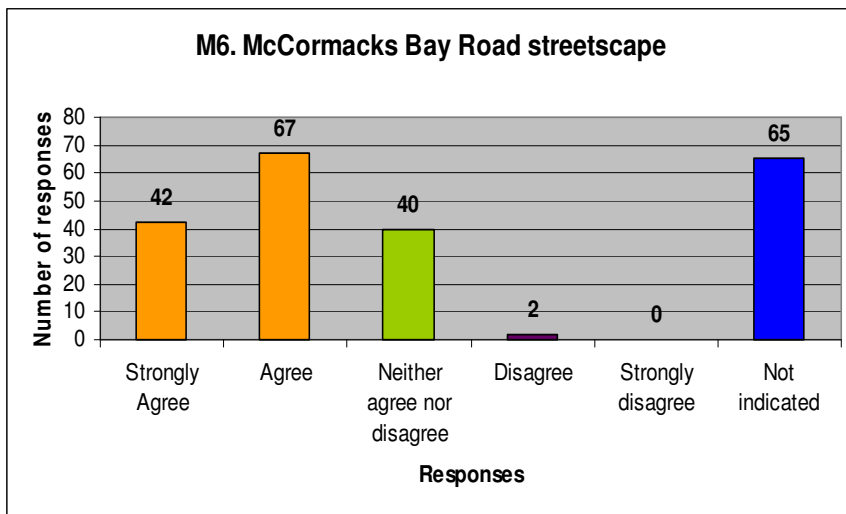
The Mt Pleasant Memorial Community Centre and Residents Association strongly supported the inclusion of sheltered bus stops in the vicinity of Mt Pleasant Community Centre.

The Coastal Pathway Group also strongly agreed with the bus shelter in this 'highly visible and wind-exposed edge of the estuary'. Ngai Tahu would need to be fully involved in the design brief, it said.

Spokes requested quality cycle parking at this location to encourage bike and ride commuting.

Environment Canterbury said it strongly supported any improvements to bus passenger facilities and associated pedestrian crossings in the area to try to encourage more residents to use Metro services. (It also asked that existing bus stops at McCormacks Bay Road be shown in the Master Plan, and for discussions with Council staff about the bus stop at the bottom of St Andrew Hill near the Main Road.)

Indicative staff response: Insert the following Next Step for M5 in the final Master Plan: "*investigations into secure/sheltered cycle parking in this area*", and "*liaison with Ngai Tahu*".

Movement continued –**6.2.vi M6 McCormacks Bay Road streetscape**

	# of responses	Percentage
Strongly Agree	42	19%
Agree	67	31%
Neither agree nor disagree	40	19%
Disagree	2	1%
Strongly disagree	0	0%
Not indicated	65	30%

McCormacks Bay Road proposals were supported by the majority of those who responded to the question.

One hundred and nine (50%) of submitters agreed with the proposals while two respondents (1%) disagreed. Forty (19%) neither agreed nor disagreed and 65 (30%) did not indicate a response.

The Mt Pleasant Memorial Community Centre and Residents Association (MPMCC) strongly supported the inclusion of park and ride facilities at McCormacks Bay. It requested a footpath on the reserve side of the road as many residents would not use the path on the other side because of rock fall concerns.

Spokes requested expanded and covered bicycle parking, in addition to the 'plentiful' car parking.

Other comments and suggestions:

1. Pohutukawas planted along causeway, with stone and wood used for landscape features/seating/steps and a scented garden for those with sensory issues.
2. McCormacks Bay Road should be widened, not narrowed, at the western end, to match its width at other points.
3. More parking is needed in the vicinity of the soccer park at the eastern end of McCormacks Bay.
4. Remove causeway and use McCormacks Bay Road instead to improve estuary water quality.
5. Improve pedestrian and cyclist safety at the junction of Main Road, McCormacks Bay Road, The Causeway and Beachville Road. It is currently very difficult to see traffic coming from Redcliffs - exacerbated by the shipping containers.
6. Make provision for a pedestrian crossing along the Causeway.
7. We need some trees and seating along the pathway- especially on the Causeway so we can watch sailing.
8. Parking spaces should be provided along the Causeway.

Indicative staff response: Retain the action without amendment

The Coastal Pathway provides a loop around McCormacks Bay reserve, which will help connect up local facilities. Cycle parking is included within the plan for the community hub. Cycle park numbers can be reviewed to monitor demand and supply issues.

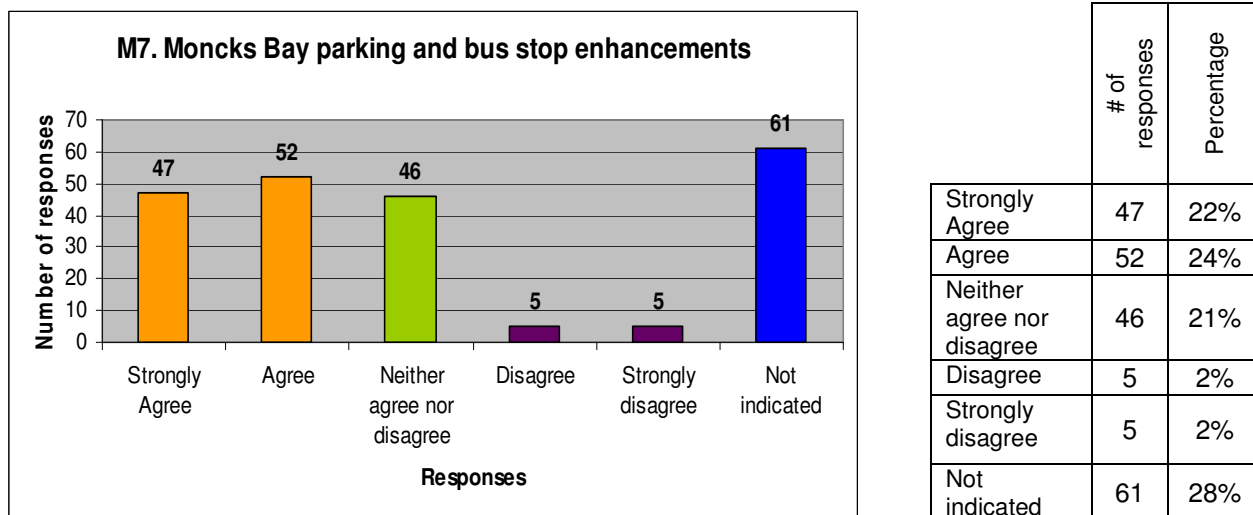
There is insufficient room to provide vehicle parking on the Causeway in addition to all the needs to be accommodated by this movement link (traffic lanes, cycle lanes, footpaths and the Coastal Pathway). There is existing on-street parking at the eastern end of McCormacks Bay Road for the sports field. It is not possible to increase the on-street provision, however there is potential for cycle stands to be incorporated at the pavilion.

Two crossings are proposed on the Causeway, one at McCormacks Bay Road and the other at Mt Pleasant Road as part of the 3-laning work. It would be difficult to provide additional crossing points within the existing road corridor width.

Landscaping will be incorporated along the Causeway as part of the consent for the SCIRT repairs. This will be consistent with the design concept for the Coastal Pathway which also provides for street furniture.

Movement continued –

6.2.vii M7 Moncks Bay parking and bus stop enhancements



The majority of submitters who responded to this question support Moncks Bay parking and bus stop enhancements.

Ninety nine respondents (46%) agreed with the proposals while 10 submitters (4%) disagreed. Another 46 (21%) neither agreed nor disagreed and 61 (28%) did not indicate a response.

One of the main concerns was the impact of the Coastal Pathway on the beach at Moncks Bay.

One submitter reflected the views of seven other respondents when she stated: *The Coastal Pathway should not extend on a boardwalk over the existing beach at Moncks Bay. The beach is a popular, sheltered, safe beach which must not be compromised.*

The Coastal Pathway Group, which strongly agreed with the Moncks Bay parking and bus stop enhancements action, said that where the shoreline was steep and the estuary channel deep, an attractive cantilevered boardwalk with additional sitting areas on the seaward side could be built.

The Avon Heathcote Estuary Ihutai Trust commented:

We note the coastal pathway will be canti-levered over the beach at Moncks Bay. We would not support this. We would strongly recommend retaining the natural beach, which is particularly beautiful and used regularly by the community, swimmers and recreational boaters/kayakers. We would recommend moving the CP to the current built edge, and moving the road and footpaths accordingly south-east, where there is enough room.

Two other submitters, including the Redcliffs Residents Association, requested the Council to realign the Main Road and pathway to provide additional beach area.

Parking was also a key issue for some residents, particularly those who live on the hill and use the proposed car parking space.

One submitter suggested that improved garaging could be built by the residents further back towards the cliff, away from the parking area. It was essential that there was access to the parking area at the Redcliffs end as the lack of visibility at the Sumner end could be very dangerous, he said.

Another submitter commented:

Vehicle access to the Moncks Bay car parking is at the wrong end where the road is narrowest, and where vision will be restricted between the new Yacht Club Rowing shed and the opposite cliff. Close to this point the road is narrower than the minimum width for an arterial road or an over width traffic road. The carpark entrance should be at the other end (further south/west).

The Port Hills zoning review affecting some properties in this area is concerning some residents.

The position of the Pump Station should be determined after the final zoning ... to position the pump station as far away from green zoned property as possible.

I would like to hope that the plans for the pump house at the bottom of Mulgans Track would take into consideration the folk who have had their properties zoned red by CERA. I, for instance would like to build a garage partly on Council land at the bottom of my section like other local owners have done.

Expanded and covered bicycle parking is needed, said Spokes.

Other individual comments and suggestions:

1. We hope the pohutukawas growing there can be retained.
2. Neutral colours please on roof of proposed boat shed and existing CHCH Yacht Club.
3. Need to work in with Christchurch Yacht Club with slipways and access to rowing shed.
4. Opposition to boat storage shed over water.

Indicative staff response: Retain action without amendment

The Coastal Pathway concept plan indicates a short section of boardwalk at the back of Moncks Bay beach approximately 100m to the east of the Christchurch Yacht club. The restricted width of the road corridor in this area constrains the ability to achieve the pathway within the road reserve. The introduction of a board walk would have limited impact on the back of the beach as it would mainly extend over the existing footpath and areas of rock at

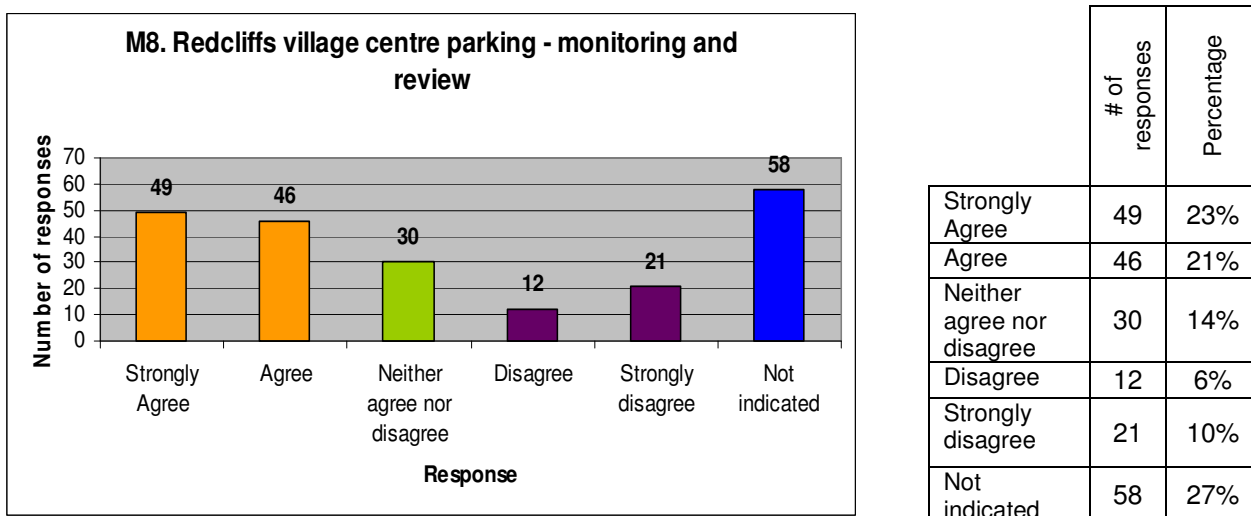
its base. The Coastal Pathway concept plan notes that the boardwalk may be reduced in width to 3m in parts of this section in recognition of the need to ensure impacts on the beach are kept to a minimum. Specific issues about retaining the natural qualities of the beach can be addressed at the detailed design stage.

The Christchurch Yacht Club has consent to rebuild the rowing shed, and has indicated that they will utilise the pathway to access it if the pathway has sufficient width. Further investigations will be undertaken into the layout of the parking area of the Yatch Club and entrances at detailed design stage.

CERA has now confirmed the decisions on the 'red zone' - no properties in this area have been rezoned. Consultation with immediate residents could be undertaken to ascertain garaging requirements etc. and enable space to be retained for this if necessary.

Movement continued -

6.2.viii M8 Redcliffs village centre parking – monitoring and review



The Redcliffs village centre parking – monitoring and review was the least supported action of the Master Plan, with 33 submitters (16%) signalling that they disagreed or strongly disagreed with it. That said, the action still achieved the majority of support from those submitters who responded to the question; Ninety five submitters (44%) either agreed or strongly agreed with the proposals. Thirty submitters (14%) neither agreed nor disagreed. Fifty eight respondents did not indicate a view.

These responses are reflected in written comments, mainly along the lines that Redcliffs businesses and the whole village would suffer if there was insufficient parking resulting from proposed traffic signals and the routing of the Coastal Pathway along a section of the Main Road.

To remove and restrict parking within Redcliffs Village shopping centre, Main Road and surrounding streets is detrimental to the survival of the Village, Businesses and the Community. Maintaining short term parking in all those areas is vital to the needs of all who use those businesses.

The Redcliffs Residents Association said a parking study was urgently needed to ensure parking needs were addressed. If necessary, the Council could consider acquiring land for off street parking to ensure sufficient parking was available in the village, according to the Redcliffs Business Group. It (and five other submitters) also had concerns about the proposed location of the two bus stops directly opposite each other in the village.

Spokes requested bicycle parking in the village.

Other comments and suggestions

1. Current parking space numbers need to be retained.
2. Provide angle parking in Augusta Street.
3. Provide one on-street car park for each residential property.
4. No provision for goods vehicles supplying the businesses at 85 Main Road - parks lost and no loading zones.
5. The Beachville Road/Main Road intersection (where the dairy is) is unsafe.
6. Proposed bus stop should move from 101 Main Road to Sumner side of that driveway because of ongoing truck movements. That way carparks could be retained for the businesses at 99, 99a & 101 Main Road.

Indicative staff response: Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.

Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of the main road Main Road can be retained. The precise number of on-street parking spaces is subject to minimum road widths and safety issues. On street parking outside residential properties will be considered as part of the streetscape revisions, and addressed during the detailed design phase. Given the changes that are occurring within Redcliffs it is considered appropriate to keep parking under review.

Investigations are underway to retain the Sumner bound bus stop in its existing location at 1/87 Main Road, and the adjacent disability park.

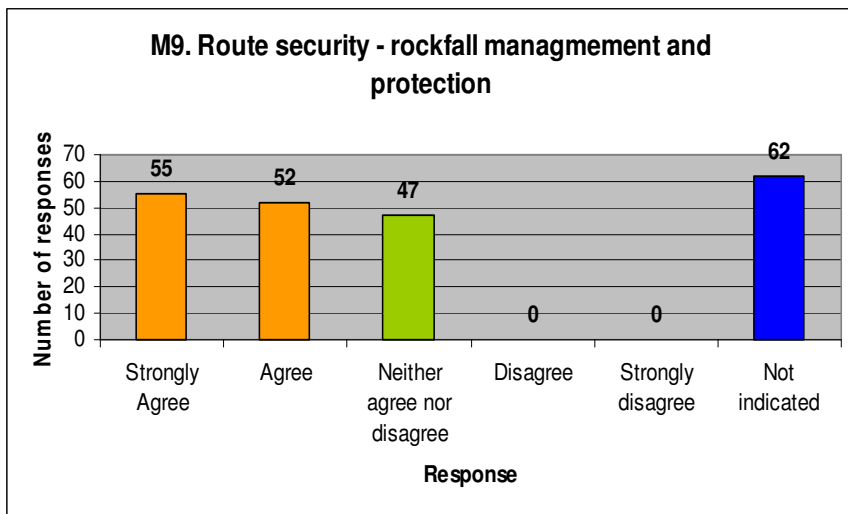
Angled car parking in Augusta Street is considered unsuitable due to:

- lanes required for the traffic signals, which would leave insufficient width for vehicles to safely reverse out; and
- the level of activity at the signals and the access to New World.

The narrowing of the entry width of Beachville Road is to improve pedestrian movements along Main Road and provide a public space in Redcliffs village. Realigning the eastern kerb on Beachville Road allows for additional space on Main Road for turning traffic into Beachville Road and Augusta Street. Access for service vehicles and deliveries will be considered during the detailed design phase. Similarly, the design and location of cycle parking will be addressed during the detailed design phase.

Movement continued –

6.2.ix M9 Route security – rockfall management and protection



	# of responses	Percentage
Strongly Agree	55	25%
Agree	52	24%
Neither agree nor disagree	47	22%
Disagree	0	0%
Strongly disagree	0	0%
Not indicated	62	29%

The majority of submitters who responded to this question support this action.

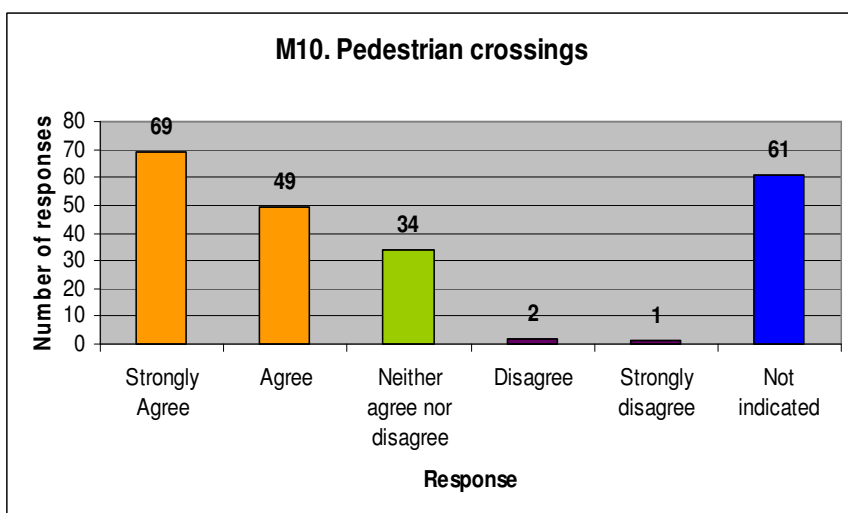
One hundred and seven submitters (49%) agreed or strongly agreed with rockfall measures while no one disagreed. Forty seven respondents neither agreed nor disagreed and 62 (29%) did not indicate a view.

This action generated few comments. One submitter commented that visibility at the McCormacks Bay intersection was limited by the containers.

Indicative staff response: Retain action without amendment.

Movement continued –

6.2.x M10 Pedestrian crossings



	# of responses	Percentage
Strongly Agree	69	32%
Agree	49	23%
Neither agree nor disagree	34	16%
Disagree	2	1%
Strongly disagree	1	0%
Not indicated	61	28%

Pedestrian crossing proposals were supported by the majority of submitters who responded to this question.

One hundred and eight submitters (56%) agreed with the proposals and three (1%) disagreed. Thirty four (16%) neither agreed nor disagreed and 61 ((28%) did not express any view.

Positive comments included the following:

Good provision for walking, cycling etc. and encouraging people to use buses rather than driving. Good to see more pedestrian crossings especially at the Moncks bay area, the road is very difficult to cross (can take 20 mins with small children on hot weekend days).

However, another submitter commented on the Moncks Bay Crossing: *The pedestrian crossing is not in a sensible/ safe place. It is opposite a property entrance (vehicles entering and exiting in both directions) and would lead pedestrians, crossing from south to north, to the stone wall barrier leaving them on the cycle lane/ road. A better choice would be two pedestrian crossings one at each end of the Stone Wall leading directly onto the Coastal Pathway/ pavement.*

Two other sites for this crossing were suggested at Moncks Bay:

- In line with Mulgans Track as 'it would most likely be used by walkers off this track, heading to Sumner beach' and
- Moved further north so that it leads directly to the publically available ramps into the estuary that the Yacht Club intends to build.

Spokes commented that the Mt Pleasant and McCormacks Bay crossings may require a reduced speed limit along that section of road.

The Royal NZ Foundation of the Blind and Living Streets Otautahi/Christchurch stated that signalled pedestrian crossings were the safest option for pedestrians crossing the three lane road between McCormacks Bay and Mount Pleasant. This was a long stretch of road with no accessible safe crossing facilities for users - particularly important for those who had physical, visual or hearing impairments. Signalised pedestrian crossings also benefited older people, those who had cognitive impairments, children and parents.

Other submitters requested additional crossings:

1. From the bottom of Clifton Terrace to the Sumner Surf Life Saving Club. (2)
2. From the Coastal Pathway to McCormacks Bay Reserve at the eastern end of the planned new community centre – Mt Pleasant Memorial Community Centre and Residents Association.
3. Around Bay View Road, a well used exit from Barnett Park.

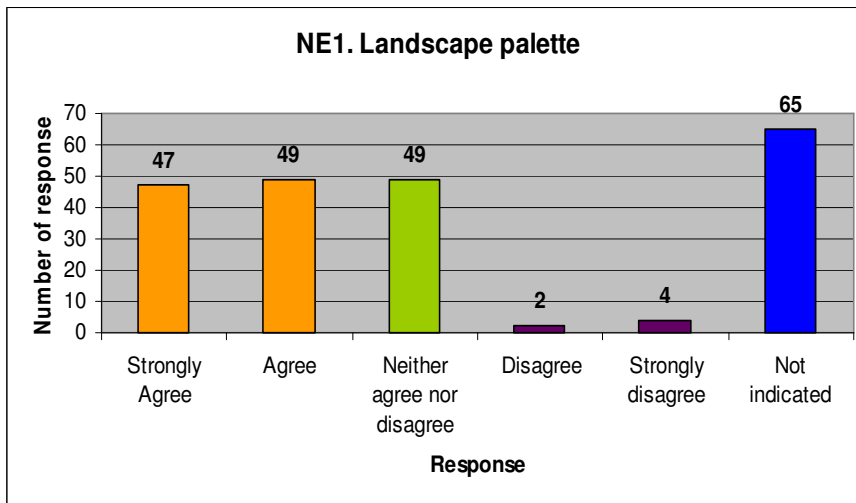
Indicative staff response: Retain this action without amendment.

The Draft Plan includes pedestrian crossings in a number of the locations noted in submissions. Refining the locations of the crossings can be investigated further during the detailed design phase and/or prior to the Master Plan being finalised.

The crossings close to Mt Pleasant Road was consulted on as part of the Main Road 3-laning, which was approved and is moving into the construction stage. Any crossing facilities at Moncks Bay are dependent on the detailed design of the Coastal Pathway and how the stone wall is incorporated.

6.3 Natural environment –

6.3 NE1 Landscape palette



	# of responses	Percentage
Strongly Agree	47	22%
Agree	49	23%
Neither agree nor disagree	49	23%
Disagree	2	1%
Strongly disagree	4	2%
Not indicated	65	29%

The landscape palette, which aims to identify appropriate species, functions and locations for planting, was supported by the majority of submitters who responded to the question.

Ninety six submitters (45%) agreed with this proposal and six (3%) disagreed. Forty nine (23%) neither agreed nor disagreed and 65 (29%) did not provide an opinion.

Ngāi Tūāhuriri said the rebuild process provided scope to consider the reintroduction and extending of indigenous flora to the coastal environment. *The development of a landscape palette can help to identify appropriate species, functions and locations for the enhancement of native flora, fauna and mahinga kai. Planting to be based on the Ngai Tahu taonga species.*

The Coastal Pathway Group submitted that a landscape palette was a priority. It was crucial that there was a consistent, identifiable look to the Coastal Pathway route and that final design aspects were secured early in the next stage of the process. The Group stated that the process must involve Ngai Tahu.

The Christchurch Beautifying Association made the following comments and suggestions:

1. Retain natural look and openness of Barnett and Redcliffs Parks.
2. There should be a mixture of native and exotic plantings around the residential and commercial areas e.g. protea, Leucodendron. The surrounding home gardens have a mixture of plantings. This type of planting provides a contrast.
3. Provide colour impact at strategic places e.g. Ferrymead Bridge, Mount Pleasant Community Centre and Redcliffs shopping centre.
4. Retain the formality of the Memorial Walk in Sumner as it demonstrates our history.
5. Retain the beds of annuals at the corner of Marriner Street and the Esplanade. These beds are greatly admired by both visitors and locals.

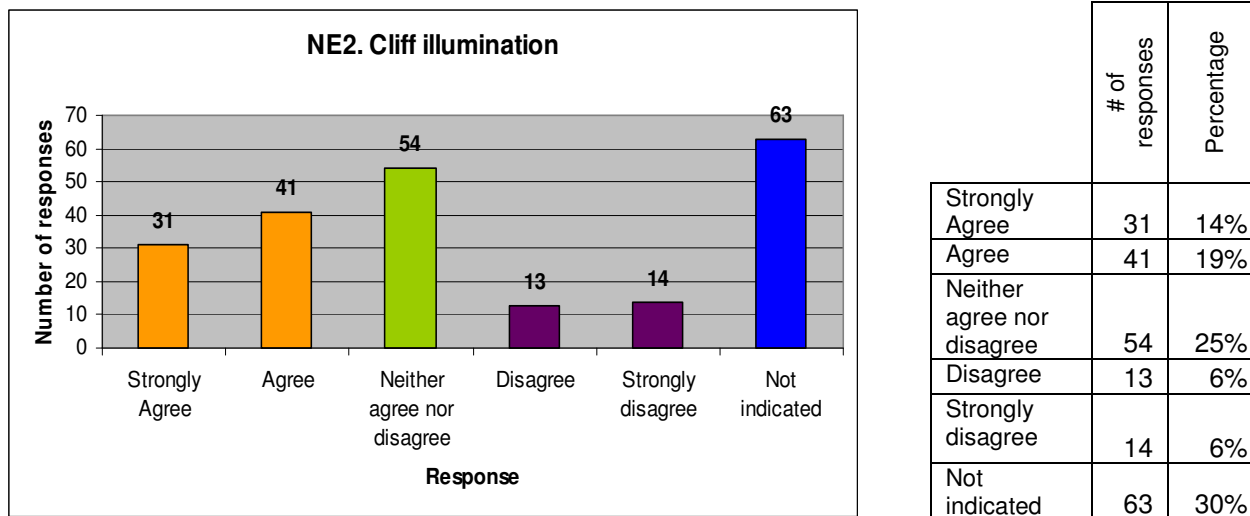
Local native plants should be planted in Beachville Road, according to the Redcliffs Residents Group.

Indicative staff response: Retain action without amendment.

The Draft Master Plan signals that, to achieve this action, the Council will liaise further with stakeholders to investigate appropriate soft and hard landscape elements.

Natural environment continued –

6.3.ii NE2 Cliff illumination



Although generally supported, this action is the third least supported project in the Draft Master Plan, and the proposal to light the cliffs generated some negative feedback from several submitters.

Twenty seven submitters (12%) disagreed with this proposal and 72 (33%) agreed. Fifty four submitters (25%) neither agreed nor disagreed and 63 (30%) did not provide a response.

Several submitters felt that lighting the cliffs was a bad idea, while others said it was a low priority e.g..

illuminating the cliffs? Good grief. It is bad enough living by them and looking at them every day with the houses perched precariously along them - we don't need to be able to see them at night as well. And we don't need to encourage all the disaster-tourists who come and gawk at all the damage and take photos of it. Let's make the cliffs SAFE so the school can come back

Cliff illumination, a bad idea, focus on removing containers from peacocks gallop and making the road, cycle lane and walkway safer.

One submitter said night illumination disrupted the natural rhythm for wildlife.

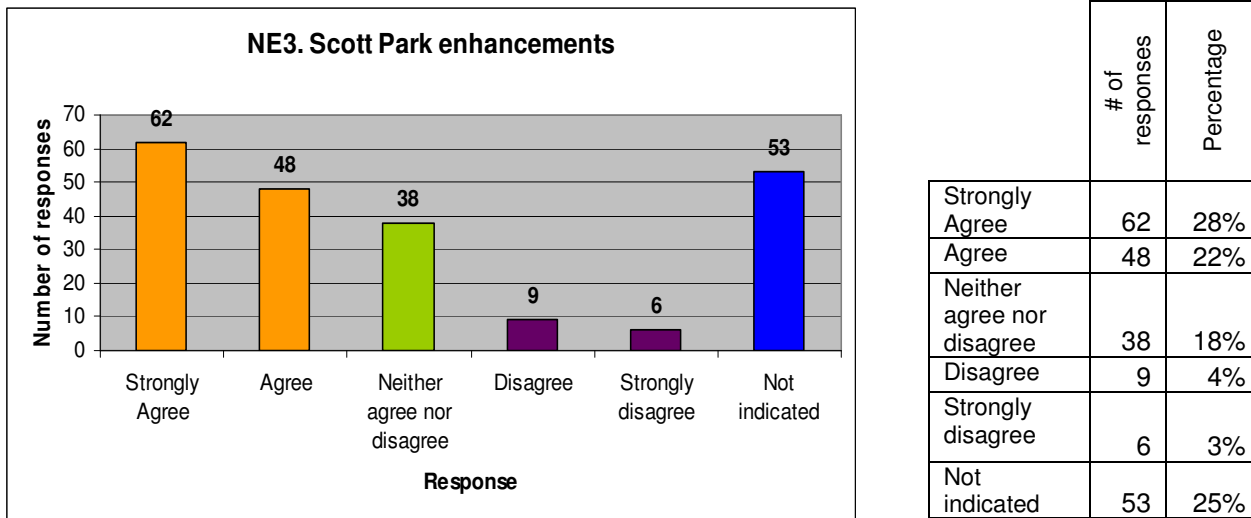
Seventy two people supported the proposal with one stating:

Congratulations on a really clear and comprehensive plan. It contains lots of exciting ideas and improvements; we particularly like the idea of lighting the cliffs. We also like the way it integrates with the coastal pathway master plan.

The Redcliffs Residents Association said it disagreed with cliff illumination while the Coastal Pathway Group said further specific consultation was needed.

Indicative staff response: Retain the action but amend the text to clarify that opportunities for further community engagement exist as part of future investigations for specific sites for cliff illumination.

Natural environment continued – 6.3.iii NE3 Scott Park enhancements



While the majority of submitters support this project, Scott Park enhancements has been the centre of much discussion and debate. This is largely because of the proposed route along the Main Road, versus through Scott Park or along the edge of the Estuary.

One hundred and ten submitters (50%) agreed with the enhancements and 15 (7%) disagreed. Another 38 (18%) of respondents neither agreed nor disagreed and 53 (25%) did not indicate a view.

Those supporting the proposal include the Mt Pleasant Yacht Club, Canterbury Windsports Association, the Christchurch Estuary Association and the Avon Heathcote Estuary Ihutai Trust.

Examples of supporting submissions:

The current plan provides the most practical use of the park, which allows both a great coastal pathway and a safe environment for water sports users. Both groups can easily be accommodated in the current proposal, but it is important that path users do not come between the water and the sufficient space for water sports equipment for the safety of all involved.

The enhancements to Scott Park (NE 3) is a massive improvement over the existing area. It utilises the area well for the existing water recreational users & will encourage more people to use the estuary for their water based recreation. The flow from vehicles to the grass edge & rigging area is a great benefit for all users, especially children and smaller people. The design in the plan allows future growth by providing plenty of usable green space for all users of the park.

Scott Park is too small to run a 4 metre wide pathway either around the estuary edge or through the middle and it is a park for use by many existing water users and will impede the access to the waters edge.

Contrary views include:

The coastal pathway should have a loop at Scott Park so that it follows the coastline too. Design features can be added to slow walkers/cyclists to give way to windsurfers/yachts e.g. use of bollards/zigzag gates.

The Coastal Pathway is a must. It must either go coastal through Scott Park or at the very least go through the middle. The concerns of the Yacht Club and other water users can be met by the design of the Coastal Pathway.

Ngāi Tūāhuriri submitted that the Coastal Pathway should be placed as close to the estuary as possible.

A charrette attended by key stakeholders on 18 November 2013 considered two alternative pathway routes in the park. No consensus was reached at the meeting.

The Coastal Pathway Group submitted that appropriate design could allow Pathway users to respect the needs of water sports enthusiasts when the tide was in, while having full access to travel along the coast for at least a significant part of Scott Park, when it was not.

Spokes said it was particularly concerned that the proposed route of the Coastal Pathway crossed the Scott Park driveway 1.5 car lengths back from the Main Road. Queued vehicles would block both people on foot and bicycles, and create inevitable conflict.

Other comments and suggestions

1. Less car parking and more green space in Scott Park and Redcliffs jetty.
2. Ensure enhancements are for residents as well as occasional users. Tree filled green space.
3. Not too much hard surface. Show respect for history. It was named after mountaineer Harry Scott who died on Mt Cook in 1960.
4. Too many car parks proposed in Scotts Park.
5. PLEASE retain, or at the very least relocate the existing mature trees to provide green screening for residents along the bottom of St Andrews Hill. If the pathway were to go along the edge of the estuary, on the water side of the park, there would be no need to take out the trees.
6. It is vital that pathway walkers use the car parks on the city side of the Ferrymead Bridge, also start on the city side, NOT by Scott Park
7. Remove cob cottage. (3) Restore cob cottage. (1)

Indicative staff response: Retain the action without amendment.

The key issue relates to the alignment of the Coastal Pathway at Scott Park. A direct route parallel to the road is preferable in this section of the Coastal Pathway network for the reasons explained below.

Mt Pleasant Yacht Club has a lease over the western end of the reserve which limits options for more formalised routes within the main body of the park. Separation of different types of users is widely practised for reasons of safety and convenience. Aligning the Coastal Pathway adjacent to the Main Road does not preclude the opportunity for Pathway users to break away from the formal pathway and access the park and the water's edge.

SCIRT has commenced work on repairing this section of Main Rd and is able to construct the pathway alignment shown in the draft plan in the short term. In contrast, there is no certainty over the timing of the redevelopment of the remainder of the park. The delivery of a key link for the coastal pathway could therefore be compromised if the Coastal Pathway was to be diverted away from the road.

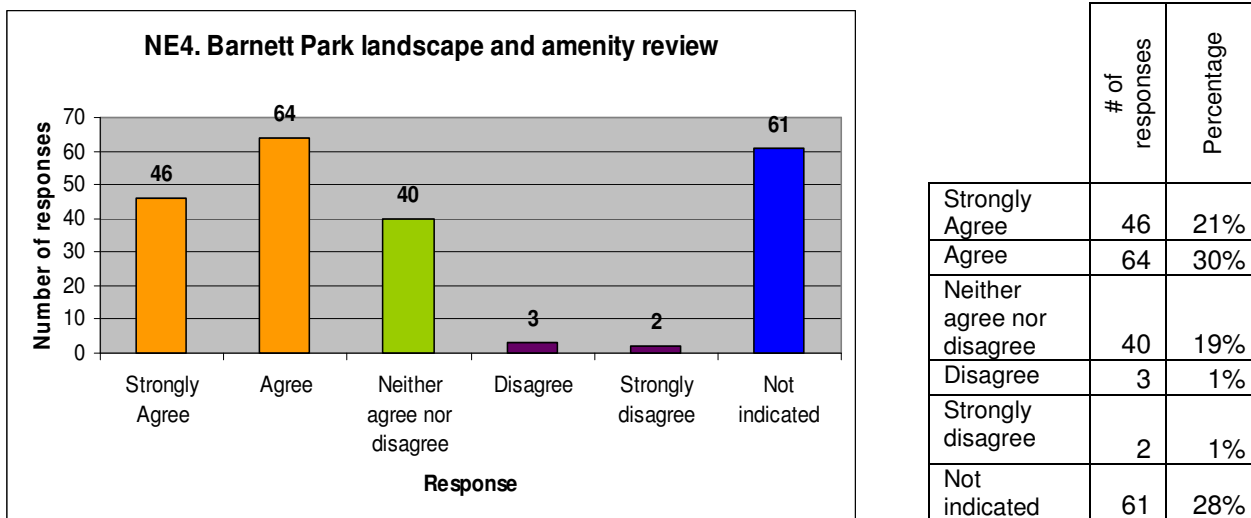
Monitoring use of the reserve, over a few seasons following the construction of the coastal pathway, will help better understand opportunities for an additional loop that could bring pathway users closer to the waters edge at a future date. The proposed design for the park rationalises activities to a more central location enabling landscaping around the fringe. Detailed design will address issues related to crossing the driveway and landscaping.

Parking is required to serve the water sports activities, coastal pathway and other park users. The final number of car parks and landscaping treatment will be subject to detailed design. Additional parking is being considered elsewhere for the Coastal Pathway. Cob Cottage is a feature of the park and can help with interpretation of the areas heritage, which can include people connected with the park and the former river crossings.

The objective of improved access to the coast will be carried over into the Estuary Edge Master Plan (and subsequent management plans), so the park development will be an iterative process subject to a 'bedding in' period, changing circumstances, and budget, but within the same general objectives and concept signed off for the park as part of this master plan.

Natural environment continued –

6.3.iv NE4 Barnett Park landscape and amenity review



Barnett Park landscape and amenity review is supported by the majority of submitters who responded to this question.

One hundred and ten (51%) agreed with this action and five (2%) disagreed. Another 40 (19%) neither agreed nor disagreed and 61 (28%) did not indicate a view.

The Redcliffs Residents Association agreed with this proposal but suggested the inclusion of 'park and ride' facilities and a bus stop.

Two submitters are not in favour of a skate park for older children. Another submitter thinks a skate park for children is a fantastic idea.

Other comments and suggestions

1. Set up 'OK Corral' in Barnett Park. It is a magical fun facility for the kids and the community given the loss of Redcliffs School and the kindergartens.
2. The road going into Barnett Park needs a pavement. When walking with a pushchair there isn't much space when cars are going in and out.
3. Toilets needed but should be visible for safety.
4. Crossing point needed to link the Coastal Pathway with Barnett Park facilities and its tracks, including access to the Moncks Cave site.

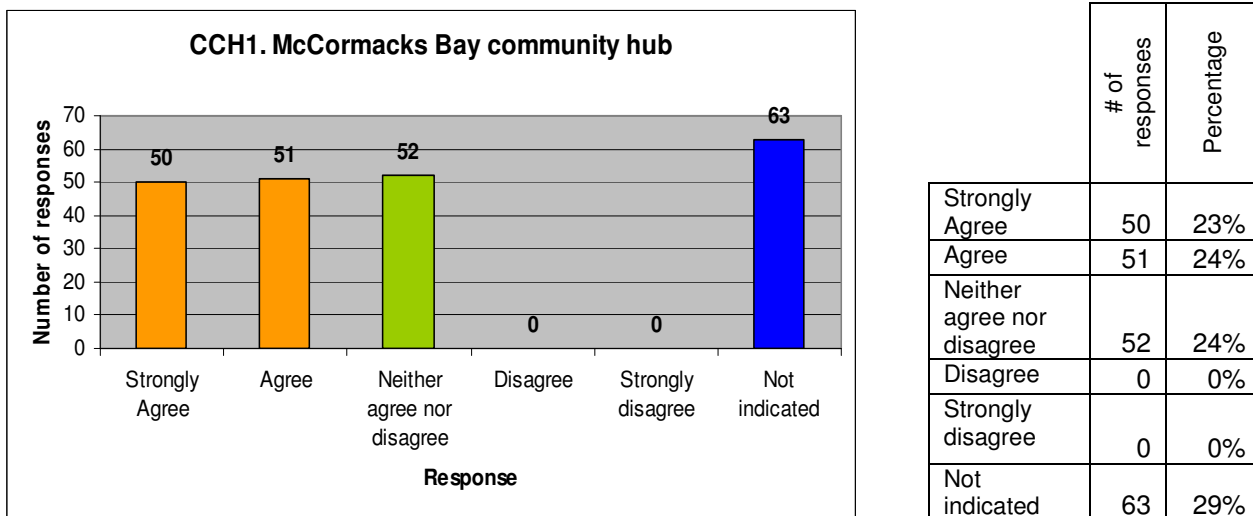
Indicative staff response: Retain action but further investigate park and ride options near Barnett Park prior to the Master Plan being finalised.

The Christchurch Transport Strategic Plan supports the identification and establishment of strategically located park and ride sites. Further investigations can be undertaken to establish the suitability of a park and ride near Barnett Park. This can be informed by trialling the proposed Mt Pleasant facility. Consideration would need to be given to the impact on the reserve.

Improved pedestrian crossings are included in the Draft Plan. A number of locations are being considered for the relocation of the 'OK Corral', however, a central location within the village will make it more accessible and encourage multi purpose trips that can support the vitality of the village centre. New public toilets have been provided near the car park and kindergarten.

6.4 Community, culture, heritage –

6.4.i CCH1 McCormacks Bay community hub



One hundred and one respondents (47%) supported the community hub action, with no one in disagreement. Another 52 (24%) neither agreed nor disagreed and 63 (29%) did not indicate a view.

Community support is reflected in written comments. The Mt Pleasant Memorial Community Centre and Residents Association (MPMCC) submitted that it was very supportive of the general wording and intent of CCH1 in the Draft Main Road Plan. It wished to liaise with the Council on a range of issues including the footprint of the community hall and kindergarten, enhancing the open space around the buildings, access and parking, and provision of public toilets. It also wanted a feature to reflect the memorial and historic status of the former hall.

The Mt Pleasant Pottery Group supported the general wording and intent of CCH1 – and issues highlighted by MPMCC. It also ‘requested Council support as a strategic partner for the rebuild process to ensure that the rebuilt facilities will continue to provide an affordable space to ensure that small community groups can continue to participate in and benefit from this community facility’.

Another submitter commented: *From a personal perspective, We look forward to much better use being made of the Mt Pleasant Community Centre and surrounds as a community hub. Specifically the areas designated for enhancing the farmers market look great in concept and the idea of making the area more multi purpose appeals. There is lots of green space there, and as the Coastal Pathway comes into use, this area could be used as a hub for people to gather and to start events, or even play games on the grass.*

Spokes stated that the proposed cycle fix-it stand was a very nice touch. However, cycle parking was grossly inadequate and should be increased.

Ngāi Tūāhuriri commented that implementation should include on-site stormwater treatment (it favours swales) and foreshore improvements and planting based on the Ngai Tahu Taonga Species list.

Another submitter requested that a kid's scooter park and bike track(dirt) be considered for the McCormacks Bay Active Play area.

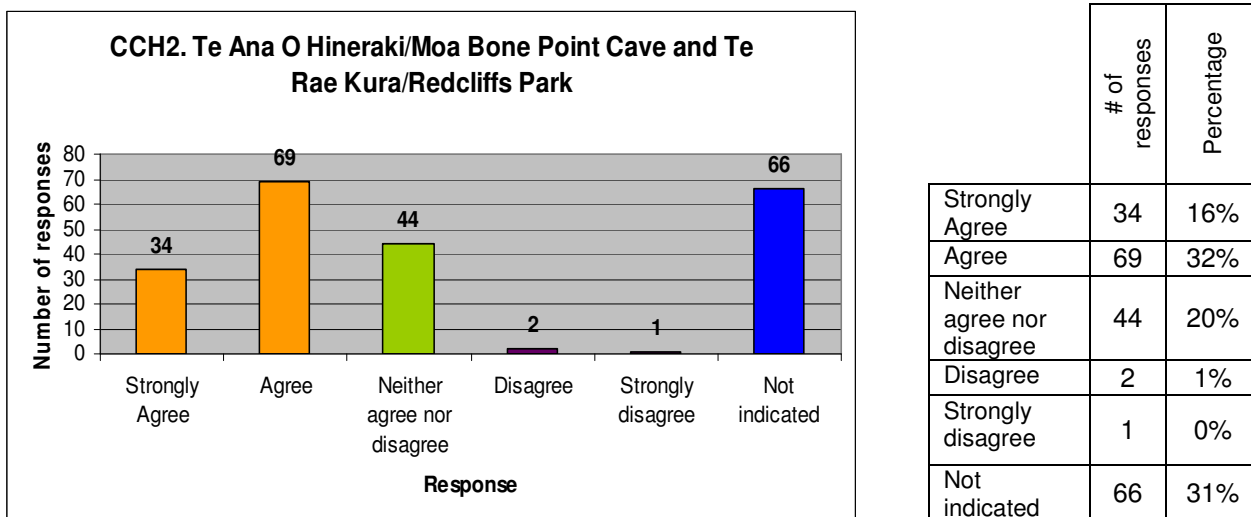
Indicative staff response: Retain this action but further investigate opportunities for sheltered and secure cycle parking alongside the potential for on-site stormwater management prior to the Master Plan being finalised.

Continue dialogue with Community Centre and Residents Association to help refine layout. Some issues will be a matter for the detailed design stage. Opportunities exist to investigate additional secure/sheltered cycle parking in this area and to explore potential for on site stormwater management. Landscaping of the foreshore area will be addressed by SCIRT for the Causeway and through the Estuary Edge Master Plan for the wider McCormacks Bay area.

The active play area could accommodate a range for activities which can be subject to further consultation at the detailed design stage. These can be developed through the Reserve Management Plan.

Community, culture, heritage continued –

6.4.ii CCH2 Te Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park



The significance of Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park is reflected in the strong level of support from submitters who chose to respond to this question.

One hundred and three submitters (48%) agreed with this action, while three (1%) disagreed. Another 44 (20%) neither agreed nor disagreed and 66 (31%) did not indicate a view.

Ngāi Tūāhuriri requested that Council work with tangata whenua to develop appropriate management and interpretation for significant cultural and historic sites such as these. It said that tangata whenua should also be consulted to ensure that the proposed viewing platform

was appropriately located. Ngāi Tūāhuriri reminded Council that reestablishment of view shafts to the coastline was culturally important.

The Redcliffs Residents Association requested that the Council consult with it and affected residents while investigating designs.

The Coastal Pathway Group commented that the importance of the cave needed to be recognised and an auxiliary pathway from the main Coastal Pathway to a viewing point for the cave was warranted.

Spokes requested bicycle access and cycle parking facilities near the cave. This was supported by Living Streets which commented that cycle facilities should be provided at points of interest and at bus shelters. Innovative design would make these functional as well as a feature.

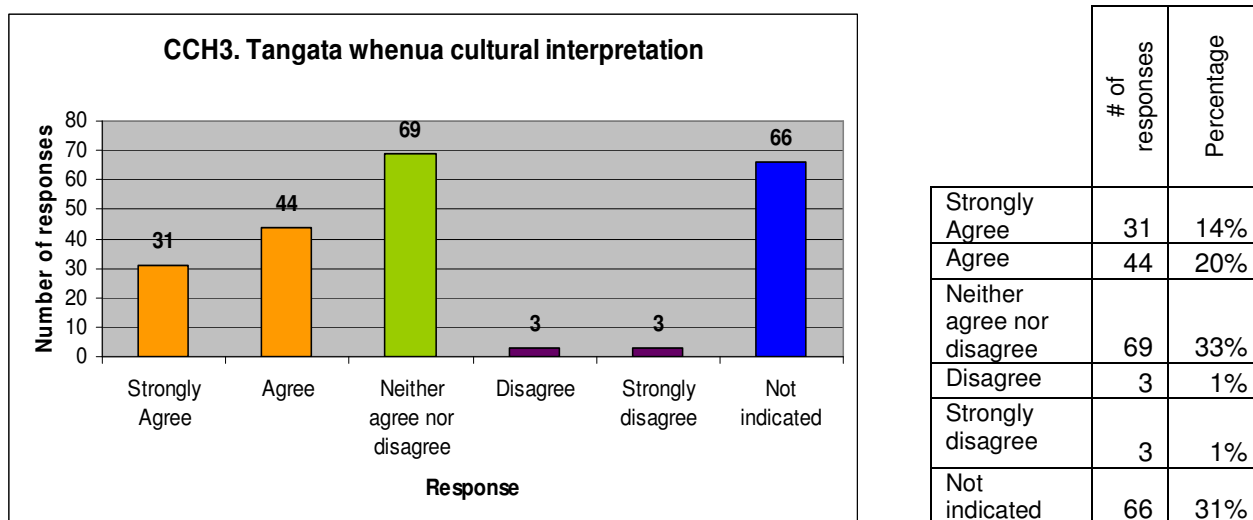
Indicative staff response: Retain this action without amendment

Action CCH3 indicates the intention to work with tangata whenua to provide cultural interpretation throughout the master plan area. It is anticipated that this will be a particular feature within Te Ana Onineraki / Moa Bone Point Cave & Redcliffs Park. The detailed design stage will include opportunities for further community consultation, including the Residents Association.

Provision has been made to create a link between the coastal pathway and Moa Bone Point cave. Car parking facilities can include provision for cycle parking. The hydrology of the estuary has been affected by the uplift and subsidence caused by the earthquakes. It is therefore uncertain whether a new beach area could be established next to the estuary edge car park in the short term. However, consideration can be given to improved beach access, including the beach adjacent to boating car park and jetty, during the detailed design phase.

Community, culture, heritage continued –

6.4.iii CCH3 Tangata whenua cultural interpretation



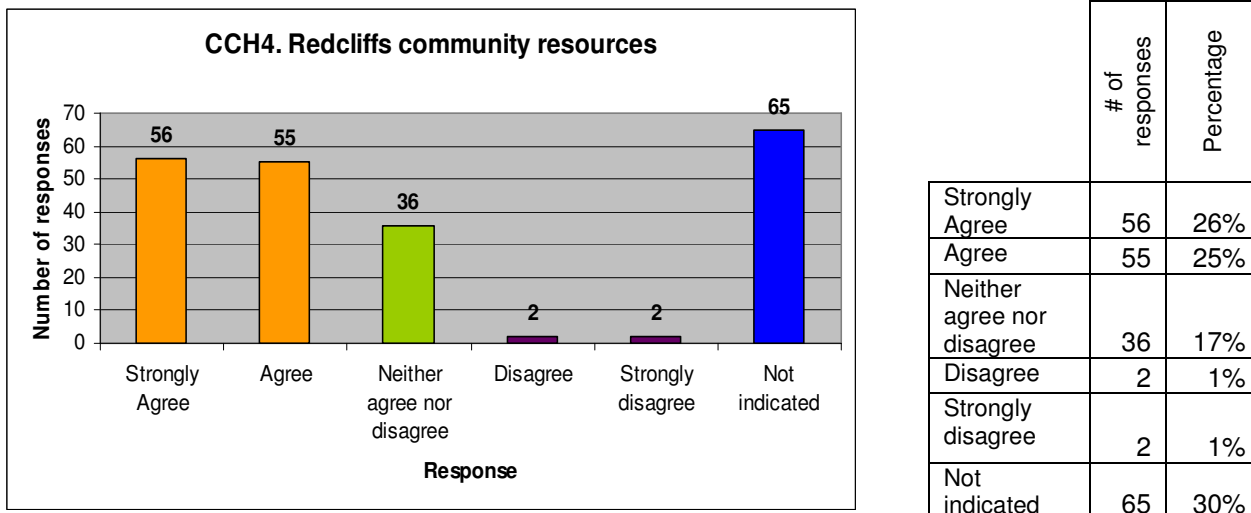
Seventy five submitters (34%) agreed with this action compared to 6 submitters (2%) who did not. Sixty nine (33%) neither agreed nor disagreed and 66 (31%) did not provide a response.

Ngāi Tūāhuriri submitted that the Council enhance accessibility to services and information, in consultation with tangata whenua.

Indicative staff response: Retain this action without amendment.

This action is intended to improve interpretation and understanding of tangata whenua values and cultural associations in the area. This will be achieved in consultation with the runanga. Accessibility to wider services and information is beyond the scope of this plan.

Community, culture, heritage continued – 6.4.iv CCH4 Redcliffs community resources



Of those who responded to this question, the Redcliffs community resources action is supported by the majority of submitters.

One hundred and eleven respondents (51%) agreed with this action while four (2%) disagreed. A further 36 (17%) neither agreed nor disagreed and 65 (30%) did not indicate a view.

The location of the library was one of the key issues for those who provided written comments.

Two of the written submissions emphasising the importance of the library at 91 Main Road were:

It is vital the Redcliffs library returns to its original site and becomes an information centre and library where local people can meet. The library community is currently in the process of relocating a suitable building for this site and making plans for community facilities. If this building is to be located to the rear of the site to allow for a public courtyard at the front of the building they need to make these plans now.

Redcliffs Public Library wants to be involved with any decisions over the site at 91 Main Road (the library's former site that the library gifted to the CCC back in the 1950s). We have a lease over the land and ...are working as hard as we can to get a working library and community facility back on the site by the time of our centenary in May 2014. Our plans are well advanced in this regard.

Fifteen submitters commented that the library must remain on its original site while another three assumed this would happen.

However, another submitter questioned whether this central site should be reoccupied by the library? *Do choices now limit the progress later e.g. putting community library back on same spot - Does the community heart come from a small library dependent on old folks - or will it come from real engagement amongst broader population?*

The Redcliffs Residents Association strongly agreed with CCH4 but said the library should not be in the middle of the community cluster site and the courtyard needed to be larger. It requested that the Council consult the Residents' Association and property owners.

A submitter said the OK Corral was not a suitable activity on the site at 91 Main Rd. However, the OK Corral was supported by Spokes which also requested more bicycle parks.

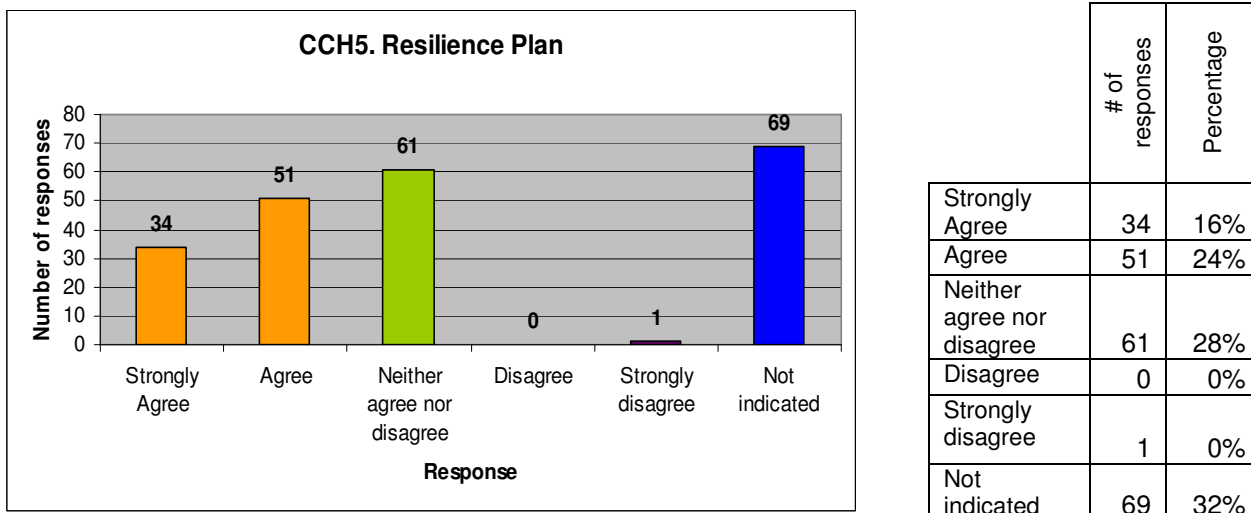
Indicative staff response: Retain the action without amendment.

The Christchurch City Libraries mobile van visits both Redcliffs and Mt Pleasant and, at this point in time, provides an acceptable library service to both these communities. The volunteer library may be able to be re-established as part of the community cluster on its previous site within the village centre. This forms part of the volunteer library review process which is taking a partnership approach to achieving broader based multi-function facilities. This review will take into account the wider network of community facilities in the area, including the proposed Sumner hub.

A central village location for the 'OK Corral' will make it more accessible and encourage multi purpose trips that can support the vitality of the village centre. The previous location of the scooter park on the New World site was highly successful.

Community, culture, heritage continued –

6.4.v CCH5 Resilience Plan



The Resilience Plan action is supported by submitters who responded to the question..

Eighty five submitters (40%) agreed with the Resilience Plan and one (0%) did not. Sixty one (28%) neither agreed nor disagreed and 69 (32%) did not indicate a view.

The Coastal Pathway Group noted that the Pathway would provide an additional carriageway for use in emergencies. It could also provide additional protection for the roadway from ocean storms in the Rapanui / Shag Rock to Clifton Beach section.

Lyttelton Port Company and other companies (Mackley Carriers, NZ SHIP, Z Energy and BP Oil NZ) involved in getting products to and from the port emphasised the significance of the

Main Road. They commented that, with the reopening of Sumner Road scheduled in 2016, the Master Plan needed to provide for the return of general Port-related traffic and in particular over-dimension and dangerous goods vehicles. It was essential that there continued to be two viable routes into the Port through Sumner Road and the Lyttelton Tunnel. Amendments to the wording in the Master Plan were submitted.

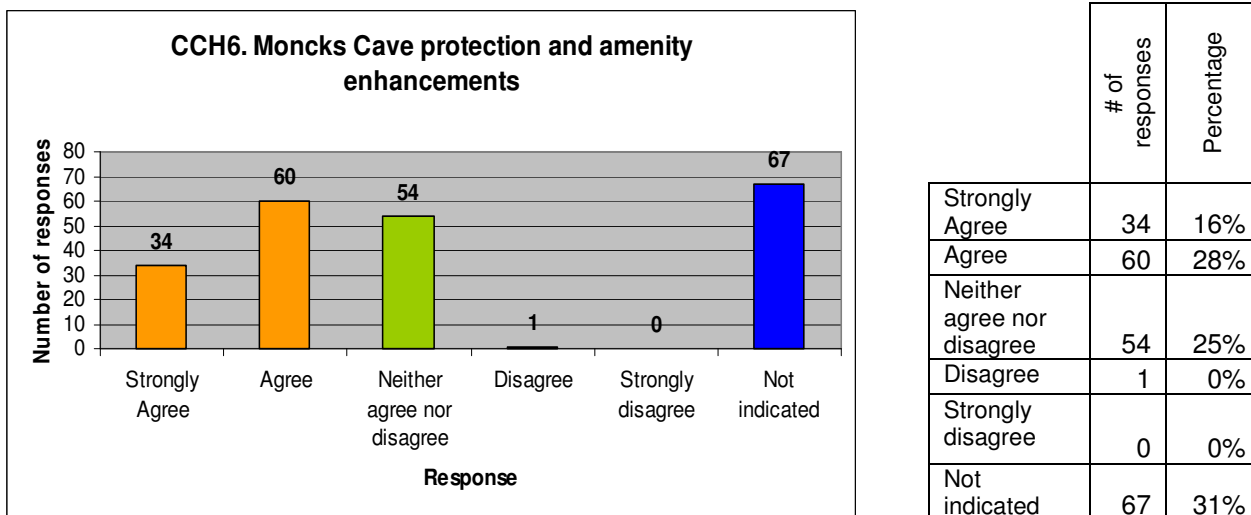
The New Zealand Transport Agency supported the draft Master Plan's objectives that the Main Road continue to provide a freight function and an over dimension route and hazardous substances transport alternative to the Lyttelton Tunnel.

Indicative staff response: Amend the action to include text which clarifies the role and status of the route.

The Draft Master Plan has been developed with the expectation that Main Rd will continue to provide an over-dimension and hazardous goods route to the port. Clarifying the role and status of the route may provide a greater level of certainty to stakeholders and the community.

Community, culture, heritage continued –

6.4.vi CCH6 Moncks Cave protection and amenity enhancements



The Moncks Cave protection and amenity enhancements are supported by those submitters who chose to respond to this question.

Ninety four (44%) agreed with this action compared to one (0%) who did not. Fifty four (25%) submitters neither agreed no disagreed and 67 (31%) did not provide a response.

One submitter requested information boards highlighting the Maori/European history and the ecology of the area. These could use the latest technology and be accessible by the visually and hearing impaired. Sponsorship may be a possibility.

The Coast Pathway Group said the removal of the pump station provided an opportunity to make this cave accessible to public. It also stated that a crossing point from the Coastal Pathway would be desirable here or at the Barnett Park entrance.

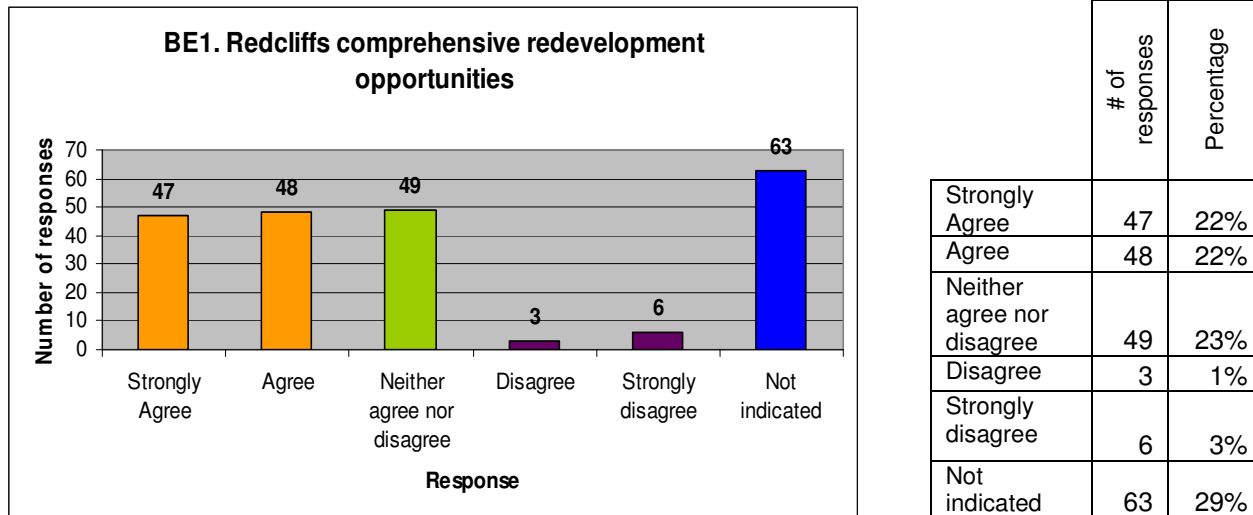
Indicative staff response: Retain action without amendment

Interpretive material could be included in the design of the reserve, in association with tangata whenua. SCIRT has undertaken some preliminary concept design work associated

with the removal of the pump station. A crossing point has also been identified by SCIRT in addition to improved links with Barnett Park.

6.5 Built environment–

6.5.i BE1 Redcliffs comprehensive redevelopment opportunities



Redcliffs comprehensive redevelopment opportunities are supported by those submitters who responded to this question.

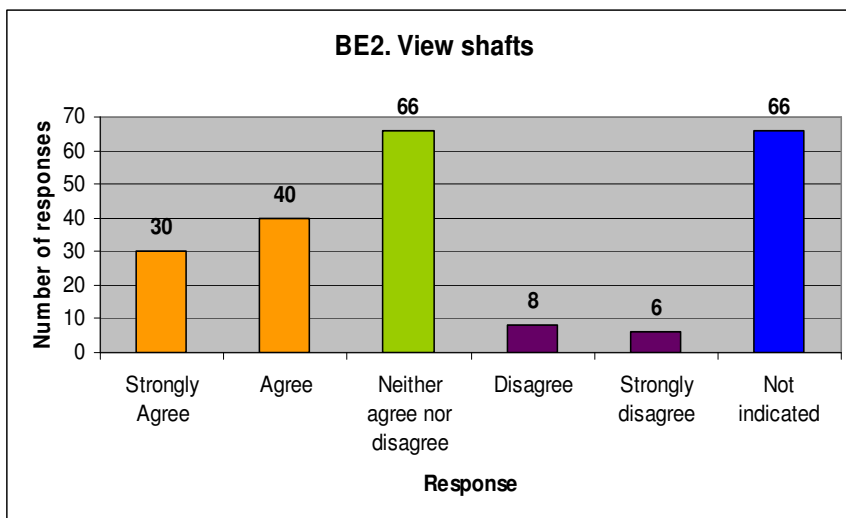
Ninety five submitters (44%) agreed with this action while nine (4%) disagreed. Forty nine (23%) neither agreed nor disagreed and 63 (29%) did not indicate a view.

One submitter, whose property is affected by the comprehensive development proposal in the draft Master Plan, said he had not been approached and any such designation would have serious implications for any potential sales process.

The Coastal Pathway Group strongly agreed with a comprehensive approach to planning for an improved Redcliffs Village and the Coastal Pathway was an element of this. Landowners and Council had important roles to play, it said.

Indicative staff response: Retain action without amendment.

There have been various consultation processes with local stakeholders to canvas views on the development of the plan. The Master Plan is not a statutory document and it is considered that this should not be an impediment to property sales. Indicating potential opportunities for future development provides greater flexibility and choice for property owners. It can provide greater connectivity, improve opportunities for off-street parking and enhance the amenity for shoppers.

Built environment continued –**6.5.ii BE2 View shafts**

	# of responses	Percentage
Strongly Agree	30	14%
Agree	40	19%
Neither agree nor disagree	66	31%
Disagree	8	4%
Strongly disagree	6	3%
Not indicated	66	31%

Submitters who expressed an opinion generally support the action of maintaining view shafts to the Estuary.

Seventy submitters (33%) agreed with the action while 14 (7%) did not agree. Sixty six (31%) neither agreed nor disagreed and 66 (31%) did not provide a response.

Comments by submitters opposing the action range from concerns about the impact of landscape plantings on views, to view shafts being a low priority. One submitter has commented that view shafts are not needed because the area has plenty of views.

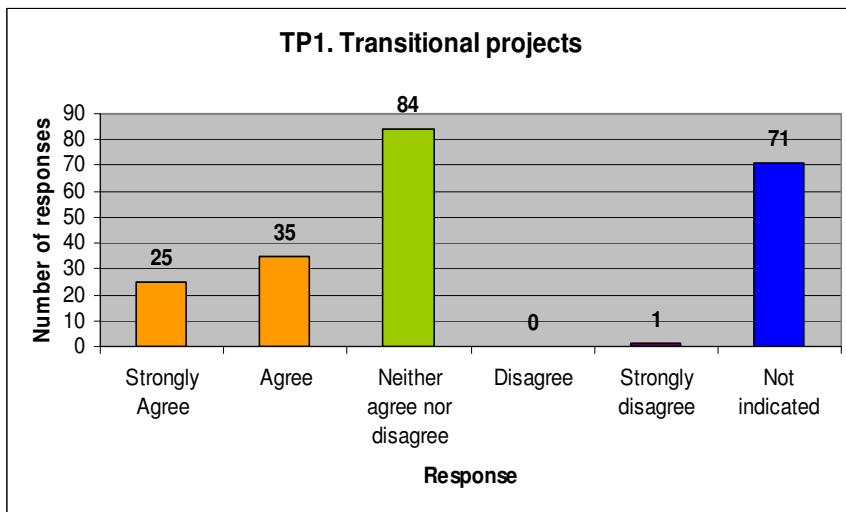
Ngāi Tūāhuriri submitted that view shafts from key sites such as Te Ana O Hineraki / Moa Bone Point Cave were culturally important.

The Mount Pleasant Memorial Community Centre and Residents Association and Pottery Group said they wished to liaise with Council on opportunities to provide view shafts from the Community Centre to the estuary.

Indicative staff response: Retain this action without amendment.

There will be scope to liaise with property owners as they progress their development plans.

Built environment continued – 6.5.iii TP1 Transitional projects



	# of responses	Percentage
Strongly Agree	25	12%
Agree	35	16%
Neither agree nor disagree	84	39%
Disagree	0	0%
Strongly disagree	1	0%
Not indicated	71	33%

An adequate level of support has been signalled for this project by submitters who responded to the question.

Sixty submitters (28%) agreed with this action while one disagreed. Eighty four respondents (39%) neither agreed nor disagreed and 70 (33%) did not provide a response.

The Coastal Pathway Group commented that as the Pathway would be built over five years or more, temporary amenities and features were 'highly appropriate and desirable'. Unified design was necessary.

Indicative staff response: Retain action without amendment.

6.6 Other issues raised during consultation

6.6.i No right turn at Bridle Path Road and St Andrews Hill Road

The Council's Ferrymead Bridge project team has been involved in planning the two intersections at Bridle Path Road and St Andrew Hill. This project is separate from but related to the Master Plan. Plans shown in the draft Main Road Master Plan indicated no right turns toward Sumner from either intersection. Twelve submitters expressed concern about the Bridle Path intersection and four about St Andrews Hill Road.

Comments included:

I am concerned that there is still no provision for right-turning traffic from Bridle Path Road. There will be a turning signal for those turning ...By not having a means of turning right from Bridle Path Road, there is unnecessary extra traffic on Ferry Road, Humphries Drive and Tidal View. This is an area where traffic is heavy at times and does not need further congestion.

I am very concerned that the intersection changes planned for St Andrews Hill Road and Main Road, particularly the lack of right turn will lead to excessive traffic down minor roads particularly Te Awakura Tce, the Brae and Seamount Terrace. These roads do not have footpaths, are narrow and windy and only

suitable for local traffic and we have small children who walk and bike who are at extreme risk from this.

The Avon Heathcote Ihutai Trust noted: *That the ability of St Andrews Hill Rd users to turn right at the bottom of the hill has been withdrawn. We would not support this, as the turn has worked well to date, and avoids an unnecessary detour. We feel that access to the Ihutai from our hill suburbs' residents is important.*

6.6.ii Proposed three lane road from Ferrymead Bridge to Mt Pleasant

The change in the number of lanes from two to three from Ferrymead Bridge was opposed by several submitters. According to one of them:

The three lane road should remain two lanes, and traffic calming elements added to slow speed. This will create safer pedestrian access across the main road; safer turning right into the main road, and increase the connection between one side of the road to the other; from residents to estuary. Right turning traffic from roads which are all major entry points for residents will be safer for all if traffic is slowed and only two lanes.

Another submitter commented that traffic merged too quickly after Ferrymead Bridge.

6.6.iii Other suggestions for the Main Road Master Plan Project

1. The estuary is a very significant wildlife habitat. We would like to see this acknowledged further in the plan - perhaps some watching shelters, seating, binoculars etc.
2. Pre quake there was a small local commercial centre on Major Hornbrook Rd. It would be useful to acknowledge and support its restitution as part of this Main Rd Master Plan.
3. There should be a community hall on the site of the old tennis club.
4. Redcliffs/Ferrymead area needs a swimming pool.
5. More emphasis on park and ride.
6. Consult experts from other countries that have already done the coastal pathways to give us some advice e.g. Gold coast of Australia coastal pathway from Kirra beach to Past Coolangatta to Rainbow bay. Just beautiful and everyone, old and young uses it.
7. More consultation with residents and businesses re design of specific projects e.g. Redcliffs Village and Beachville Road.

Indicative staff response: Update the Master Plan to show a potential right turn lane from Bridle Path Rd.

Positive discussions have taken place with the Ferrymead Bridge project team following public consultation on the Draft Master Plan and it appears that a right turn at the Bridle Path Rd – Main Road intersection can be achieved.

The design of the three laning section of Main Road seeks to address congestion problems. The restricted width in this part of the road corridor limits the design and configuration options. The scheme requires an area of reclamation of land from the estuary, and this has been granted resource consent by Ecan. Council has approved the design, and SCIRT is now commencing construction.

The Estuary Edge Master Plan will be able to address issues of wildlife habitats more fully. Provision is being made for various viewing points as part of the Coastal Pathway Concept Plan.

Major Hornbrook Drive is beyond the scope of this plan.

The plan makes provision for two community hubs/cluster at McCormacks Bay and Redcliffs. These are considered well located to support the local community and have attracted supporting submissions.

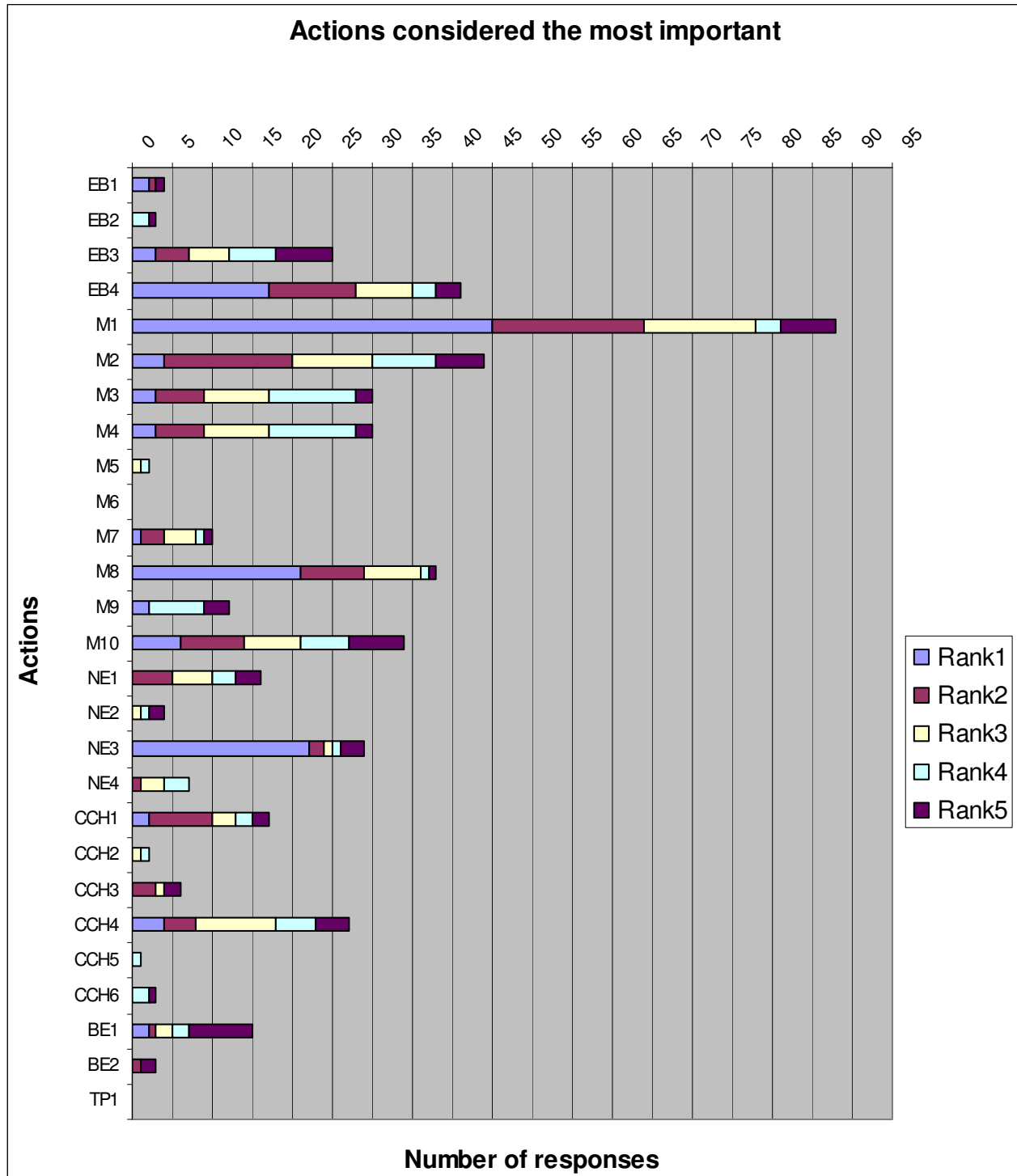
The Coastal Pathway Concept Plan has involved extensive consultation with the local community as well as utilising nationally recognised experts. Consideration has been given to various other examples of coastal pathways in developing the Concept Plan.

The Christchurch Transport Strategic Plan supports the identification and establishment of strategically located park and ride sites. Provision has been made for a small scale facility at McCormacks Bay Road. It is considered appropriate to monitor the take up and success of this facility prior to rolling other sites in this area. Consideration also needs to be given to identifying the optimum locations in relation to the size of the local population and the accessibility to core bus routes from where residents live.

7.0 Actions considered the most important

Submitters were asked to indicate which actions they considered most important. The following graph aggregates all five options to get an overall total. According to this information the most important actions are:

1. Coastal Path (M1)
2. Redcliffs village centre streetscape enhancements (M2)
3. Re-establish supermarket (EB4)
4. Redcliffs village centre parking – monitoring and review (M8)
5. Pedestrian crossings (M10)



8.0 Specific wording changes requested in final Main Road Master Plan document

Ngai Tahu - Ngāi Tūāhuriri	Reflect Ngai Tahu's traditional and contemporary relationship with the area, and its priorities Correct use of Maori names for places and features Review current Maori history section.
New Zealand Transport Agency	List as contributing investor in three laning section
Coastal Pathway Group	Add/amend wording in Economy and Business, Natural Environment and Community, Culture and Heritage.
Spokes Canterbury	Add CCC Cycle Design Guidelines to list of sources informing plan (Page 17)
Redcliffs Residents Association	List with joint responsibility with Redcliffs Business Group under EB2 and EB3
Lyttelton Port Co and other companies associated with the transport of goods to and from the port	Further recognition and emphasis of the Main Road as an over dimension route and hazardous substances alternative transport route
Mt Pleasant Pottery Group (MPPG)	MPPG would like to see reference made in the Master Plan to Council's Strengthening Communities Strategy principles in relation to the provision of and support of community facilities.
MPPG and Mt Pleasant Memorial Community Centre and Residents Association	Improve Figure 21 in the draft plan to better reflect proposed footprint of the community hall and kindergarten

Your views – Submission form

The Council is seeking feedback to the Draft Main Road Master Plan and would like to hear from you.

Submissions and comments are sought during the consultation period from 21 October – 22 November 2013.

How to make a submission

A submission form is provided here. However, you can make a submission in a number of ways:

By using the online submission form at:
www.ccc.govt.nz/haveyoursay

By emailing your submission and any attachments to:
MainRoadMPlan@ccc.govt.nz
(please ensure your full name and address are included with your submission)

By mail, post to (no stamp required):

Freepost 178
Draft Main Road Master Plan
Strategy and Planning Group
Christchurch City Council
PO Box 73012
Christchurch 8154

By hand delivery to:

- Civic Offices, 53 Hereford Street, or
- At the drop-in sessions.

Public drop-in sessions will be held on the following dates:

- **Thursday 31 October 2013** at Redcliffs Bowling Club, 9 James Street, Redcliffs, 3.30pm–6.30pm
- **Monday 4 November 2013** at Christchurch Yacht Club, 167 Main Road, Moncks Bay, 3.30pm–6.30pm
- **Wednesday 6 November 2013** at Mt Pleasant Yacht Club in Scott Park, Main Road, Mt Pleasant 3.30pm–6.30pm.

View the full document

The full Draft Main Road Master Plan can be viewed:

- Online at www.ccc.govt.nz/haveyoursay; or from
- Any Council libraries and service centres. For Council libraries and service centres see: www.ccc.govt.nz/thecouncil/contactus/asp
- The Spur on Redcliffs cafe, 87 Main Road, Redcliffs.

Please make sure your comments arrive before the consultation period closes at 5pm on Friday 22 November 2013. Anonymous submissions will not be accepted.

Please note: Upon request, we are legally required to make all written or electronic submissions available to the public, including the name and address of the submitter, subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there are compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Council's Public Affairs Consultation Team Leader, telephone 941-8999 or 0800 800 169.

Submission form

1. Overall, do you support the direction of the Draft Main Road Master Plan?

Yes No

2. Overall, please indicate how much you agree or disagree with the Plan's vision and goals.

Strongly agree Agree Neither agree or disagree Disagree Strongly disagree

3. Please indicate how much you agree or disagree with individual actions.

	Actions	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Economy and business	EB1. Business association development.					
	EB2. Marketing strategy.					
	EB3. Events establishment and promotion.					
	EB4. Re-establish supermarket.					
Movement	M1. Coastal Pathway.					
	M2. Redcliffs village centre streetscape enhancements.					
	M3. Beachville Road streetscape enhancements.					
	M4. Mt Pleasant intersection enhancements.					
	M5. Mt Pleasant bus shelter enhancements.					
	M6. McCormacks Bay Road streetscape.					
	M7. Moneks Bay parking and bus stop enhancements.					
	M8. Redcliffs village centre parking – monitoring and review.					
	M9. Route security – rockfall management and protection.					
	M10. Pedestrian crossings.					
Natural environment	NE1. Landscape palette.					
	NE2. Cliff illumination.					
	NE3. Scott Park enhancements.					
	NE4. Barnett Park landscape and amenity review.					
Community, culture, heritage	CCH1. McCormacks Bay community hub.					
	CCH2. Te Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park.					
	CCH3. Tangata whenua cultural interpretation.					
	CCH4. Redcliffs community resources.					
	CCH5. Resilience Plan.					
	CCH6. Moneks Cave protection and amenity enhancements.					
Built environment	BE1. Redcliffs comprehensive redevelopment opportunities.					
	BE2. View shafts.					
	TP1. Transitional projects.					

APPENDIX 1 TO ATTACHMENT 1 TO CLAUSE 10 Cont'd

4. Please indicate which of the actions in 3 you consider most important.

Rank	Action
1	
2	
3	
4	
5	

5. What are the best aspects of the Draft Main Road Master Plan?

Please explain why

6. What are the aspects of the Draft Main Road Master Plan that need improvement?

Please explain why

7. Do you have any other comments on the Draft Main Road Master Plan?

Contact details	
Name	_____
Organisation (if representing)	_____
Organisation role	_____
Postal address	_____
Postcode	_____
Phone – home/work/mobile	_____
Email (if applicable)	_____
Signature	_____
Date	_____
If submissions on the Draft Main Road Master Plan are heard by the Council, do you wish to be heard?	
<input type="checkbox"/> Yes, I would like to be heard	<input type="checkbox"/> No, I would not like to be heard
Local people and organisations can be well placed to lead or assist with the Master Plan actions:	
(a) Yes, I wish to assist with the implementation of the following actions: _____	

(b) I wish to assist as:	
<input type="checkbox"/> An individual	
<input type="checkbox"/> A member of the following organisation:	_____

Note: No anonymous submissions will be accepted.

Appendix 2 - Organisations and businesses which submitted on the Draft Plan

Avon Heathcote Estuary Ihutai Trust
Canterbury Windsports Association
Christchurch Beautifying Association
Christchurch Coastal Pathway Group
Christchurch Estuary Association
Christchurch Yacht Club
Coastal Resources Concerned Residents Group
Environment Canterbury
Foodstuffs Ltd
Feet First Ltd
Groundswell Sports
Living Street Otautahi/Christchurch
Mt Pleasant Yacht Club
New Zealand Automobile Association Inc
Mt Pleasant Pottery Group
Mackleys Transport
Mt Pleasant Memorial Community Centre & Residents Association Inc.
New Zealand Transport Agency
Lyttelton Port Company
NZ SHIP
Port Hills Uniting Parish
Prier Manson Properties
Redcliffs Business Group
Redcliffs Developments Ltd
Redcliffs Law Office
Redcliffs Pharmacy
Redcliffs Physiotherapy Centre
Redcliffs Residents Association
Redcliffs Public Library
Royal New Zealand Foundation of the Blind
Spokes Canterbury
Sumner Bays Union Trust
Windsurfing NZ
Z Energy Ltd and BP Oil NZ Ltd

APPENDIX 3 TO ATTACHMENT 1 TO CLAUSE 10

Appendix 3 - Submitters who wish to be heard

Ref #	Submitter	Support Plan direction: Y/N	Comments
3	Kevin Murdoch	Y	No traffic lights at Augusta St, How will Coastal Pathway be supported from Shag Rock to Moncks Bay?
8	Peter Foster	Y	Concern re angular entry to Mt Pleasant Rd. Address by filter lane, roundabout?
15	Adam Grant Parker	Y	Concern re lighting on Coastal Pathway and fishermen taking over spots along pathway
22	Jonathan Davidson	Y	Pedestrianise whole of Beachville Rd between Main Road and sea
24	Andrew Beadle	N	Retain existing parking in Redcliffs village and along Beachville Rd. Questioned graphics/images as potentially misleading
30	Richard Craigie	Y	Moncks Bay garaging needs to be addressed, totally opposed to boat storage shed over water
38	Bruce Reilly Redcliffs Physiotherapy Centre	N	Loss of car parking, support for angle parking in Augusta St
46	Andrew Wilson	Unclear	Windsurfer, comments only relate to Scott Park action; supports current proposal
48	Angela Druelney	N	Opposes three lanes between McCormacks Bay and Ferrymead – will increase traffic speeds and create barrier between estuary and local residents. Should remain two lanes.
54	Matt Bonis (Planz Consultants) for Lyttelton Port Co	Y	Importance of the Main Road as and over dimension route and hazardous substances alternative transport route – wording changes requested in Master Plan
61	A McLauchlan	Y	Both Beachville intersections with Main Rd a problem – favours roundabout at Beachville/Causeway corner.
64	Pam Guest Mt Pleasant Pottery Group	Unclear	Supportive of CCH1 McCormacks Bay Community Hub
85	Suzanne Craig Redcliffs Public Library	Y	Library needs to return to original site at 91 Main Rd. Plans proceeding
86	Bill Simpson - Kit Doudney, Avon Heathcote Estuary Ihutai Trust	Y	Concerns re right turn to Sumner from St Andrews Hill Rd, Scott Park (supports proposed route) Moncks Bat – retain beach
95	David Duns	Unclear	Wants give way to remain at foot of Mt Pleasant Rd instead of stop sign
104	Daryl Sayer, Redcliffs Business Group	Y	Loss of parking in Main Rd and Beachville Rd, location of bus stops
193	Murray Sim, Christchurch Estuary Association	Y	Support proposed Coastal Path route through Scott Park, supports use of rain gardens and swales for stormwater management, need to think about implications of landscaping
154	Dirk De Lu Spokes	N	More cycle parking, crossings inadequate
155	Bruce Banbury	Y	Coastal Pathway should be along waters edge at Scott Park, right hand turn needed at foot of St Andrews Hill, turning bay from Main Rd to Cave Tce. Consistent design along Pathway
160	Liz Briggs for Mt Pleasant Memorial Community Centre and Residents Association	Y	Wishes to liaise with Council on aspects relating to CCH1 and in particular the Community Centre

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APPENDIX 3 TO ATTACHMENT 1 TO CLAUSE 10 Cont'd

191	Michael Toomey	Y	On street parking in Redcliffs, Main Rd and Beachville Rd. Refer to the community-led "Redcliffs Village Structure Plan". Bus stop location.
192	Marc Bendall	Y	As above
204	David Bryce Redcliffs Residents Association	Y	Concern re loss of parking in village. Refer to the community-led Redcliffs Village Structure Plan, parking study needed now, disagree with parking in Beachville Rd near shops, park and ride in Barnett Park. Local natives should be planted in Beachville Rd. Pohutakawas not local native.
211	Chris Doudney	Y	Focus on design of aspects affecting Redcliffs
212	Dr Tim Lindley Christchurch Coastal Pathway Group	Y	Supports comprehensive approach, partnering with community in planning and implementation, involvement of Ngai Tahu