CLAUSE 11

COUNCIL 22. 11. 2012

REPORT BY THE CHAIRPERSON OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD

14 NOVEMBER 2012

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. INTERIM DRAFT FERRY ROAD/MAIN ROAD MASTER PLAN (PHASE 1 – FITZGERALD AVENUE TO FERRYMEAD BRIDGE) - SUBURBAN CENTRES PROGRAMME

General Manager responsible:	General Manager Strategy and Planning, DDI 941 8281
Officer responsible:	City Planning Unit Manager
Author:	Steve Miles, Senior Urban Designer

PURPOSE OF REPORT

1. The purpose of this report is to present the Hagley/Ferrymead Community Board's:

   (a) Endorsement of the content of the Interim Draft Ferry Road Main Road Corridor Master Plan (Phase 1 – Fitzgerald Avenue to Ferrymead Bridge), referred to as the Interim Plan in this report and recommendation that the Interim Plan be approved for public consultation.

   (b) Recommendation that the Council receive and consider a consultation report on submissions in 2013, before a decision is sought by staff on whether to conduct hearings, and prior to adopting the final version of the Plan.

   A copy of the Interim Plan and appendices are provided in **Attachments 1 and 2**. A further summary document will be prepared prior to consultation.

EXECUTIVE SUMMARY

2. The recent earthquakes have caused significant damage to a number of suburban commercial centres across Christchurch. At its meeting on 23 June 2011, the Council approved a programme of work including master plans and case management for identified suburban centres.

3. Due to the scale and nature of both earthquake related and historic issues affecting the Ferry Road/Main Road Corridor, it was selected for a master planning approach. The Interim Plan was divided into two phases to make the master planning process more manageable. The first phase is presented in this report. It focuses on the economic recovery of three commercial centres and considers strategic movement issues along the road corridor connecting them. The second phase focuses on Main Road (from Ferrymead Bridge to Sumner) and is due to commence once phase 1 has been approved for consultation.

4. A detailed corridor study is planned for Ferry Road which will help determine transport priorities for the road corridor. While the corridor study is being progressed, the Council is seeking community feedback on an Interim Draft. The corridor study is due to be completed in June 2013 and will then be used to inform a later, final draft of the Master Plan. Further consultation may be recommended, depending on the outcomes of the study.

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5. Preparation of the Interim Plan has involved a significant amount of information gathering including public and stakeholder information gathering sessions, background research and design workshops. The Interim Plan has distilled this information into a vision for the recovery and future resilience of the commercial centres. This is further supported by changing some aspects of strategic movement along the corridor.

6. The vision is translated, through a series of goals and actions, into an Implementation Plan. This provides the timing and responsibilities for each action. Key changes proposed in the plan include improvements to support pedestrian movement and cycling, both along Ferry Road and via the surrounding public open space, bus priority measures at key intersections, and thematic planting along the corridor. This helps to make travel along the corridor and within the commercial centres more convenient and attractive.

7. A series of actions is also recommended to help improve the economic performance and resilience of the commercial centres. For example, providing more support for local business owners, and physical improvements to the commercial centres to make them more attractive and convenient to use.

FINANCIAL IMPLICATIONS

8. The Annual Plan has made provision within the Strategy and Planning Group's budget for the Suburban Centres Programme, including the production of the Interim Plan.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

9. Yes, see above.

LEGAL CONSIDERATIONS

10. There are no immediate legal considerations. Officers have met with officials from Canterbury Earthquake Recovery Authority (CERA) and will continue to do so to ensure that the work is consistent with the Recovery Strategy.

Have you considered the legal implications of the issue under consideration?

11. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. The Interim Plan was not anticipated by the LTCCP or Activity Management Plans because it is a response to natural disaster and reflects the Council's land use planning functions. Provision has been made for the Suburban Centre Programme through the Annual Plan process.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

13. Yes, the Annual Plan 2011/12 includes a revised level of service: the recovery of Suburban Centres is supported by urban design and planning initiatives.

ALIGNMENT WITH STRATEGIES

14. The Interim Plan is consistent with the Urban Development Strategy, with Proposed Change 1 to the Regional Policy Statement, and with the City Plan, including the Outline Development Plan for Ferrymead. It recognises the current hierarchy of commercial centres, and is consistent with the vision of enabling the central city to be the pre-eminent business, social and cultural heart of the City.

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15. The Recovery Strategy for Greater Christchurch was approved by the Minister for Canterbury Earthquake Recovery on 31 May 2012. The Recovery Strategy's goals and priorities include reference to suburban centres. The Canterbury Earthquake Recovery Act (CER Act) requires that certain plans and documents should not be inconsistent with a Recovery Strategy. Whilst the Act does not specifically refer to suburban centre master plans, the Interim Plan is consistent with the Recovery Strategy. Staff have met with officials from the Canterbury Earthquake Recovery Authority (CERA) and will continue to do so to ensure that the work on the Plan is informed by and consistent with the Recovery Strategy.

16. The Interim Plan is also aligned with the principles of "link and place", contained within the Draft Christchurch Transport Plan.

Do the recommendations align with the Council's strategies?

17. Yes, see above.

CONSULTATION FULFILMENT

18. There has been extensive information gathering with local communities, stakeholders and the elected members during the preparation of the Interim Plan. Staff have also consulted with Recover Canterbury, Stronger Christchurch Infrastructure Rebuild Team (SCIRT), Canterbury District Health Board (CDHB) and other key organisations in the development of the Master Plan. Approval of the Interim Plan will enable a further formal stage of consultation to be undertaken.

STAFF RECOMMENDATION

It is recommended that the Council:

(a) Endorse the content of the Interim Draft Ferry Road/Main Road Master Plan, (**Attachments 1 and 2**), and approve it for public consultation.

(b) Receive and consider a consultation report on submissions in 2013, before a decision is sought by staff on whether to conduct hearings and prior to adopting the final version of the Plan.

BOARD CONSIDERATION AND RECOMMENDATION

The Board consideration and recommendation on this matter will be provided to the Council prior to the meeting.

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BACKGROUND (THE ISSUES)

19. The series of earthquakes that has occurred across the region since September 2010 has caused significant damage to property along Ferry Road.

20. Earthquake damage to Ferry Road was restricted to isolated sites, rather than areas, in Business 1 and 2 zones. However there was a significant level of damage to infrastructure under the road including five kilometres of brick vault repairs from Phillipstown to Woolston.

21. Woolston lost a number of historic buildings including the community library, law centre and Nugget shoe polish factory. Ferrymead also lost its supermarket which had economic impacts for other local businesses. More building demolitions are expected in nearby properties along the river.

THE OBJECTIVES

22. The overall objectives for the Interim Plan are three fold:

    - To assist in economic recovery of the commercial centres, and;
    - To build future resilience in business communities.
    - To achieve an appropriate balance between the strategic movement of people and freight along the road corridor, and the circulation of shoppers within each commercial centre.

23. In order to achieve this, the Interim Plan sets out a Vision and goals for the corridor. This is accompanied by a series of spatial plans that provide ideas for future development in public and private spaces. The Interim Plan is intended to provide a broader context and guidance for future development in each commercial centre.

MASTER PLAN PROCESS

24. Council officers have worked with property owners, local businesses and the local community in the preparation of the Interim Plan. This has included the following four stages:

    - **Project Initiation** – comprising information gathering, site visits, and meeting with community leaders.
    - **Information gathering** – a total of 11 'information gathering' workshops held with elected members, stakeholders, community groups and members of the public during October 2011. At the public information gathering sessions, over 100 people shared their likes, dislikes and aspirations. In the weeks that followed, people continued to share ideas by telephoning and sending comments in by post or email.
    - **Design Workshop** – Council staff participated in a Council-led two day technical design workshop in November 2011. Through an integrated and iterative process, urban planners, transport planners and engineers, landscape architects, urban designers, community engagement and resource consent staff developed ideas around the base information for the centre and the ideas from the community engagement sessions. Further workshops on a weekly basis were held over the next four months with the core project team, developing, testing and refining ideas for the Interim Plan.

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- **Documentation** – this stage focused on development of the Interim Plan. A review of the community feedback and supporting background research was undertaken. The information was distilled into issues and actions under five recovery framework themes and translated into an implementation plan.

25. The Interim Plan is now being presented for approval to go out to public consultation.

KEY ISSUES AND PROPOSALS

26. From the initial consultations with the community and key stakeholders a number of issues emerged highlighting the concerns and aspirations of the community.

- Bus and cycle priority along Ferry Road haven't been given enough consideration to date.
- Pedestrian circulation within commercial centres should be given greater consideration.
- Public open space and reserves were not being used enough, possibly because of a low visual profile from Ferry Road.
- Access to and along the Heathcote River could be improved.
- The appearance and feel of the commercial centres and Ferry Road generally, could be improved.

27. In response, the key actions of the Interim Plan are;

(a) Encourage more local pedestrian and cycling customers to use each commercial centre, through:

(i) Improving convenience and safety for pedestrians and cyclists along Ferry Road.

(ii) Improving convenience and safety for pedestrians and cyclists across public open space and along the Heathcote River.

(b) Improve the quality of the overall visiting experience and encourage repeat visits, through:

(i) Improving convenience and safety for pedestrians and cyclists within each commercial centre so that shoppers feel to circulate and take advantage of unanticipated sales or offers.

(ii) A range of themed visual improvements for the commercial centres that help to make them more memorable to more encourage repeat visits.

(iii) Using design guidelines to ensure that less tangible aspects of urban design, such as local character are interpreted consistently in built form and streetscape improvements.

(iv) Investigating alternative ways of managing parking so there is less conflict with other users while still providing convenient access customers.

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(v) Supporting local business owners in identifying ways they can help improve the experience of visitors to the commercial centre.

(vi) Supporting local business owners to promote their commercial centre to the rest of the city.

(c) Build resilience in business communities, through:

(i) Supporting local business and property owners in developing a forum for collective decision making, sharing information and resources with each other.

(ii) Providing access to advice on best practice in business management and strategies for operating within a post-earthquake economic climate.

(iii) Encouraging business owners to become an integral part of the local community, for example by getting to know and helping to build acquaintances between their customers.

(d) Support strategic movement along Ferry Road, through:

(i) Identifying opportunities in the long term to improve the efficient movement of people, along the corridor, using a broader variety of energy efficient transport types.

(ii) Ensuring actions are in general accordance with strategic principles described in the Christchurch Transport Plan.

29. A copy of the Interim Plan (refer **Attachment 1** circulated under separate cover) and the Appendices (refer **Attachment 2** circulated under separate cover) are included as attachments to this report. These provide full details of the issues and proposals for each centre and the timing and relative priority of the proposed actions. These documents still require graphic design input prior to publication. This will be done once the content has been approved.

30. At this stage it isn't necessary for Council to request that the Minister of CER use his powers under the CER Act to give effect to the Interim Plan. There are other options for implementation through working in partnership with stakeholders and the community. Further consideration can be given to the potential use of the CER Act following evaluation of the feedback on the draft consultation plan.

CONSULTATION

31. Community support for the actions in the Interim Plan will be important for successful, implementation. As outlined in paragraphs 18 and 24 above, a total of 11 information gathering sessions were undertaken with elected members, stakeholders, community representatives and the public. A further, final round of consultation will provide the community and stakeholders with an opportunity to engage in the process and comment on the Interim Plan as a complete document.

32. Officers intend to begin a four week consultation period at the end of January 2013. Copies of the Interim Plan document will be made available on the Council's web site, with hard copies also provided for reference in operational Service Centres and Libraries.

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33. A summary of the Interim Plan will be prepared and sent to key stakeholders, business and commercial property owners in each commercial centre, and the owners of residential properties accessed directly from Ferry Road. Residential properties up to a five minute walk from Ferry Road will receive flyers informing them of where the Interim Plan is available and how they can participate in the consultation process. Two open day drop-in sessions will be held during the consultation period, where staff will be available to answer questions. Other media releases are also planned.

34. During March 2013, feedback will be collated and analysed. A consultation feedback summary report will be prepared and presented to the Hagley/Ferrymead Community Board and the Council. At this time, a decision will be sought on whether to conduct hearings, prior to adopting the final Master Plan.

Suburban Centres Programme

Interim Draft Ferry Road/Main Road Master Plan

(PHASE 1 – FITZGERALD AVENUE TO FERRYMEAD BRIDGE) VOLUME 1: THE MASTER PLAN

NOVEMBER 2012

Christchurch City Council

Mayor's foreword:

The area that encompasses the length of Ferry Road is arguably the birthplace of Christchurch's economy. From 1850 the ferry, from which Ferrymead and Ferry Road take their names, provided a vital transportation function for the rapidly developing city. The railway from Christchurch to the wharf at Ferrymead opened in 1863 – the first public steam railway in New Zealand. Villages and shopping centres that supported the many industries sprang up and people made their homes here. Despite mixed fortunes over the decades – Ferry Road has retained its importance as a major transport route between the city, the Port of Lyttelton and the seaside suburbs.

The 22 February 2011 earthquake had a significant impact on this area. Much of the infrastructure was severely damaged – shops, businesses and people's homes were also affected.

The Council-led master planning for the recovery and rebuild of the Interim Draft Ferry Road Main Road Master Plan (Part 1 – Fitzgerald Avenue to Ferrymead Bridge) has looked into the issues that affect this significant corridor, and found out what people want for the future of their area. Local people came to master planning workshops armed with information and many great ideas, and they were not shy in sharing what needed to be done, and what could be done better.

The challenge for the master plan team is that the corridor covers a large and diverse area – along its length are several commercial centres that support local communities. These commercial centres are part of a wider commercial network, yet they have their own identity and focus, and have suffered varying degrees of earthquake related damage.

The Interim Draft Master Plan establishes a vision and actions to ensure this corridor remains a vital lifeline for the city, and an asset for local communities. The area's rich history will be reflected and celebrated in the design of buildings and landscapes, and shopping centres will be exciting, welcoming places to visit. The recreational potential of the Ōpāwaho//Heathcote River and the Ihutai/Avon-Heathcote Estuary will be enhanced through improved cycle and walkways, heritage trails, landscaping and more places to stop and rest.

I look forward to witnessing the continued progress and recovery of this area, secure in the knowledge that this Plan sets out a community agreed, long-term vision that recognises the vital role of this corridor as an important transportation route, while achieving a good quality of life for the people who live, work and visit this area.

Bob Parker
Mayor of Christchurch

Hagley/Ferrymead Community Board Foreword:

The Ferry Road / Main Road corridor stretches from the city to the sea. This route services hillside, estuary and riverside suburbs; provides a vital transport route between the city and seaside suburbs; supports diverse commercial centres and communities and takes in the Ōpāwaho/ Heathcote River, the sea and the Ihutai/Avon-Heathcote Estuary. It is an area of remarkable social and commercial history – yet an area where its vitality and growth has been affected by earthquakes.

When discussing the recovery and rebuild of the commercial centres situated along Ferry Road / Main Road corridor, the Hagley/ Ferrymead Community Board determined that the length of the corridor, despite its size, needed to be addressed as a whole. Board members firmly believe that decisions around the recovery and rebuild of one area has a direct impact on the next, and that a unified and consistent approach to master planning will have long-term benefits for the corridor as a whole. However, to make the project manageable it has been divided into two phases – beginning with the area between the city (Fitzgerald Avenue) and Ferrymead Bridge.

The work to put together the Interim Draft Master Plan has been a big task. Many issues and ideas needed to be explored, developed, analysed, tested and debated – key to this work has been the contributions from local business and property owners, residents, stakeholders and community leaders.

The process of preparing this Plan has provided an important platform for people to identify issues, concerns and aspirations for their local centre, as well as presenting them with an opportunity to see the connections and possibilities along the corridor. As a result, exciting ideas and opportunities have emerged.

The Hagley/Ferrymead Community Board encourages residents and business people to comment on the Interim Draft Master Plan, as continued involvement is a major aspect of developing a liveable, prosperous and vibrant future for this area.

Bob Todd OBE JP
Chairperson, Hagley/Ferrymead Community Board

Comments on the Interim Draft Master Plan
This is the first time the community has had the chance to comment on the Plan. Informal feedback on broad options was waived in favour of preparing the Plan for an extended period of full consultation.

This decision has enabled the Plan to be with the community for their consideration as quickly as possible. Presenting options and opportunities to stakeholders and the community will support timely decision making that will enable rebuilding of the commercial centres without slowing the progress of individual property owners.

The quick delivery of the Plan will also allow funding opportunities to be explored through the Council's Annual Plan and Long Term Plan (LTP), as well as other methods.

The full Interim Draft Ferry Road/Main Road Master Plan is available online at www.ccc.govt.nz/haveyoursay or from:

- The Civic Offices, 53 Hereford Street, Christchurch.
- All open Council libraries and service centres.

(For open Council libraries and service centres see www.ccc.govt.nz/thecouncil/contactus.aspx)

Public drop in sessions will be held on the following dates and venues;

- ***Monday, 11 February 2013 at Woolston Community Centre***
  Woolston Park, Ferry Rd (3.30pm to 7pm)
- ***Tuesday, 19 February 2013 at St Johns Anglican Church***
  Corner of Johns St and Ferry Rd (3.30pm to 7pm)

A submission form is included at the back of this document. You are invited to send your comments in writing to:

Postal Address:
Freepost 178
Interim Draft Ferry Road/Main Road Master Plan
Christchurch City Council
Strategy and Planning Group
P O Box 73012
Christchurch 8154

By hand delivery:

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

Email: FerryRoadMP@ccc.govt.nz

Internet submission form: **http://www.ccc.govt.nz/haveyoursay**

Please make sure your comments arrive before the consultation period closes at **5.00pm on 28 February 2013.**

Disclaimer: There is no binding commitment on the Council to proceed with any prospective project detailed in this document. The Council's spending priorities are reviewed frequently, including through the Long Term Plan process. All decisions as to whether or not a project will commence remain with the Council.

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1.0 Executive Summary

The proposed vision in this Plan focuses on three themes: reconnection, recovery and resilience. The vision is to reconnect commercial centres in terms of how they look, feel and function, how they are accessed and the relationships between people who work and shop there. Placing more emphasis on social interaction in the design of each commercial centre will also help to build future economic resilience in each business community.

Ferry Road has played a significant historic role in the development of Christchurch's economy since the Ōpāwaho/Heathcote River was first used to ferry goods towards the city. However, land uses and the connections between commercial centres along Ferry Road / Main Road have become fragmented over time, as a result of the earthquakes and land use change.

The full Ferry Road / Main Road Corridor Master Plan will address the Ferry Road / Main Road corridor from city to sea. It is an important arterial that connects the city to the sea and plays a key transportation role for the whole city. Ferry Road and Main Road provide a link to the city's seaside suburbs and along its route are several local commercial centres. Its recovery and viability is closely connected to the long-term prosperity of the city.

This Plan addresses Phase One, which covers Ferry Road from the City to Ferrymead Bridge. This is to make the process more manageable. The other portion of Ferry Road / Main Road will be addressed in Phase Two master planning. In this Plan, Phase One will be referred to as the Interim Draft Master Plan or the Plan.

Phase One includes a strategic transport corridor and three groupings of commercial centres along the corridor:

- The small group of local commercial centres near the Central City;
- the Woolston neighbourhood commercial centre; and
- the Ferrymead neighbourhood commercial centre.

The master planning process has been based on community and stakeholder consultation; and workshops with technical experts to identify the key issues and goals. The goals are developed under five recovery themes: Built environment, Movement, Economy, Natural environment and Community wellbeing.

The goals and actions for the movement corridor and each commercial centre are further developed into proposed actions and concept designs. Key features of these actions and designs are:

- Amenity improvements, including themed streetscape planting which changes along the movement corridor to reflect variations in local ecology.
- More recognition of local history.
- Cyclist and pedestrian safety improvements.
- Targeted bus priority improvements (bus gates and signals).
- Recommendations for design guidelines.
- Support and advice to help local business communities become more resilient.

The Implementation Plan explains how the vision can be delivered. For each proposed action, it identifies who might take the lead and who can support, whether this is the Council, property owners, community groups or other organisations. The Implementation Plan also identifies broad categories of cost and timeframes. The actions presented in this Plan will continue to evolve through further consultation and stakeholder engagement, as all parties work toward successful delivery of the vision for Ferry Road.

To help determine transport priorities for the road corridor, a detailed Corridor Study is planned to start in January 2013 and it may take up to six months to complete. In the meantime, the Council is seeking community feedback on this Interim Draft Master Plan.

Abbreviations and terms used in this document:

C.D.H.B.	Canterbury District Health Board
CERA	Canterbury Earthquake Recovery Authority
Corridor	A linear study area, normally defined by the extent of a major road.
C.P.T.E.D.	Crime Prevention Through Environmental Design
C.T.P.	Christchurch Transport Plan
K.A.C.	Key Activity Centre
LiDAR	Light Detection And Ranging
L.T.P.	Long Term Plan
Mahinga kai	Traditional food gathering practices of the Māori people.
N.I.W.A.	National Institute for Water and Atmospheric Research
N.Z.T.A.	New Zealand Transport Agency
O.D.P.	Outline Development Plan
R.P.S.	Canterbury Regional Policy Statement
SCIRT	Stronger Christchurch Infrastructure Rebuild Team
Streetscape	The visual and publically accessible extent of a street environment.
Te Whakatau Kaupapa	A strategic document prepared by Ngāi Tahu for resource management across the Canterbury region.
TC	Technical Category
U.D.S.	Greater Christchurch Urban Development Strategy
Whanau Ora	An inclusive approach; providing services and opportunities to all families in need across New Zealand.
W.I.N.Z.	Work and Income New Zealand

2.0 Introduction

2.1 Suburban Centres Programme

The magnitude 6.3 earthquake that struck Christchurch on 22 February 2011 was the most destructive earthquake to strike a New Zealand City in 80 years. This earthquake, and the aftershocks that followed, have had a devastating impact across the city's commercial centres, most notably affecting the Central City, but also damaging many of the city's smaller suburban commercial centres. These suburban centres are critical to the city and how it functions. They support local communities by providing a place where people can easily access goods and services.

In June 2011 the Council recognised the need to prioritise and support earthquake recovery in these local areas by launching the Suburban Centres Programme. The aim of this Programme is to support the recovery and rebuild of the worst affected centres. There are two streams of work: Master Plans and Case Management.

Master plans are being prepared for the worst affected suburban centres where there has been significant damage to private property and public infrastructure.

A case management service is provided to all earthquake-damaged centres to assist property owners as they make decisions about the future of their site. Case managers liaise with planners, designers and other technical experts to provide coordinated support and advice to commercial property owners.

2.2 What is a master plan?

A master plan is a document that can guide decision making by identifying:

- The strategic role played by a centre within the city;
- The facilities, services and infrastructure required to sustain economic and social activity within a centre;
- Unique characteristics such as history, landmarks or other features, and how these might can be protected or enhanced; and
- How a centre can become more resilient into the future – socially, economically and physically.

This approach engages the community, identifies a vision and proposes a set of actions. A master plan also provides a framework to guide recovery and rebuild work being undertaken by the Council, private property owners, community groups and other recovery agencies such as SCIRT, CERA, Environment Canterbury, NZTA and Recover Canterbury.

2.3 Why have a master plan for Ferry Road/Main Road Corridor?

Ferry Road has two important roles: as a strategic movement corridor that carries a significant amount of car, bus, freight, pedestrian and cycle movement; and a corridor that has a number of commercial centres along its route offering services to the people who live, work and visit the area – providing space for people to stay, socialise and shop. Its recovery and viability is closely connected to the long-term prosperity of the city.

The Plan needs to take into account the complex relationship between these two roles, respond to community feedback on the issues and identify a range of appropriate actions. The following objectives for the project were initially set:

- Support the safe and efficient revitalisation of local and neighbourhood centres affected by the February 2011 earthquake.
- Address historic pre-earthquake planning issues associated with Ferry Road and Main Road.
- Identify and realise any opportunities to emphasise the needs of the local community in neighbourhood and local centres.
- Preserve the strategic function of Ferry Road and Main Road as far as is appropriate.
- Support the delivery of objectives in other Council-led initiatives, adjacent to the area.

The Plan addresses a combination of earthquake related damage and planning history. All commercial centres along the Ferry Road / Main Road corridor have suffered a degree of damage, particularly toward the eastern end of the corridor. Ferry Road was also planned around industrial activity that is less dominant today. For example, Heathcote River is seen as a recreational asset by the community, however development in Woolston and Ferrymead has hidden the river from the road.

2.4 Scope of this master plan

This Plan is unique among the Council's other Suburban Centres Master Plans as it involves suburban centre recovery along a corridor, rather than focusing on one 'centre'.

The Plan has been divided into two phases of work (refer to Figure 1):

- **Phase One:** Ferry Road – Fitzgerald Avenue to Ferrymead Bridge.
- **Phase Two**: Main Road – Ferrymead Bridge to Marriner Street, Sumner.

A detailed Corridor Study is now planned for Ferry Road and this will help determine transport priorities for the road corridor. While the Corridor Study is being progressed, the Council is seeking community feedback on this Interim Draft Master Plan. The Corridor Study will then inform a later, final Master Plan.

However, further consultation on the final Master Plan may be needed, depending upon the findings of the Corridor Study. The Corridor Study is planned to start in January 2013 and may take up to six months to complete.

2.5 Legislative and Policy Framework

The Plan and the Suburban Centres programme sit within a hierarchy of legislation and policy linking the Council's activities with actions undertaken by other agencies such as SCIRT and CERA (Figure 2).

While the Canterbury Earthquake Recovery Act 2011 requires the Council to prepare a Central City Plan, there is no legislative requirement for the Council to prepare plans for the recovery of suburban centres. However, the Suburban Centres Programme is consistent with the CERA Earthquake Recovery Strategy. It was approved in the context of the Council's role of supporting the social, economic, environmental and cultural wellbeing of local communities. Master plans, developed under the Suburban Centres programme, will be adopted as strategies under the Local Government Act, and will be a material consideration for consents and plan changes.

Figure 1 showing project phasing and extent of the Master Plan.

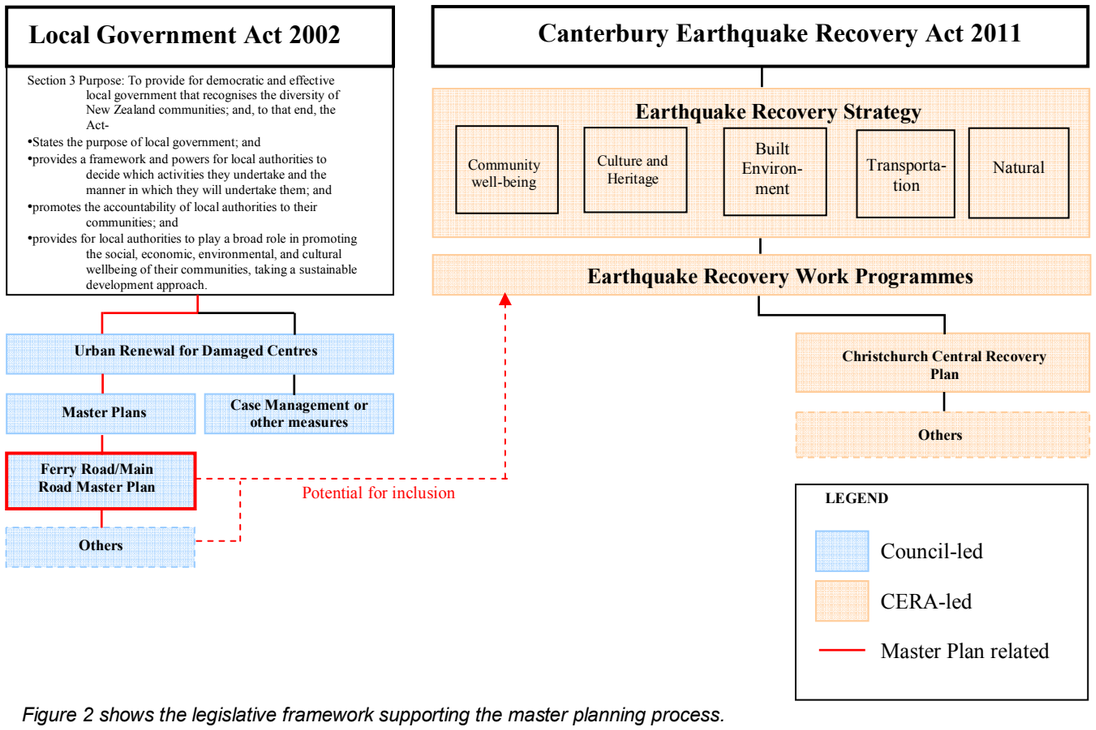

Figure 2 shows the legislative framework supporting the master planning process.

3.0 Master Plan Approach

3.1 Plan Development Process

The preparation of this Plan involved workshops and discussions between the Council, community boards, landowners, the local community and other stakeholders who had an interest in the Ferry Road / Main Road Corridor (refer to Figure 3).

A council-led 'Inquiry by Design' process was also undertaken. This involved discussions on how suggestions and ideas from the community could work, testing them against current best practice and identifying possible design solutions.

The keys stages of preparing this Plan are illustrated in Figure 4.

Figure 3: The master planning process is based on community feedback

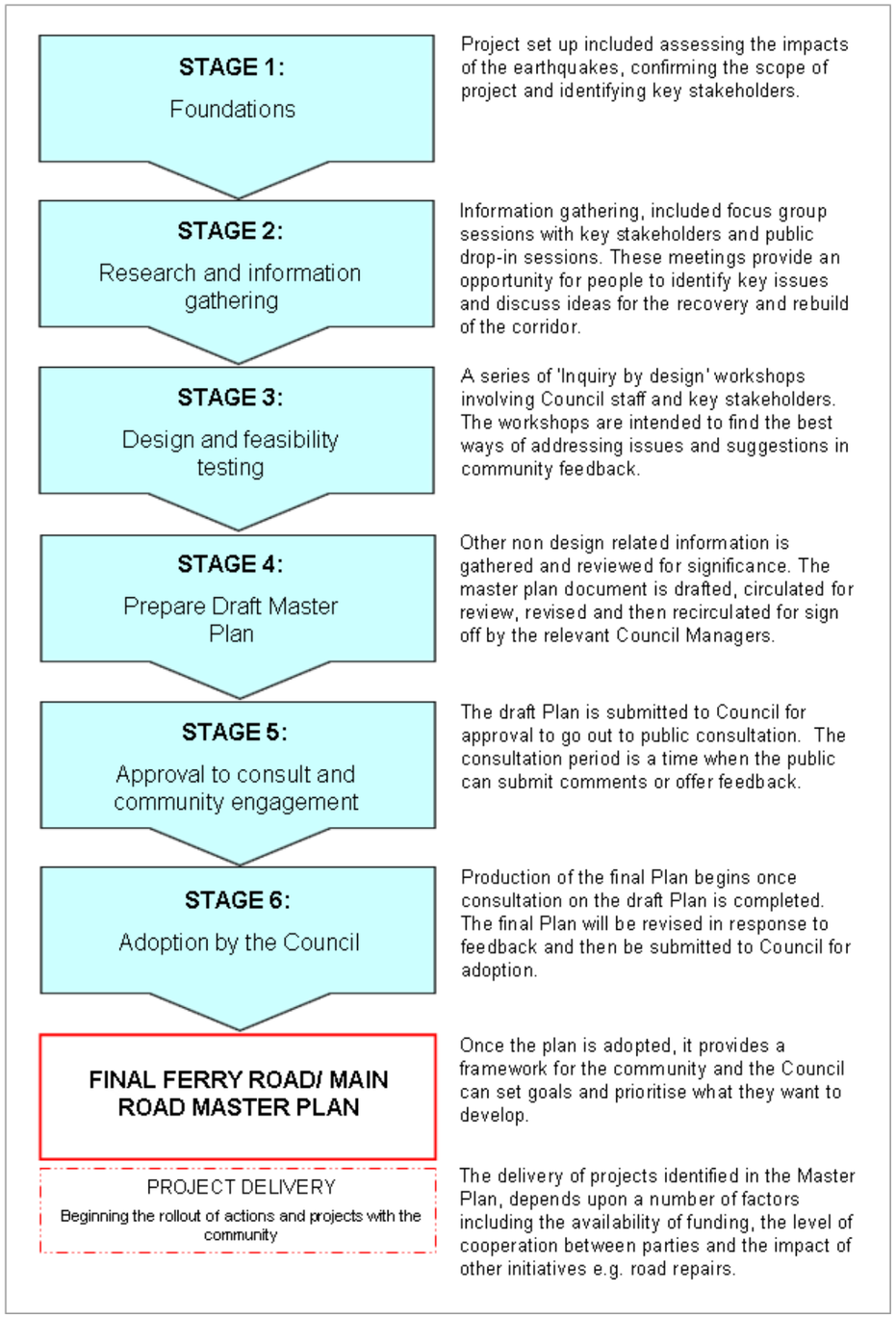

Figure 4: Showing work stages for the master plan.

3.2 Recovery framework

The scope of information needed for the production of this Plan is extensive and covers a broad range of subjects and issues that varies in scale – from large scale population movements to the location of underground services.

In addition to the four environmental wellbeings (natural, social, economic and cultural environment), to which the Council must have regard under the Local Government Act 2001, the framework for the Plan is based on the following documents (refer to Figure 5):

- Integrated Recovery Planning Guide (Version 2.0, June 2011);
- Urban design concepts and principles documented in the Ministry for the Environment's New Zealand Urban Design Protocol (March 2005); and
- People + Places + Spaces: A design guide for urban New Zealand (March 2002).

The four "environmental wellbeings" have been expanded into five themes in order to accommodate the physical environment and movement. A framework of five themes (refer to Figure 6) provides a way of organising information throughout the Plan.

3.3 How will this Master Plan be implemented?

The Plan proposes a mix of actions to achieve the vision identified by the community. Two broad types of actions have been suggested:

1. Immediate and short-term actions (0-3 years).
2. Medium to longer-term actions (3 years or more).

Short-term actions provide immediate support to businesses and community stakeholders who are in urgent need of assistance. These actions may take many forms including supporting earthquake recovery initiatives, offering technical advice and providing financial or community support.

Medium to longer-term actions provide a comprehensive direction for regeneration along the corridor. These actions focus on opportunities to enhance aspects of the corridor and individual centres that work well, and to upgrade some areas that could work better. This includes ways to improve safety, more efficient land use, more efficient movement and improve the quality of public amenities such as public seating, access to parks and amenity planting.

More detail on the recommended timing for the proposed actions can be viewed in the Implementation Plan, Chapter 7.

Figure 5: Three documents that under pin the master planning process.

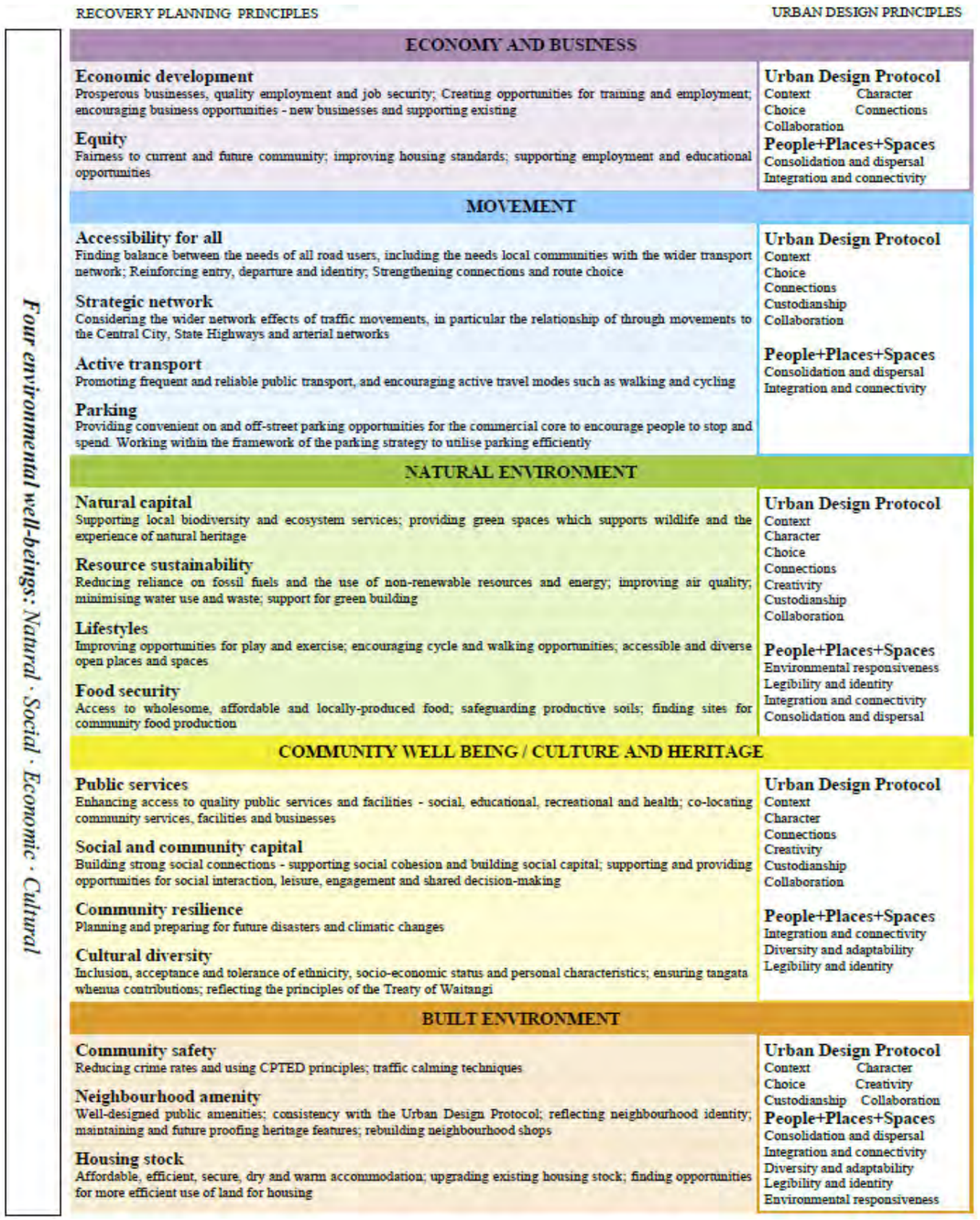

Figure 6: Principles of Recovery Planning

4.0 Context and vision

This chapter explains the history of the area, describes in more detail the various roles of Ferry Road, the extent of earthquake damage the area has sustained and relevant Council-led initiatives. The chapter also describes a vision for the future of this corridor.

4.1 The many roles of Ferry Road

Ferry Road has historical significance for many people – Māori traversed the wider area prior to European settlement. Following European settlement in the area, a route was developed to serve as a connection between the Port of Lyttelton and Christchurch – this became known as Ferry Road.

The current role of Ferry Road is complex, it has many demands placed upon it to meet many different needs. Ferry Road provides a dual role as a corridor for movement from the city to the sea, and a route that connects commercial shopping centres along its length – that service the needs of people who live, work and visit the area. Some of Ferry Road's functions include:

- A core public transport route linking the city to the seaside suburb of Sumner via Main Road. A number of bus routes currently use all, or sections of, Ferry Road or travel across Ferry Road (refer to Appendix 1). Many of the bus routes have buses with bike racks giving people transportation choice.
- A strategic route (minor and major arterial) for vehicle movement (refer to Appendix 2). A sample of average pre-earthquake traffic volumes at key locations along Ferry Road is included in Appendix 3. Peaks at intersections at each end of the corridor may relate to commuter movement and journeys to school.
- A major cycle and walking corridor for both commuters and recreational cyclists (see Appendix 4).
- A supporting corridor for over dimension vehicles (refer to Appendix 5). The NZTA designation allows the road to be used by 'over dimension' vehicles transporting large loads that cannot be accommodated on other roads.
- Ferry Road provides a connection through the commercial centres for freight vehicles carrying dangerous goods to the Port of Lyttelton.

Along the length of Ferry Road, there are different sized clusters of shops. These can roughly be divided into three areas of interest:

1. City-end: covering local commercial centres in Business 1 (District Centre Fringe) zones from Fitzgerald Avenue to Aldwins Road (refer to Figure 7).
2. Woolston: focusing on Business 1 and Business 2 (District Centre Core) zoned properties (refer to Figure 8).
3. Ferrymead: focusing on Business 2 zoned properties between Ferry Road and Charlesworth Reserve (refer to Figure 9).

Each of these areas has a unique look, feel and layout that has developed over time. They each have a distinctive range of commercial and community activities, and built form.

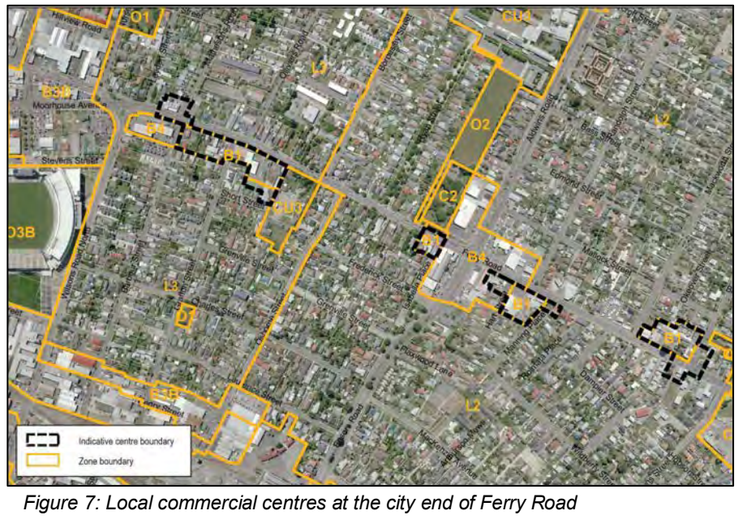

Figure 7: Local commercial centres at the city end of Ferry Road

Figure 8: The Neighbourhood centre in Woolston.

Figure 9: The Neighbourhood/District centre in Ferrymead

4.2 Information constraints

This Plan has been developed following extensive community consultation and feedback; and from technical information gathered by Council staff. However, there are additional pieces of information that will need to be included as they come to hand including:

- How economic activity is balanced between the city centre and suburban centres.
- The supply of commercial retail space.
- Pre-earthquake pedestrian activity and movement within commercial centres.
- Lack of recent census data.

Other information is subject to change, including:

- Medium and long-term population movement as residents leave red zoned properties or move away from damaged areas on the Port Hills or in Sumner.
- Ongoing demolition of commercial buildings along Ferry Road.
- Bus route changes in matching capacity to demand along Ferry Road.
- Rate of Central City recovery.

The information will help provide additional clarity and significance of key issues. Where possible, actions in the Plan have focused on building resilience in the business community, supporting their capacity to adapt to changing conditions both now and in the future.

4.3 Natural Environment context

The corridor is in close proximity to the Ihutai/Avon-Heathcote Estuary and to the Ōpāwaho/ Heathcote River. These natural resources are important in terms of their ecological and social value. The oxidation ponds at Bromley are important habitats for wading bird species including Royal Spoonbills, Hudsonian Godwits and Australian Wood Ducks. The Estuary has significant value as a natural nursery for a number of important fish species.

4.4 Historic background

It is well documented that much of the area now occupied by Christchurch city was used by Māori for settlement, resource gathering, cultural practices and travelling between settlements at Tuahiwi, Banks Peninsula and places further south. The Ōpāwaho/Heathcote River and Ihutai/Avon-Heathcote Estuary, in particular, provides a source of mahinga kai species. It was home to edible shellfish, birds and plants including oyster catchers, godwits, ducks, pukeko, weka, mussels, pipi, paua, kina, eels, kahikatea berries and raupo roots[1]. For Ngāi Tahu today, these past associations are important to their cultural identity and connections to the city (refer to Figure 9). The estuary also provided, the almost 5000 Māori who lived between Timaru and Kaikoura, with a location for social networking, through the trading of resources.

Phillipstown was a swamp area settled very early in the establishment of Christchurch. Records suggest the land was sold by John Phillips to Henry Phillips who arrived on the Sir George Seymour – one of the First Four Ships carrying the Canterbury Association's first settlers. Phillipstown, as it was known, was developed as a residential area. A route was also surveyed by Edward Jollie (Edward Jollie drew up a plan of Christchurch in 1850) which connected the new settlement of Christchurch with the Ihutai/Avon-Heathcote Estuary in 1849–1850. The purpose of this route, which was to become Ferry Road, was to provide access to both the Bridle Path and Lyttelton via Sumner and Evans Pass. A ferry service across the Ōpāwaho/Heathcote River mouth was started in 1851, hence giving 'Ferry' Road and 'Ferrymead' their present names. A bridge was constructed across the Ōpāwaho/Heathcote River shortly after.

In 1863, New Zealand's first public railway line opened from Ferrymead to the Central City. This temporary spur line was broad gauge: built primarily for passenger traffic and shipping goods from the wharf at Ferrymead. The spur became redundant in 1877 after the narrow gauge railway line to Lyttelton opened and the broad gauge operation ceased.

The Ōpāwaho/Heathcote River provided access for small ships carrying heavy goods to wharves along the River near Woolston and along Ferry Road into Christchurch (refer to Figure 11). Some traces of the Ferrymead wharf and railway embankment remain to the present day. The River was also a major factor in attracting certain industries, such as animal product manufacturers, which required a steady water supply for processing and waste disposal.

Up until the 1870s, the Woolston area was known as 'Lower Heathcote'. The area was renamed 'Woolston' at the suggestion of local businessman Joseph Hopkins after his birthplace Woolston in Southampton, England. The area was proclaimed a borough in 1893 (refer to Figure 12) and a monument, which still stands near Radley Street, was erected to commemorate this achievement.

Woolston's industries required a sizeable workforce, making the area one of Christchurch's earliest substantial suburban communities. To support the community, a range of retailers, services and institutions grew up along Ferry Road, including schools, churches, lodges and a post office. Woolston became the centre of New Zealand's rubber processing industry during the early part of the 20th Century. The Para Rubber Company was established in Woolston and this was followed by the Latex, Marathon and Empire factories.

As Christchurch grew to the east, the rural gap between Ferrymead, Woolston and the city gradually closed. This process was assisted by the extension of the tramway along Ferry Road to the Heathcote Bridge in 1882. The suburbs of Charleston and Phillipstown grew from the 1880s, eventually leading to the amalgamation of Woolston Borough with Christchurch City in 1921. Ferrymead has only been developed in the last 30 years, having been salt marsh and landfill previously.

A number of historical buildings and structures have, over time, reflected the development of industry and society along the Ferry Road corridor (refer to Figure 13). Some of these were lost many years ago (for example, the Edmonds Factory); others were damaged or demolished following the earthquakes. A list of heritage and non-heritage related building demolitions is provided in Appendix 7.

Although a number of historic buildings have been lost, the Plan can still emphasise the historic significance of settings. For example, feedback identified that the local community value Woolston as a setting for industrial activity. In Ferrymead, the natural environment provided a setting for traditional food gathering practices of Ngai Tahu. This significance can be emphasised in actions contained within the Implementation Plan in Chapter 7.

[1] *A Recreational and Social History of the Avon-Heathcote Estuary.* Boyd, Felicity, (Lincoln University Environment Canterbury, the Avon-Heathcote Estuary Ihutai Trust and the Tertiary Education Commission)

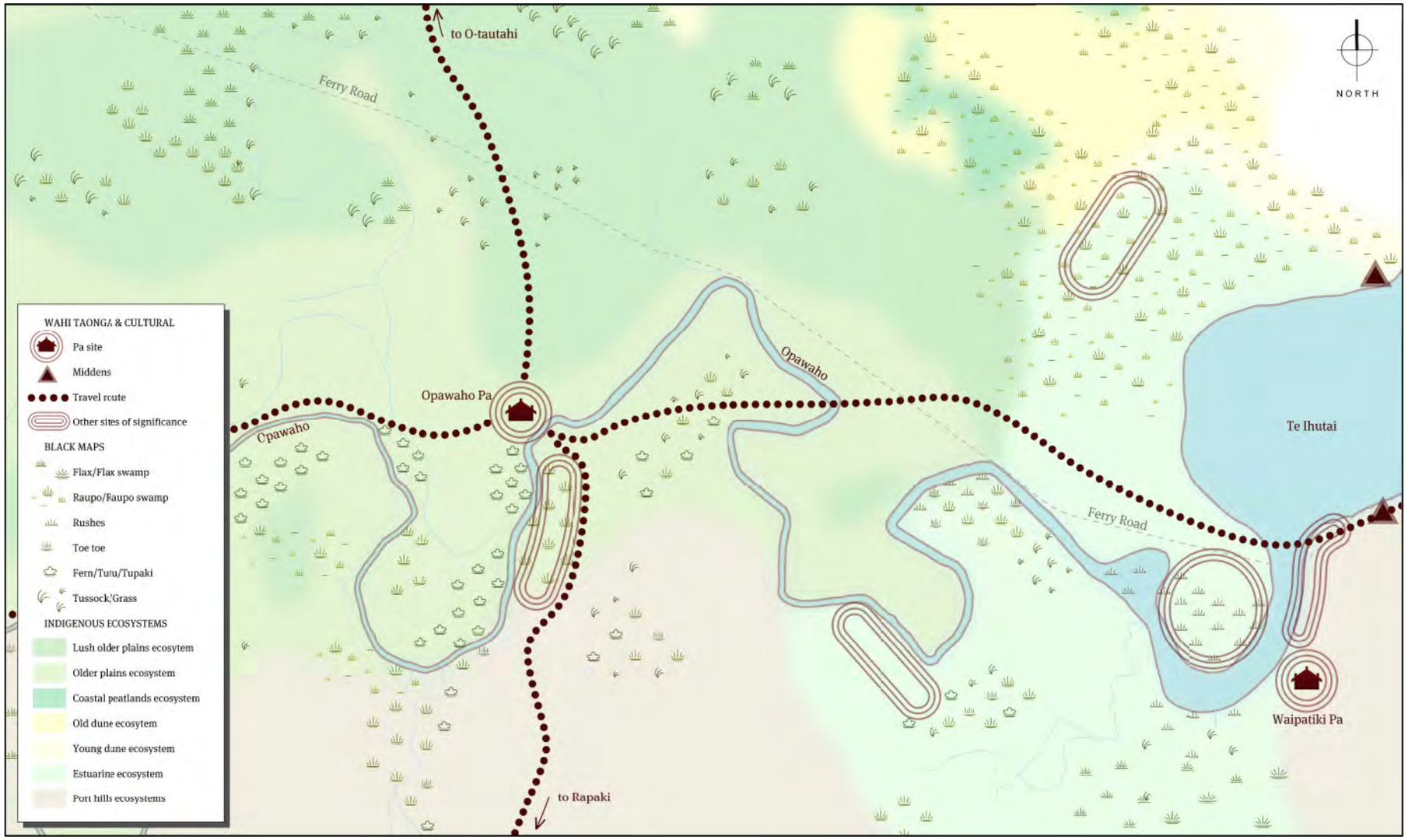

Figure 10: Map showing Tangata Whenua values and natural heritage features prior to 1850.

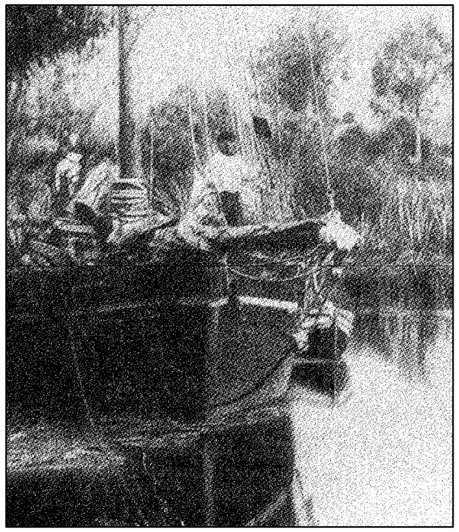

Figure 11: Captain P. J. Messervey on the Heathcote River aboard the Minnie, near the present Radley Street Bridge in 1880. Source: Walter de Thier (Sumner to Ferrymead: a Christchurch history, 1976).

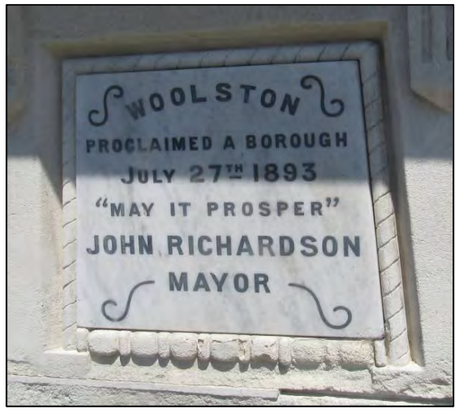

Figure 12: Woolston Borough monument.

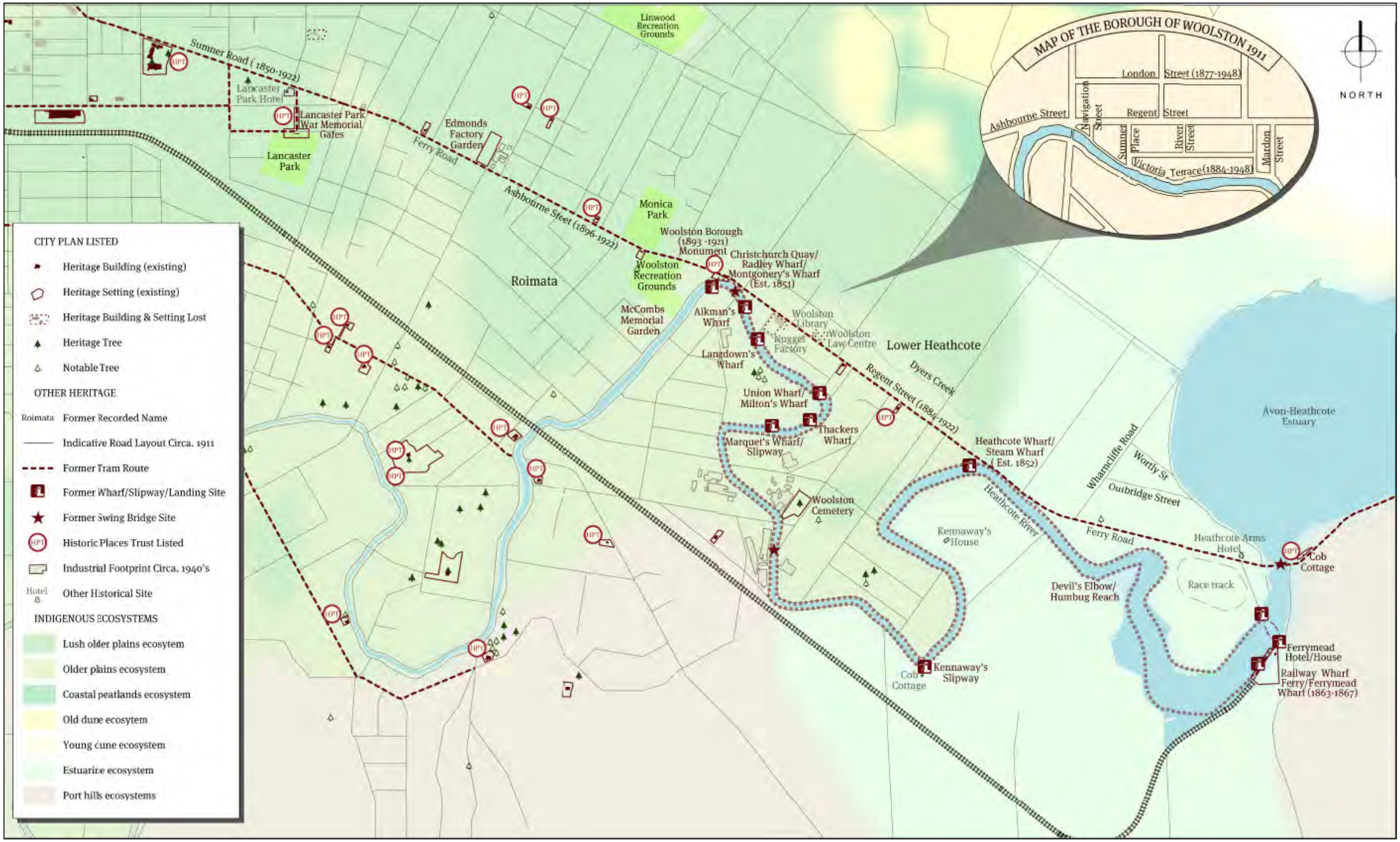

Figure 13: Map showing the location of European heritage features and points of interest.

4.5 Earthquake damage and impacts

Damage caused by the earthquakes along the Ferry Road corridor can been seen in the empty sites following the demolition of landmarks such as the former Nugget Factory in Woolston (refer to Figure 14), Countdown Supermarket Ferrymead and the Waters Edge Apartments in Ferrymead.

Many of the impacts of the earthquakes are likely to be less obvious. For example, population movement and the resulting impacts on businesses may remain in flux for many months as insurance claims are processed.

4.5.1 Impacts on land and buildings

An estimated total of 38 commercial, community or industrial premises along the Ferry Road corridor have been demolished (refer to Appendix 6 and 7). The majority of vacant demolition sites in the Business 1 and Business 2 zones are isolated from one another and opportunities to improve the layout of neighbouring properties are limited.

Four of those buildings are heritage listed. Two buildings (Woolston Community Library and Ferry Road Law Centre) were constructed from unreinforced brick, were heritage listed and located on Business 1 or 2 zoned land (refer to Figure 15) . The Library site is subject to a Deed of Use which requires that the land be held for the purpose of a library. The Council has the option of considering the land for other purposes, subject to endorsement by elected members and public consultation. The remaining heritage listed buildings include the Nugget Factory site in Woolston, and the Lancaster Hotel site located near Moorhouse Avenue. Neither property is located on Business 1 and 2 land however.

Many buildings were damaged in Ferrymead due to liquefaction and lateral spread towards the River. Land damage around the Ihutai/Avon-Heathcote Estuary and Ōpāwaho/Heathcote River may result in a number of further demolitions of commercial properties in both Woolston and Ferrymead, where adjacent to the River.

The land either side of Ferry Road has been zoned by CERA as 'Green', with a mix of Technical Category 2 (TC2) and Technical Category 3 (TC3) land classification (refer to Appendix 8). Some commercial areas, such as Business 4 zoned (light industrial) property in Woolston have not received a Technical Category classification. The future development potential of TC3 classified properties is likely to be a matter for insurance companies and landowners to decide. The Plan assumes that development is otherwise, feasible.

Widespread liquefaction was observed in many of the suburbs neighbouring the Ferry Road corridor. Lateral spread was also observed near the Ōpāwaho/Heathcote River (refer to Figure 16). New buildings in these areas may require specially-designed foundations, which may affect the economic viability of rebuilding in some areas.

4.5.2 Impacts on roads and underground infrastructure

Damaged roads, car parks rutted with potholes, dust and ongoing road repair programmes have affected how people move about the area; and have made it less appealing to visit. A map showing an assessment of earthquake damage to the carriageway is included in Appendix 9. Emergency repairs to Ferry Road began around June 2011. SCIRT manage infrastructure repairs for earthquake-damaged assets and their work programme is covered in Section 4.6.5.

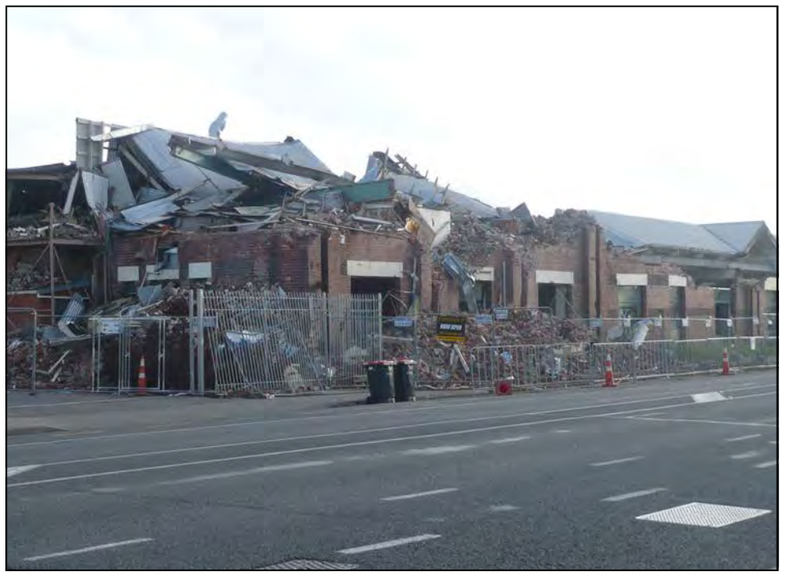

Figure 14: The former Nugget shoe polish factory has been demolished. The size of the vacant site is significant and redevelopment could potentially support a variety of activities.

Figure 15: The Old Ferry Road/Woolston Post Office was demolished due to earthquake related damage. (Wikipedia creative commons license).

Figure 16: Cracking as a result of lateral spread is clearly seen along the banks of the Heathcote River.

4.5.3 Impacts on business and the economy
Some businesses have needed to relocate in new catchments and start building up their customer base again. In particular, the loss of supermarkets has frequently resulted in less footfall for nearby businesses. A drop in passing trade has also affected businesses along Ferry Road. Feedback from one Woolston business owner suggests their turnover has dropped by 40 per cent and that turnover has dropped in general by 20 per cent for other businesses. Recover Canterbury advises that the most vulnerable businesses are those which are niche-focused and have smaller turnovers. Ferrymead business owners have noticed that the temporary closure of the supermarket impacted on their trade.

In Woolston, an economic assessment commissioned for this Plan (refer to Appendix 10) suggested that Woolston's supermarket is being supported by the decentralisation of commercial activity from the Central City and the temporary closure of the supermarket in Ferrymead.

4.5.4 Impacts on population and community
The changing distribution of population across the city as a result of the earthquakes is being monitored by both CERA and the Council.

Recent estimates by the Council show that along the Ferry Road corridor, through to Ferrymead, resident populations have not changed significantly (an average of -1.72 per cent decreases). By comparison, areas east of Ferrymead through to Sumner have experienced an average population decrease of just over 10 per cent (refer to Figure 17). This figure is consistent with losses across the entire city.

Research shows that once forced to leave their familiar neighbourhoods, the pattern of displacement for red zone residents is random in spite of preferences to remain within their neighbourhoods (refer to Figure 18 and Appendix 11 for table). Long-term population trends are more challenging to anticipate, but are important for the economic vitality of local businesses. It is too early to tell whether these movements will continue or will recover in the long-term. Recent work suggests large scale movements after the earthquakes across the city were due to the need to find work or accommodation. Resettling of damaged residential areas may depend on the availability of land and cost of owning and maintaining property.

The loss of community facilities and meeting places along the Ferry Road / Main Road route such as the Woolston Community Library has affected community groups by removing a convenient and popular venue for their activities. A number of facilities beyond Ferrymead in Heathcote, Redcliffs, Mt Pleasant and Sumner have also been affected. The rebuild of Council owned facilities is currently being addressed under the Facilities Rebuild Plan.

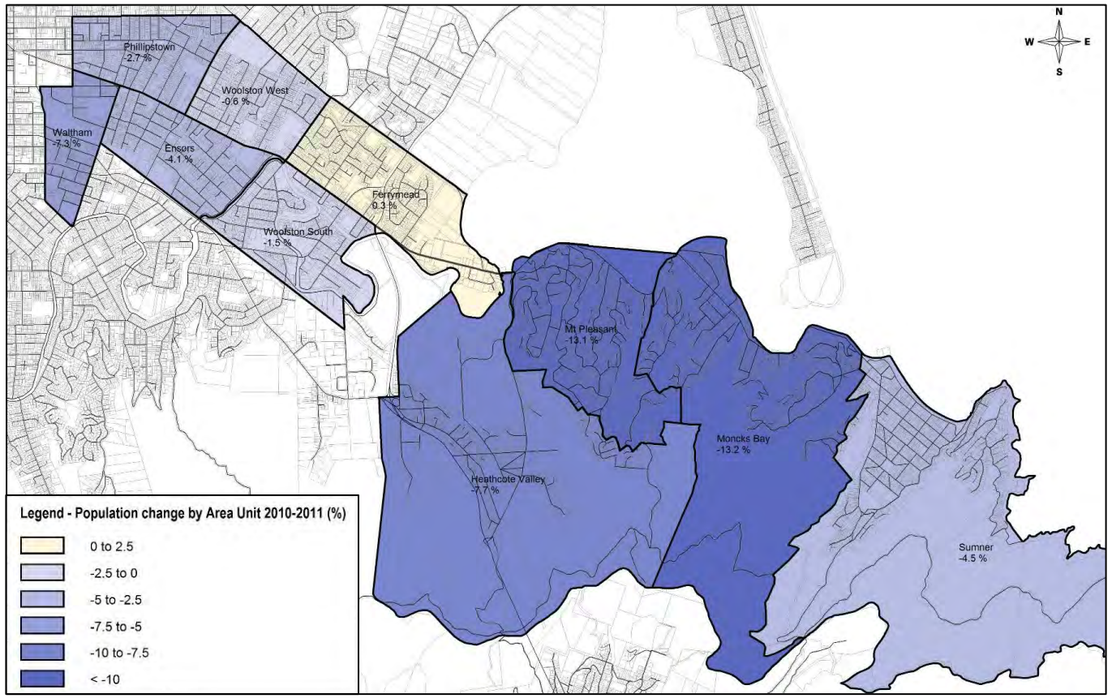

Figure 17: Estimated population displacement along Ferry Road during 2010-2011 as a result of earthquake related impacts.

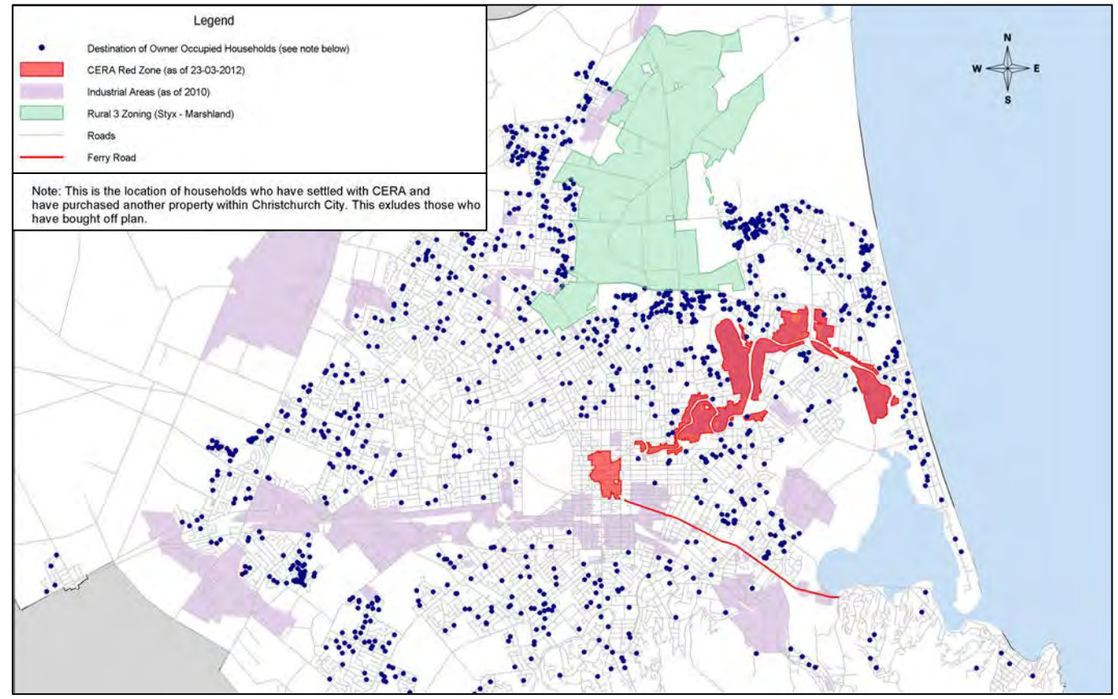

Figure 18: Estimated displacement of owner-occupiers who have settled their claims and purchased another dwelling in Christchurch (excludes any purchases off plan).

4.6 Relevant plans and work programmes

This Plan will support the delivery of objectives in existing strategic policy documents where possible (as set out in Section 2.5). Key policy documents and programmes are discussed in detail in Appendix 12.

4.6.1 Road widening designation

A road widening designation has applied to Ferry Road, from Moorhouse Avenue to Aldwins Road (refer to Figure 19 and Appendix 13) since the 1960s. The four lane scheme is currently programmed in the Council's Long Term Plan for the financial year 2015/16. The road widening project will involve a separate scheme design process, consultation process and land negotiations. The design of the scheme could also cater for pedestrian crossing improvements, cycle facilities and intersection improvements.

Figure 19: Showing the extent of the four lane designation along Ferry Road.

The scheme will require its own detailed consultation process, and the Interim Draft Master Plan will not pre-empt the results of that consultation. The level of detail that can be shown in this Plan relating to the four lane designation is, therefore, restricted.

4.6.2 Coastal projects between Ferrymead Bridge and Sumner

The Council's work programme includes a number of projects and initiatives for the area between Ferrymead and Sumner. These include master plan preparation, road realignment, strategic walkway linkages, underground pipe replacement and other roading repair work. Council officers are currently in the process of integrating these projects. The ongoing management and delivery of these projects needs to reflect both the demands for immediate earthquake repair and recovery and the desire for longer-term planning initiatives such as the proposed Christchurch Coastal Pathway.

In August 2012 the Council announced a community partnership, between the City Council and the Christchurch Coastal Pathway Group, would begin work on the Coastal Pathway project. The project objectives included developing a concept plan containing initial design ideas for the pathway, investigating the feasibility of those ideas and compiling a preliminary estimate of costs.

The concept plan will be used to inform Stage 2 of the Ferry Road/Main Road Master Plan. Some sections of the pathway may be achieved through Council and SCIRT initiatives over the next 3-5 years. The Council's Long Term Plan for 2013-2022 will provide more information on the relative priority and timing of the remaining sections and other potential improvements. Consultation with the local community and stakeholders took place through September and October 2012 and the Coastal Pathway Group will use the concept plan to seek external funding for the project.

4.6.3 The Christchurch Central Recovery Plan

The area covered by the Christchurch Central Recovery Plan is limited to the part of Ferry Road that lies within the four avenues. A new stadium will be located on a block bounded by Barbadoes, Madras and Tuam and Hereford streets and is likely to increase pedestrian numbers in the surrounding streets during hours of operation. Peaks of activity are anticipated during special events. The design of the section of Ferry Road between Fitzgerald Avenue and Wilsons Road may be affected by proposals in the Recovery Plan.

4.6.4 Christchurch Transport Plan

The Draft Christchurch Transport Plan (CTP) is currently in development. Work to date identifies Ferry Road as a core public transport corridor. There are ongoing discussions with Environment Canterbury on future bus routes and appropriate targeted priority measures which also align with the Regional Public Transport Plan. Encouraging more walking to and from both Ferrymead and Woolston commercial centres via off road routes will support resilience. Convenient pedestrian circulation within each commercial centre will help support local businesses. The Draft Christchurch Transport Plan also proposes a flagship cycle route to connect Sumner to the City. As described in Section 2.4, the outcomes of a corridor study will be included in the final Ferry Road Master Plan.

4.6.5 Stronger Christchurch Infrastructure Rebuild Team

The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) has initiated a city-wide work programme for repairing and rebuilding infrastructure damaged by the earthquake, including roads and Council-owned assets. SCIRT's role is to replace damaged infrastructure, including sewer and water pipes and roads, generally on a like-for-like basis, with the Council adding value to that work where possible. A list of repair projects on or adjacent to Ferry Road is supplied in Appendix 14.

4.6.6 Previous improvement projects in the area

The relevance of previous improvement projects to Ferry Road, including the Woolston (1993), Phillipstown (1994) and Charleston (2001) Neighbourhood Implementation Plans; and the Mid-Heathcote River/ Ōpāwaho Linear Park Master Plan (2009), has been considered in the preparation of this Plan.

4.6.7 Other plans and policies

The Greater Christchurch Urban Development Strategy (U.D.S.) encourages integrated planning to achieve efficient land and energy use. It encourages vibrant centres, connected by efficient and sustainable infrastructure. It also promotes higher density housing densities along transport corridors to support public passenger transport (refer to Appendix 15).

The Plan needs to be consistent with both the Central City Recovery Plan and the City Plan. The City Plan includes policy regarding the distribution of commercial activity and expansion of suburban centres. This needs to be considered when evaluating long-term size and function of centres along the Ferry Road / Main Road Corridor. The City Plan also contains an Outline Development Plan (refer to Appendix 16) for Ferrymead, which directs how future development within the Business 2 zone will be located. Appendix 17 provides extracts of descriptions from the City Plan for these zones.

4.7 Vision: "Reconnection: Recovery: Resilience"

The vision provides a broad, overarching direction that can be interpreted for all five themes of the recovery framework and translated into a set of goals set out in Section 5.6. The vision for the Master Plan places equal emphasis on both the interaction between members of the local community and the relationship between the community and the physical environment .

The Vision:

Ferry Road recovers from earthquake-related impacts to become a safe and pleasant road corridor, connecting the city with the sea and linking a number of attractive commercial centres. The road remains an important route, carrying large numbers of vehicles, but is an enjoyable road to travel on.

The public spaces along the route are interesting and add vibrancy to the area. They reflect the changing natural and physical environment and reinforce the individual identity of each commercial centre.

The centres are memorable destinations, clearly defined and visually distinct. They are safe and accessible places to visit by walking, cycling, by bus or car. The design and character of each centre expresses its individual history and natural environment. They are popular places to meet and socialise, and are also resilient to changing economic circumstances.

A series of enhanced pedestrian and cycling connections, including heritage trails, leads to and from Ferry Road. These pass through public parks, reserves, along the edge of the Ihutai/Avon-Heathcote Estuary and the Ōpāwaho/Heathcote River.

(Refer to Figures 20, 21, 22 and 23)

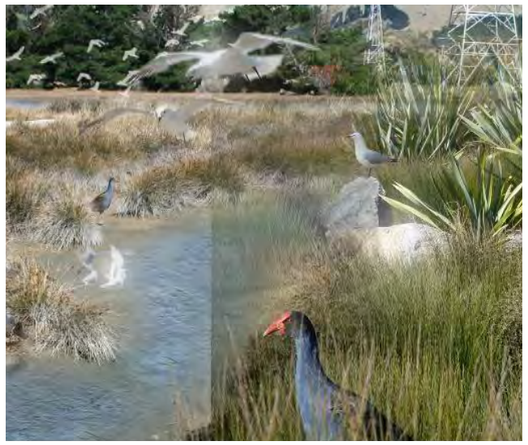

Figure 21: An artist's impression of how the vision for public realm improvements could look in Woolston's commercial centre.

Figure 21: An artist's impression of how the vision for Ferrymead's commercial centre could look.

Figure 22: An artist's impression of public realm improvements along the Ōpāwaho/Heathcote River in Wool-

Figure 23: An artist's impression of how the vision for Ferrymead could look along the Ōpāwaho/Heathcote River.

5.0 Summary of issues and goals

To achieve the overall vision, current issues and challenges for the area have been identified. A series of goals has been formulated from this information. The community has helped identify issues and challenges through attending workshops and drop-in sessions, held in October 2011. Eleven focus group sessions were also held (refer to Appendix 18) with invited stakeholders under the following themes: Local Governance; transportation; community and resident group representatives; commercial property owners and business operators. Public drop-in sessions were held to gather local knowledge and information (refer to Figure 24 and 25).

Technical experts have also provided information about the known problem areas along the corridor. The issues have been broken down by the five recovery framework themes referred to in Section 3.2:

- Economy and business
- Movement
- Natural environment
- Community wellbeing, culture and heritage
- Built environment

Some issues lead directly to one or more goal and/or actions, for example streetscape improvements can include ways to safety concerns. Other issues have an indirect influence on actions, for example better provision for pedestrians can benefit both business turnover and social cohesion. The following sections use these same recovery themes to summarise and order the issues uncovered for the Ferry Road corridor.

Figure 24 Public drop-in sessions were held in October 2011.

Figure 25 Feedback was provided using a variety of methods including post-its and drawings.

Figure 26: Feedback from the community and business owners suggests the temporary loss of the supermarket in Ferrymead has had significant impact on nearby businesses through loss of trade.

5.1 Economy and business issues:

There are a number of economic and business issues that arise out of the relationships between commercial centres across the city and earthquake related changes to the location of both customers and businesses.

5.1.1 Resilience of business communities along Ferry Road

E1: Limited dispersal of recovery information and advice within business communities.

E2: Uncertainty caused by ongoing fluctuations in city wide population and economic conditions.

E3: Further demolition of commercial buildings is expected. If this results in fewer customers visiting the general area, it could have negative, short to medium-term impacts on other businesses.

E4: Lack of a consistent theme or branding being used by retailers in each commercial centre for marketing and promotional campaigns.

5.1.2 Commercial development along Ferry Road

E5: There is insufficient information on how efficiently commercial floor space is being used.

E6: The impact of minimum parking requirements has a negative impact on efficient land use.

E7: New permanent commercial development taking advantage of temporary increases in economic activity in commercial centres risks creating a longer-term oversupply of commercial development if markets start to decline.

5.1.3 City section issues

E8: Commercial centres are not visually distinct and do not currently provide a focus for development.

5.1.4 Woolston issues

E9: Too much dependence on passing commuters for trade has reduced the resilience in the business community.

E10: The supermarket is being artificially boosted by the post-earthquake lack of competition.

E11: Other convenience-based retail businesses reported that trading is significantly lower.

E12: Commercial floor space currently available in Woolston is not being used to its fullest extent.

5.1.5 Ferrymead issues

E13: The Business 2 zone is only partly developed and has the potential to become a full district centre in the right economic conditions and compete with Woolston for destination retail.

E14: Pedestrian circulation within the commercial centre at Ferrymead is inconvenient and the centre is difficult to access on foot from nearby hill suburbs.

E15: Temporary loss of the supermarket, has impacted on other local businesses in the area (refer to Figure 26).

5.2 Movement issues

Feedback from focus group and drop-in sessions confirms that safe and efficient movement along Ferry Road is an important issue for the community. The community highlighted that cycling is considered unsafe along the corridor and at intersections (refer to Figure 27) and traffic speeds in Woolston were perceived as too fast. A detailed Corridor Study will help determine transport priorities for the road corridor (refer to Section 2.4).

5.2.1 Walking and cycling

M1 Cycle lanes currently exist on Ferry Road, but are narrow in some locations.

M2 During peak traffic volumes, it has been difficult for pedestrians to cross easily and safely.

M3 Some of the existing cycle/walking tracks along the Ōpāwaho/Heathcote River have been affected by earthquake damage. Connections are limited in number and quality for pedestrians and cyclists.

M4 Connections to the Ihutai/Avon-Heathcote Estuary are limited in number and quality for pedestrians and cyclists.

5.2.2 Public transport

M5 There are currently no bus priority measures along Ferry Road.

5.2.3 Traffic volumes

M6 Aldwins Road / Ferry Road intersection is under constant demand and is currently operating at full capacity. This causes delays for bus movements passing through the intersection at peak times.

M7 There is significant traffic congestion at the city-end of the Ferry Road corridor.

5.2.4 Vehicle access and parking

M8 The need for visible parking in some locations has impacted on the quality of the pedestrian walking environment in commercial centres.

M9 It is difficult for vehicles to make movements in and out of Ferry Road outside of signalised intersections, particularly in Ferrymead.

5.2.5 Crash data on Ferry Road

M10 In the past five years, two hundred and twenty eight crashes (83%) were car-related. Thirty eight (14%) crashes involved cyclists, and ten (4%) involved pedestrians (refer to Appendix 19).

M11 High levels of on-street parking along the route reduce safety for cyclists, particularly in Woolston.

Figure 27: The junction between Aldwins Road and Ferry Road is currently operating at capacity and is a focus of cyclists' safety concerns.

5.3 Natural environment issues

Ferry Road passes through some significant areas of reserve and natural habitat; around the Ihutai/Avon-Heathcote Estuary and Ōpāwaho/Heathcote River (refer to Figure 28).

5.3.1 Natural hazards

N1 Parts of Ferrymead and Woolston are located within a Flood Management Area (refer to Appendix 20). Sea level rise is expected to continue at a more accelerated rate, but how quickly this will happen is not yet clear.

N2 The level of the estuary bed has been affected as much as ±0.4m in places due to earthquake induced movement. Environment Canterbury and N.I.W.A. are currently reassessing pre-earthquake work (refer to Appendix 21) that identified the areas most likely to experience inundation in Christchurch and Kaiapoi.

N3 Further large scale development in Flood Management Areas, may increase the intensity and magnitude of impacts on the local community.

5.3.2 Access to open space

N4 Some areas of public open space are 'hidden' by buildings or overgrown planting:

- Making the inside of the Edmonds Factory Garden visible from Ferry Road may help increase visitor numbers.
- In some areas of Woolston the Ōpāwaho/Heathcote River is screened by buildings. As a potential source of high amenity, the river is currently isolated from the commercial centre.
- Charlesworth Reserve, Settlers Reserve and the Tow Path track are not very visible or easy to access.

5.3.3 Ecology

N5 Natural springs on Heathcote Street properties may constrain future development.

N6 Current tree planting along Ferry Road corridor provides limited food sources for native birdlife.

N7 The Ōpāwaho/Heathcote River has a history of industrial pollution.

Figure 28: The Ōpāwaho/Heathcote River has been used for various purposes over the years including mahinga kai food gathering, shipping and discharge of industrial waste. More recently, the River has become appreciated for its amenity value. It also provides a setting for walking and cycling.

Figure 29: The now demolished Woolston Community Library provided an important social function for the local community – a place to meet and socialise, as well as its book lending service.

5.4 Community wellbeing, culture and heritage issues

5.4.1 Tangata Whenua

C1 A history of industrial/municipal pollution into the Estuary has reduced many of the species valued by Ngai Tahu as mahinga kai in the Ihutai/Avon-Heathcote Estuary and Ōpāwaho/Heathcote River.

C2 Māori place names associated with food gathering activities are not widely known in the local community.

5.4.2 Post European arrival

C3 Woolston's importance as the birth place of Christchurch's economy is not widely known.

C4 Many post-European colonial elements of historical significance have been damaged or demolished as a result of the earthquakes (refer to Figure 15).

5.4.3 Community facilities

C5 The demolition of the Woolston Community Library resulted in the loss of an important social hub for the local community (refer to Figure 29).

5.4.4 Demographics

C6 There is limited access to public toilet facilities at the city-end of Ferry Road.

C7 The city-end has above average number of families with young children (refer to Appendix 22).

5.4.5 Perceptions of safety

C8 In Phillipstown public order and assaults have been the most frequently recorded offences over the past four years.

C9 In Woolston public order and car crime have been the most frequently recorded offences over the past four years. Burglary, theft wilful damage assaults; and domestic disputes all occur relatively frequently.

5.5 Built environment issues

5.5.1 General comments

B1 The potential for improvements within centres is significantly reduced when damaged properties do not share a boundary.

B2 Some commercial centres, such as Woolston or Ferrymead may be at risk of over expanding permanently, in response to a temporary demand for floor space.

B3 All commercial centres could benefit from amenity improvements, including planting (refer to Figure 30) and additional public space.

B4 The over dimension route designation for Ferry Road prevents trees being planted or vertical elements installed within a specific corridor width. Outside the over dimension route, the provision of tree planting is subject to underground services and infrastructure.

B5 Currently, there are no consistent and attractive themes being used in the facades of buildings by property developers.

B6 The parking and site layout of some buildings draws pedestrian social activity away from the street (refer to Figures 31, 32 and 33).

5.5.2 City section

B7 Over the years the distinctive, historic, suburban, residential character of Ferry Road, through Phillipstown and Charleston, has gradually become more generic, commercial and urban in appearance.

B8 Community feedback indicated people consider car yards to be particularly unattractive.

B9 The road widening designation limits the level of detail that can be investigated for Ferry Road between the Ferry Road / Wilsons Road intersection and the Aldwins Road / Ferry Road designation.

5.5.3 Woolston

B10 Property consultants have advised that the potential for medium to high density residential development to support local businesses is limited by Ferry Road not being a preferred location to live.

B11 Some vacant sites are dark at night and feel unsafe.

B12 The cost of soil testing and decontamination, special foundations or limits on the use of materials could make some forms of development unfeasible in the short-term.

B13 There is a lack of public seating and the atmosphere is not people-friendly.

5.5.4 Ferrymead

B14 The commercial centre experienced significant levels of damage, including the loss of the Countdown Supermarket.

B15 Community feedback also describes the centre as not people-friendly and in need of amenity improvements, there are too many large scale, tilt-slab grey buildings.

B16 The centre doesn't mark a threshold or gateway to the seaside suburbs.

B17 Any redevelopment, and future development must be in general accordance with the Outline Development Plan for this site (refer to Appendix 16).

B18 There is limited shelter and protection from prevailing winds, especially around areas of larger open space.

Figure 30: Community feedback highlighted the poor appearance of Ferry Road in places.

5.6 Goals for the Master Plan

The following goals illustrate how the vision can be applied under each recovery theme, taking into account the issues and problems identified for the corridor in Sections 5.1 to 5.5.

5.6.1 Goals for economics

- Recovered and resilient business communities within each commercial centre.
- In each neighbourhood commercial centre, a business community that shares information and works together closely.
- An inviting and memorable shopping experience for both visitors and the local community.

5.6.2 Goals for movement

- A corridor that still functions as a strategic route but with more emphasis on access for local people, public transport, cycling and people movement within the centres.
- High quality and safe facilities for cyclists along the entire corridor.
- Attractive, convenient, shared recreational pedestrian/cycle routes along the Ōpāwaho/Heathcote River.
- Make it safer for pedestrians and cyclists to cross at major intersections and at key crossing points near schools and education facilities.
- Convenient public transport to access and use.
- Strategic traffic and freight makes greater use of the strategic road network and freight network.
- Safeguard the function of the over dimension route.

5.6.3 Goals for natural environment

- A diverse range of high quality ecological habitats along the Ōpāwaho/Heathcote River.
- Fewer impacts from natural hazards such as tidal inundation or rock fall hazards.
- Fewer impacts from soil contamination or other pollution related health hazards.
- Better interpretation and appreciation of local ecology and conservation by the local community.

5.6.4 Goals for community wellbeing, culture and heritage

- Safe, inclusive streetscape environments and access for all.
- Better access to community services including healthcare and education for the local community.
- High levels of interaction between visitors, residents and local businesses in each commercial centre.
- Local community aspirations are reflected in the design and appearance of buildings and streetscapes.

5.6.5 Goals for built environment

- An increase in the duration of visits by customers to Woolston and Ferrymead commercial centres.
- An attractive, safe, comfortable and convenient streetscape environment.
- Compact commercial centres that are clearly defined visually.
- Efficient use of business zoned land and existing commercial floor area.
- Convenient, safe circulation in public outdoor space.

Figure 31: The distance between building facades and the footpath results in a footpath that is exposed and doesn't encourage

Figure 32: Allowing some limited amounts of activity inside commercial buildings on to the street helps to make the street feel like its being used by the community. Outside dining and the use of floor to ceiling windows in shops also helps to increase the level of interest. These actions can also help encourage shoppers to stay for longer.

Figure 33: In some parts of Woolston the footpath provides space for some activity to spill out from buildings without obstructing pedestrians.

6.0 - Actions

The following actions are intended to deliver the overall vision set out in Section 4.7 and are a response to the issues described in Chapter 5. The issues relevant to each action are listed after each description. Each action is also numbered for allow for easy reference in the Implementation Plan and submission form at the back of this document.

6.1 The whole movement corridor: Connecting city to sea

6.1.1 Actions

SA1: Investigate and make detailed recommendations for strategic movement corridor improvements including:

- Undertake a corridor study to determine how best to manage different forms of transport along the route.
- A safer, more comfortable environment for cyclists. Improvements could include improving the existing cycle lanes, creating physical separation between motor vehicles on Ferry Road and shared paths following the Ōpāwaho/Heathcote River.
- Targeted public transport priority measures in collaboration with Environment Canterbury.
- Investigate new or relocated pedestrian crossings near schools and community facilities.
- Improve way finding and orientation along Ferry Road through the use of themed plantings and materials, for example street furniture, paving and building facades.
- Improve safety for road users where required.
- Develop a signage strategy to encourage strategic traffic and freight to make greater use of the strategic road and freight networks.
- Safeguarding the function of the over dimension route.
- Measures specifically for Woolston and Ferrymead commercial centres are addressed under separate actions in CA1, WA2 and FA2.

Issues relevant to SA1	
Economy and business	-
Movement:	*M1, M2, M5, M6, M7, M10*
Natural environment	*N4, N6*
Community wellbeing, culture and heritage:	*C7*
Built environment:	*B4, B7, B9*

SA2: Investigate and make recommendations for an integrated, strategic open space network plan around the Ferry Road corridor, to include:

- Repairing and improving the quality of recreational cycle and pedestrian paths along the Ōpāwaho/Heathcote River, and connecting sections to form a heritage trail.
- Improving the quality of pedestrian and cycling commuting routes between Ferry Road, surrounding residential neighbourhoods, public open space, schools and community facilities.
- Increasing the visual profile of entrances to public open spaces e.g. Charlesworth Reserve, Ōpāwaho/Heathcote River.
- An interpretation plan for heritage features, sites and points of interest. Measures could include using signage, materials or public art to draw attention to points of interest, and connecting them through the heritage trails.
- Improvements in the visibility of public open spaces such as Charlesworth Reserve and Ōpāwaho/Heathcote River from Ferry Road, where possible.
- Application of C.P.T.E.D. principles to future development.
- Provide well-designed places for people to meet and socialise.

Issues relevant to SA2	
Economy and business	*E9, E10, E11, E14*
Movement:	*M1, M3, M4, M0*
Natural environment	*N4, N6, N7*
Community wellbeing, culture and heritage:	*C1, C2, C3, C4*
Built environment:	-

SA3: Investigate and make recommendations for policy changes as part of the City Plan review, including:

- Special provisions for any soil contamination found in properties along Ferry Road as part of the City Plan review.
- Consider retail shopping areas in future reviews of the Smokefree Public Places Policy.
- Review the District Plan in light of any changes in topography on the extent of Flood Management Areas.
- Review and make recommendations on how to improve the provision of public toilets along Ferry Road, under the current Public Toilet Policy.

Issues relevant to SA3	
Economy and business	*E5, E6*
Movement:	-
Natural environment	*N1, N2, N5*
Community wellbeing, culture and heritage:	*C6*
Built environment:	*B8, B12*

SA4: Use the Case Management process to encourage good quality design and planning outcomes:

- Monitor the status of damaged commercial properties in Business 1 and Business 2 zones with landowners and identify any impacts on the effectiveness of actions in the Plan.
- Support the founding of business forums or associations.
- Seek out community groups such as "Greening the Rubble" to help in temporary transformation of vacant sites in local and neighbourhood centres.
- Promote awareness of CPTED principles with property owners and developers.

Issues relevant to SA4	
Economy and business	*E2, E3, E7*
Movement:	-
Natural environment	*N5*
Community wellbeing, culture and heritage:	*C3, C4, C5,C7, C8*
Built environment:	*B1, B2, B3, B5, B6, B7, B8, B11, B12, B13, B14, B5, B16, B17, B18*

SA5: Develop a Business Advisor role for Ferry Road / Main Road to working with business and property owners to:

- Work with business owners and the Council to identify better ways of working together, for example, by establishing business forums.
- Build economic resilience in local business communities.
- Encourage business and property owners in commercial centres to network and share information.
- Develop business plans for commercial centres along Ferry Road and Main Road.
- Facilitate the location of community activities in mixed-use developments to help increase foot traffic for other businesses.
- Identify the impacts on local businesses of any ongoing changes in population density in customer catchments.

Issues relevant to SA5	
Economy and business	*E1, E2, E3, E4, E5, E6, E7, E9, E10, E11, E12, E13, E15*
Movement:	-
Natural environment	-
Community wellbeing, culture and heritage:	-
Built environment:	*B2, B5*

6.1.2 Design ideas for physical changes to the whole movement corridor.

The scope and extent of actions for the whole movement corridor are shown in Figure 34. These proposed actions have the potential to deliver the following benefits:

- Efficient movement of people through:
  - ◊ Greater provision of space for cycling and public transport.
  - ◊ Improved safety and convenience for people at pedestrian crossings.
  - ◊ Targeted bus priority movements.
  - ◊ Intersection improvements.
- Better connectivity between Ferry Road and surrounding areas by:
  - ◊ Improved quality of existing cycle and pedestrian paths between Ferry Road and the Ōpāwaho/Heathcote River; and local parks and reserves.
  - ◊ Improved quality of existing cycle and pedestrian paths along the Ōpāwaho/Heathcote River.
  - ◊ Improved access across the Ōpāwaho/Heathcote River at key points.
- Improved appearance of the movement corridor by:
  - ◊ An increased amount of plantings, where space is available.
  - ◊ Landscape themes for plantings that change along the length of the corridor to assist with driver orientation.
  - ◊ Improved interpretation of heritage features along both Ferry Road and the Ōpāwaho/Heathcote River.

Where the proposed improvements are located within a commercial centre, they are shown in more detail under the section for that commercial centre.

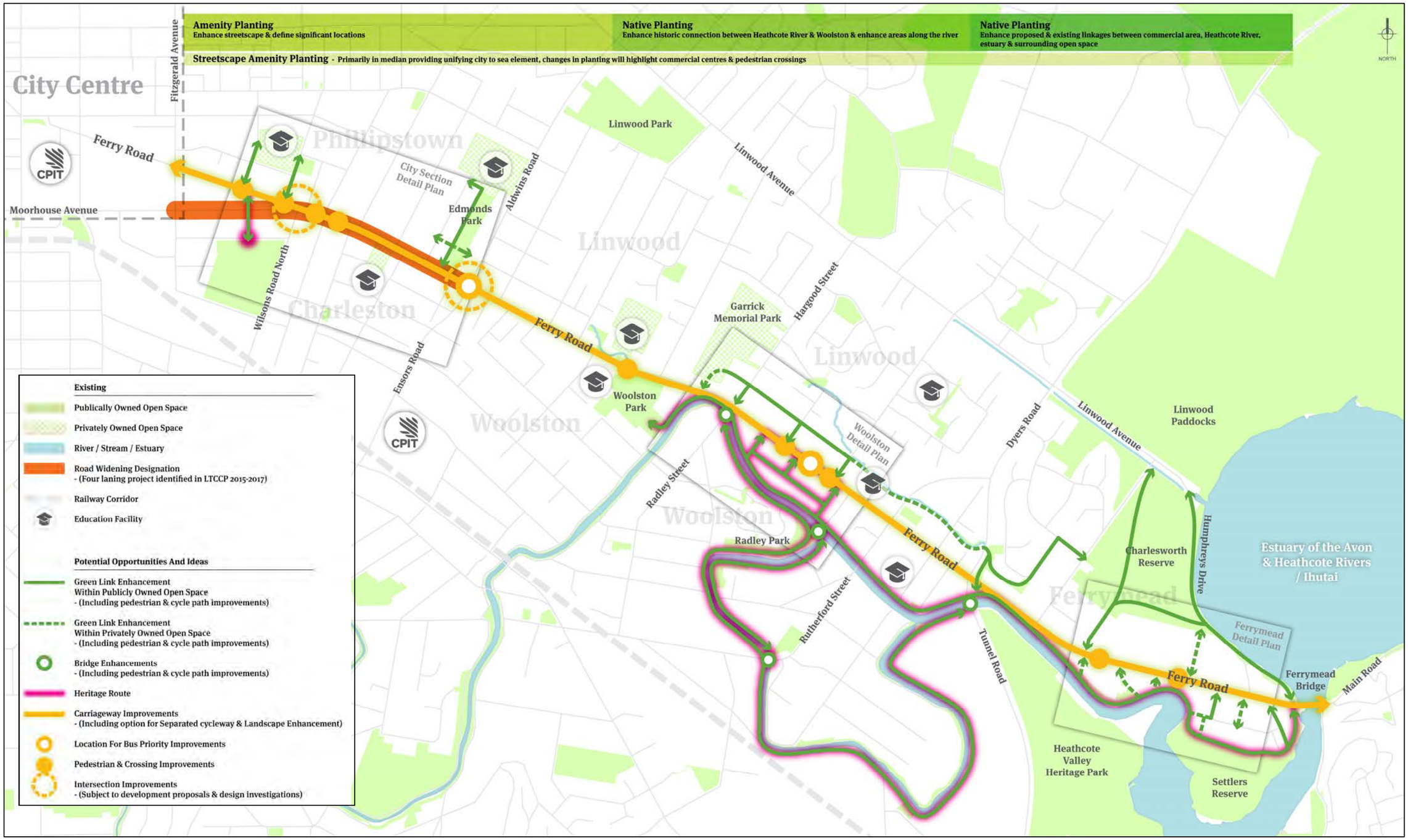

Figure 34: Plan showing strategic proposals for the whole road corridor.

6.2 City section commercial centres: A green boulevard, connecting city and suburbs

6.2.1 Aims

The section of Ferry Road, between Fitzgerald Avenue and Aldwins Road, will provide a threshold, marking a change from a Central City environment to a suburban environment.

Ferry Road between Fitzgerald Avenue and Wilsons Road (north) will remain a local connection; providing an improved cycle and public transport link to CPIT and the Central City, as well as enhanced pedestrian crossings to connect with Phillipstown School. Streetscape improvements will include amenity planting and street furniture.

The corridor, through the major arterial section of Ferry Road between Moorhouse Avenue and Aldwins Road, is programmed in the LTP for widening, to provide four lanes of traffic. The widened movement corridor will be enhanced visually with amenity planting (refer to Figure 35) as it passes through Charleston and Phillipstown.

The identity and function of the corridor as a transport link will remain, but will include improvements for walking, cycling, public transport, capacity and safety improvements to intersections. The front property boundaries of private properties affected by the road widening designation will be redesigned using street trees and amenity planting. The tree species will be chosen to suit the character of the area and will provide shade on hot days or a place to shelter if pedestrians are caught by rain.

The zoned local commercial centres will remain compact in scale. They will be safer and convenient for pedestrians to access and walk around. Pedestrians will be able to safely cross Ferry Road when shopping, commuting or walking to school.

Retail development in the commercial centres will provide places for people to meet and socialise, as well shop for convenience items. The design of future commercial buildings will be inspired by architectural features such as the materials and ornamentation that were present on heritage buildings (refer to Figure 36). Where set backs allow, there will be places for people to rest and eat an ice cream or have a coffee directly outside the retail premises. On-site car parking will be managed so it doesn't detract from the appearance of the street environment or undermine the pedestrian safety and activity.

Other commercial buildings along this section of Ferry Road will be contemporary in appearance, but also complement and enhance neighbouring properties. Building facades and openings will be close to the front of the street to encourage the use of the footpath and public space. Facades will be designed to be adaptable to changes in weather conditions and the position of the sun through the use of design feature such as awnings and louvers. Buildings will be energy efficient and resilient, making use of technologies such as solar heating and passive ground water cooling, where conditions permit.

6.2.2 Actions

CA1: Investigate and make detailed recommendations for movement corridor improvements for Ferry Road both the local road section and the arterial road section:

- Improve cycling infrastructure and facilities and the provision of cycle stands at centres.
- Improve the quality, safety and convenience of pedestrian links by the provision of quality footpaths, lighting, landscape design and street furniture, between Ferry Road and AMI Stadium, CPIT, schools (Safe Routes to Schools and Travel Plans), community facilities and areas of public open space.
- Clearly delineate the extent of the local centre zones through plantings and footpath treatments.
- Investigate, with Environment Canterbury, the provision of targeted public transport priority measures along the corridor primarily at intersections.
- Improve safety for all road users at intersections and mid-block locations through the provision of dedicated crossing facilities, particularly near schools and community facilities.
- Introduce landscape design themes for new shrub planting on median strip and islands within the road corridor; through use of a combination of native and exotic plant species. Incorporate street trees where constraints permit.
- Improve safety for road users at intersections and mid-block locations.

Issues relevant to CA1:	
Economy and business	*E8*
Movement:	*M1, M2, M5, M6, M7, M10, M11*
Natural environment	*N4, N6*
Community wellbeing, culture and heritage:	*C6, C7,*
Built environment:	*B1, B3, B4, B7, B9*

CA2: Use ongoing case management process to encourage good quality design and planning outcomes:

- Discuss with the owners of earthquake damaged properties what potential there is to apply CPTED principles and enhance the quality and level of pedestrian activity in vicinity of the commercial buildings.
- Discuss with the owners of the Lancaster Hotel site, what potential there might be to reflect the history of the hotel in future development.
- Encourage more attractive and efficient on-site parking solutions through redevelopments that support high quality streetscape design outcomes.

Issues relevant to CA2:	
Economy and business	*E2, E3, E4, E7*
Movement:	*M8, MI9*
Natural environment	*N6*
Community wellbeing, culture and heritage:	*C3, C4, C5,C7, C8*
Built environment:	*B1, B3, B4, B5, B6, B7, B8*

Figure 35: Plan showing ideas for the city end of Ferry Road.

CA3: Investigate and make recommendations for a set of Design Guidelines for the local commercial centres, including:

- Built form that supports more social interaction along the road as it passes through the commercial centre.
- Built form that makes greater use of energy efficient technology such as solar power, heat exchange and passive ventilation.
- Retail development that that is designed to increase the duration, quality and frequency of shopping activity.
- Examples of how heritage can be interpreted in the design of streetscape elements, for example in themed palettes of materials and amenity planting.
- Encouraging development that can be adapted as market conditions change, or appeal to a range of markets.
- Encourage more attractive and efficient on-site parking solutions through redevelopments that support high quality streetscape design outcomes.

Issues relevant to CA3:	
Economy and business	*E4, E6, E8,*
Movement:	-
Natural environment	*N4, N6*
Community wellbeing, culture and heritage:	*C2, C8*
Built environment:	*B3, B4, B5, B6, B7, B8,*

CA4: Collaborate with the Friends of Edmonds Factory Gardens to investigate and make recommendations for updating Management Plan for the Edmonds Factory Garden.

Issues relevant to CA4:	
Economy and business	-
Movement:	-
Natural environment	*N4, N6*
Community wellbeing, culture and heritage:	*C7, C8*
Built environment:	*B4, B7, B9*

Figure 36: An elevation of showing examples of how traditional and modern building facades can compliment one another visually in the

Figure 37: An example of how the kerb can be used to physically separate cyclists and motorists along the Póvoa de Varzim Waterfront in Portugal (Wikipedia Creative Commons license).

6.3 Woolston Village: Reconnecting people, the river and heritage.

6.3.1 Aims

Woolston will be widely known for its distinctive charm and convenient access to its niche shops and high quality dining experiences. Landscape and building design will reference Woolston's industrial heritage, helps create a 'sense of place' and identity for local people; and adds authenticity and depth to the visitor experience.

Over the next five years, the business association will come out of recess and, with marketing and management advice, producing a business plan setting out a strategy for Woolston's economic growth. Marketing tactics will include developing a brand for Woolston that emphasises its 'grittiness' and historic character.

A business development adviser will be appointed to work with individual business owners on developing strategies for business efficiency and profitability across the whole commercial centre. . The Woolston business association will follow their business plan for the centre, they achieve 80 per cent of their preferred tenant mix, they gain insights into the backgrounds of their non-local and irregular visitors. Working collaboratively, business owners also a strong brand for the commercial centre and launch a promotional campaign based on Woolston's unique identity and brand.

The design of new commercial buildings will be contemporary but the appearance of building facades will be inspired in part by aspects of Woolston's industrial heritage. Building facades and openings will be close to the front of the street to encourage the use of the footpath and public space. Facades will be designed to be adaptable to changes in weather and position of the sun through the use of design feature such as awnings and louvers. Buildings will be energy efficient and resilient, making use of technologies such as solar heating and passive ground water cooling, where conditions permit.

Improvements to the streetscape and shared off-road connections will give residents a choice of walking or cycling routes to the commercial centre. Access to the river will be improved with interconnected, shared cycling and pedestrian routes that form a set of heritage trails. Directional signage, public art and other interpretive features indicating points of historic or ecological interest will be dotted along the trails. These routes will become an attraction in their own right. During the daytime the river banks will provide an attractive setting for visitors and workers to enjoy their lunch. The level of pedestrian activity will lead to a popular riverfront restaurant/bar opening in the evenings.

Over the next 10 to 15 years, visitor numbers will gradually increase as Woolston's reputation spreads beyond the city. Ongoing building renewal, supported by design guidance, will help Woolston's commercial centre gradually take on an informal, but nevertheless, stylish ambience. People are passionate about their village..

Figure 38: Showing an example in Panmure, Auckland, of how central margins can help make a wide street look more attractive (Wikipedia Creative Commons license).

6.3.2 Actions for Woolston:

WA1: Undertake streetscape and movement corridor improvements in Woolston's commercial centre to include:

- Improved cycle facilities through either the introduction of increased physical separation between vehicles and cyclists (refer to Figure 37) or on road wider cycle lanes. Improved functionality for cyclists, for example more cycle stands.
- Subject to the outcomes of a parking study and strategy, recommend changes to on-street parking that prioritise cycle priority, and on-street spaces for mobility parking, short stay parking, servicing and loading.
- Support economic resilience by making informal pedestrian crossing between businesses on opposite sides of the road easier and more convenient, for example using Median strip and footpath build outs.
- Use of themed palettes of materials and finishes for street furniture such as seating, that references aspects of Woolston's built, social and natural heritage.
- Use themes for the amenity planting that includes plants with heritage associations such as shrub roses and flax (harakeke) and the planting of additional street trees where possible.
- More opportunities for interpretation of local ecology and pre-European history.
- Investigate, with Environment Canterbury, the provision of targeted public transport priority measures for Sumner bound bus movements in the evening peak period.
- Managing on-street parking more efficiently to support streetscape enhancements.
- Connecting and making improvements to, and connections between, shared paths for walking and cycling. These include the Ōpāwaho/Heathcote River, heritage trails and areas of open space such as Woolston Park, Garrick Memorial Park, and Heathcote Valley Heritage Park.
- Introduce measures such as planting beds and median strips to make the carriageway feel narrower, encouraging drivers to both reduce their speed and exercise more caution (refer to Figure 38)..

Issues relevant to WA1:	
Economy and business	*E3, E4,*
Movement:	*M1, M2, M8, M9, M10, M11*
Natural environment	*N6*
Community wellbeing, culture and heritage:	*C2, C3, C4, C9*
Built environment:	*B3, B6, B10, B11, B13*

WA2: As part of the recommendations in Section 6.1 for the integrated, strategic, open space network plan.

- Improve the quality and provision of recreational pedestrian/cycle routes along the Ōpāwaho/Heathcote River, through reserves and conservation land and along the heritage trail, routes to Sumner, residential areas and surrounding reserves (refer to Figure 39).
- Provide detail design proposals for an esplanade/boardwalk/heritage route along the Ōpāwaho/Heathcote River as it runs past Woolston's commercial centre.
- Introduce plantings and water quality initiatives along the Ōpāwaho/Heathcote River to benefit biodiversity and mahinga kai value.
- Increasing the amount of habitat creation by increasing plantings around the commercial centre to improve the area's amenity, enhance its historic character.
- Refurbishing the playground at Woolston Park in conjunction with access improvements across Ferry Road, including upgrading the children's play equipment at Woolston Park.
- Investigate the potential to extend a green link along Steam Wharf Stream, through Council-owned residential land damaged by the earthquakes.

Issues relevant to WA2:	
Economy and business	*E3, E4, E9, E11*
Movement:	*M1, M3, M10*
Natural environment	*N4, N6, N7*
Community wellbeing, culture and heritage:	*C1, CI2, C3, C4*
Built environment:	-

Figure 39: The above image is taken from the Mid-Heathcote River/Opawaho Linear Park Master Plan (Christchurch City Council, 2009). These ideas are similar to those being considered in the Draft Ferry Road Main Road Master Plan.

WA3: Develop Design Guidelines for Woolston commercial centre, to:

- Promote Woolston's unique identity – a blend of heritage and riverside character – in use of materials, design of building facades and landscape design of sites, to help reinforce Woolston's branding.
- Show how facades on new retail buildings can be designed to provide space for shoppers to socialise and rest, while remaining within sight of shop fronts.
- Show how more public space and opportunities for socialising can be achieved through slightly increasing the set back of buildings or designing development around public space.
- Show examples of how development can be adapted to appeal to a range of markets and changing market conditions.
- Show how attractive and efficient off-street parking solutions can support pedestrian circulation and activity.

Issues relevant to WA3:	
Economy and business	*E4, E11*
Movement:	-
Natural environment	*N4, N5, N6*
Community wellbeing, culture and heritage:	*C3, C4, C9*
Built environment:	*B3, B5, B6, B10, B11, B13*

WA4: In conjunction with other actions, investigate and make recommendations for changes to the City Plan where appropriate to achieve:

- Sustainable levels of economic activity in Woolston without impacting negatively on the Central City recovery.
- An increase in the number of potential customers living within a five minute walk of shops.
- An increase in the number of mixed-use commercial buildings that can be adapted for a range of residential, commercial or light industrial purposes.
- More efficient use of commercial floor area in Business 1 and Business 2 zoned properties.
- More energy efficient buildings.

Issues relevant to WA4:	
Economy and business	*E5, E12*
Movement:	-
Natural environment	*N1, N3, N5*
Community wellbeing, culture and heritage:	-
Built environment:	*B8*

WA5: Work with Recover Canterbury, business owners and property owners, to:

- Reconvene a business forum. This forum will support business owners, by:
  - ◊ Distributing publically available information such as economic forecasts for the region.
  - ◊ Developing a programme of networking events and discussion forums for property and business owners to encourage business and property owners to share information and concerns, for example finding ways to manage anti social /drunken behaviour.
  - ◊ Developing a business plan for the entire commercial centre.
  - ◊ Delivering public promotional/marketing events.
- Encourage and promote sustainable levels of commercial activity in Woolston's commercial centre, for example recommendations and advice on tenant mix.
- Encourage more efficient use of existing commercial floor area in Business 1 and Business 2 zoned properties.
- Promote mixed-use buildings that can be adapted for either residential, commercial services or light industrial purposes.
- Promote more energy efficient design outcomes such as solar power, heat exchange and passive ventilation.

Issues relevant to WA5:	
Economy and business	*E1, E2, E3, E4, E5, E6, E7, E9, E10, E11, E11, E12*
Movement:	-
Natural environment	-
Community wellbeing, culture and heritage:	*C1, C4, C5,*
Built environment:	*B1, B2, B3, B5, B6, B10, B11, B12, B13*

WA6: In the short-term, use the case management process, to:

- Achieve good quality design and planning outcomes in the redevelopment of sites, for example:
  - ◊ Woolston Community Library site, Salem Community Church and the Salvation Army Family Store.
  - ◊ Business 2 zoned supermarket at 7 St Johns Street.
  - ◊ Demolished Business 4 zoned property in at 19-25 Heathcote Street and 580 Ferry Road.
  - ◊ Any future proposals for the supermarket on St Johns Street.
- Liaise with owners of vacant sites and discuss the potential to apply CPTED principles in a series of quick wins, including additional, temporary safety measures such as security lighting or removing graffiti.
- In collaboration with CDHB, the feasibility and benefit of establishing a community hub on the site of the former library, subject to decisions made through the Council's Facilities Rebuild Programme. Options could include using a Whanau Ora service delivery model for an integrated healthcare facility, that includes other forms of community support such as:
  - ◊ WINZ office.
  - ◊ Social housing services.
  - ◊ Citizens' Advice Bureau.
  - ◊ Location for the Woolston Community Library.
  - ◊ A location for a local constable.
  - ◊ Community garden.

Issues relevant to WA6:	
Economy and business	*E1, E3, E4, E5, E6, E7, E9, E12*
Movement:	-
Natural environment	*N3, N5, N6*
Community wellbeing, culture and heritage:	*C4, C5*
Built environment:	*B1, B2, B3, B5, B6, B10, B11, B12, B13*

WA7: Investigate and make recommendations on the feasibility and potential benefits of establishing a community hub, including:

- Whanau Ora approach to delivering an integrated health care facility.
- Potential locations for other community and social service providers.

Issues relevant to WA7:	
Economy and business	*E7, E9, E10, E11*
Movement:	-
Natural environment	-
Community wellbeing, culture and heritage:	*C5*
Built environment:	-

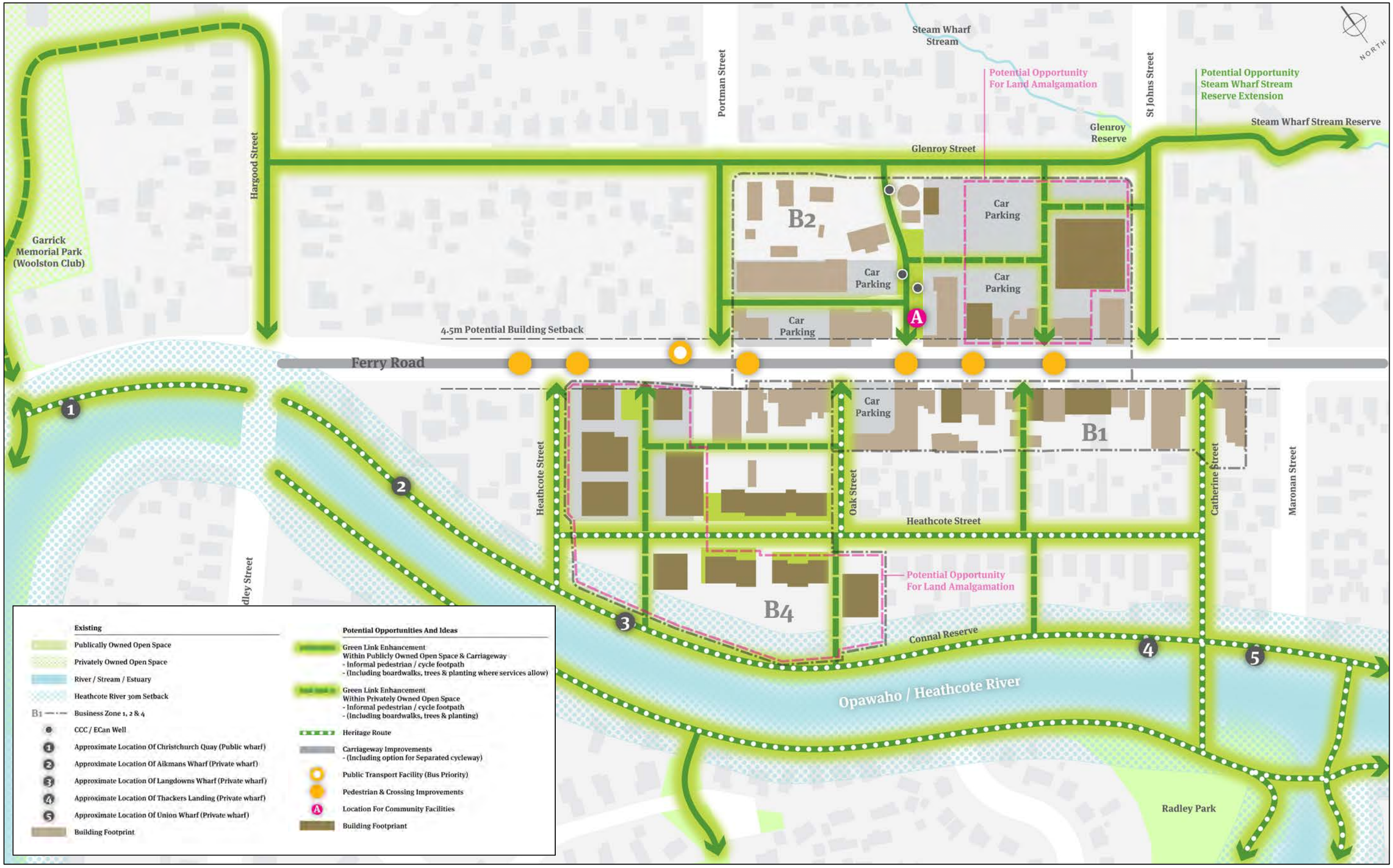

Figure 40: A plan showing potential improvements to both publically owned and private land in Woolston.

6.3.3 Design ideas for Woolston's commercial centre

Figures, 40, 41, 42 and 43 illustrate the scope and extent of potential physical changes to Woolston's commercial centre based on the following assumptions:

- Underground services, soil conditions and land stability will not be a significant constraint on landscape planting.
- Potential pedestrian or cycling connections shown through privately owned open space are subject to discussion with respective landowners.
- The extent of any areas of contaminated soil from historic industrial activities will not be significant.

Figures 41 and 42 are alternative street design options that favour priority for different user groups. In the submission form at the back of this Plan, you are invited to comment on which options you prefer and why.

The perspective in Figure 41 shows on-street parking is mostly retained and assumes:

- ◊ Short-term on-street parking is maintained within parking bays.
- ◊ The parking is prioritised for mobility parking, short-term parking and servicing/loading.
- ◊ A risk to cyclists remains from opening doors as they pass parked cars.

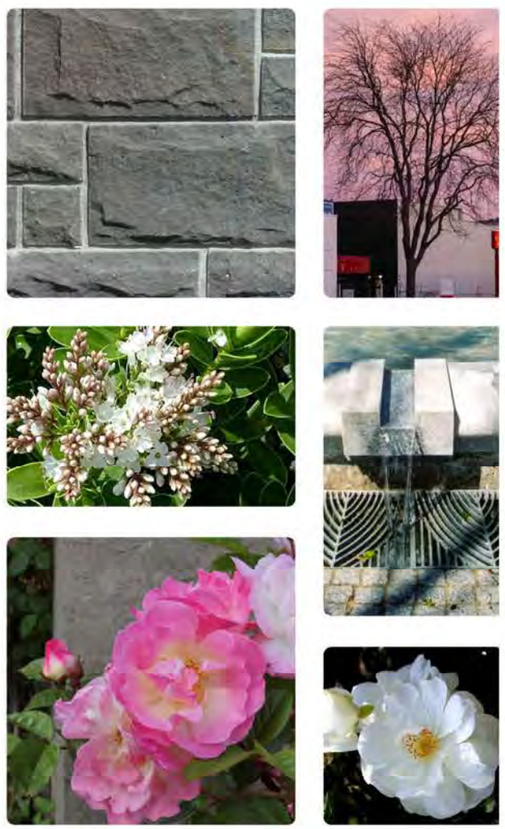

Figure 41: This perspective shows Option 1 for the design of Woolston commercial centre. Improvements to the road corridor include retaining on-street car parking and a separated cycle lane.

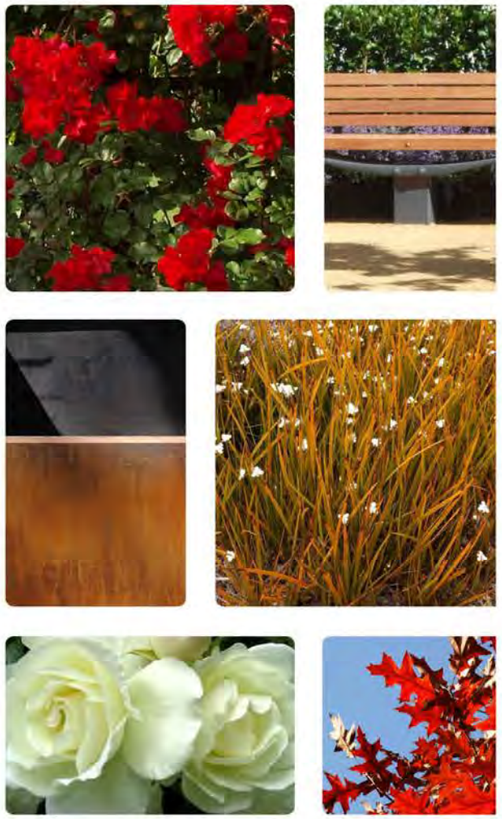

Figure 42: This perspective shows Option 2 for the design of Woolston commercial centre. Improvements to the road corridor include separated cycleway (refer also to Figure 37).

The perspective in Figure 42 shows greater priority for cyclists and pedestrians and assumes:

- Cycle lanes are elevated to the same level as the footway and uses the kerb to separate cyclists from traffic. However, cyclists will remain subject to traffic signals at pedestrian crossings. Amenity planting also provides a buffer between cyclists and pedestrians.
- Gaps shown in the median strip will require more detailed investigation.
- Drivers accessing the rear of commercial properties on the southern side of Ferry Road, where the river is, can do so through gaps in the median.
- Drivers accessing the rear of commercial properties on the northern side of Ferry Road will require rear access.
- Any short fall in available space for relocated parking could be made up with additional purchase of land adjacent to the commercial centre.
- Loading bays and disabled parking can be catered for in detailed design recommendations.
- Pedestrians will judge the risk of oncoming cyclists appropriately if choosing to stand in the cycle lane while waiting to cross.
- Visual or mobility-impaired users will be directed by tactile paving to use signal controlled crossings.

A parking review will confirm whether how much on-street parking can be relocated from Ferry Road to side streets.

The following benefits are a feature of both Figure 42 and 43:

- Better quality and choice of both on and off road pedestrian and cycle connections to surrounding areas including:
  - ◊ Improved connections from Business 2 zoned land to the Ōpāwaho/ Heathcote River via the existing street layout.

- ◊ A potential layout is suggested for Business 4 zoned properties that includes additional public space and a better quality visual connection to the River. However, a range of potential layouts may be considered, depending on what mix of activities is considered economically feasible by property owners.
- Median islands allow pedestrians to cross safely in two stages. Gaps are provided strategically to retain limited right turn opportunities for drivers accessing the rear of commercial properties.
- Minor safety improvements to intersections are required. Improvements may include better crossings for pedestrians and mobility impaired, or more capacity for right turning vehicles.
- Encouraging limited set back to commercial properties in Business 1 zoned land, to allow for additional street tree planting.
- A design theme for streetscape improvements and built form that emphasises local character (see Figure 43).
- Additional street trees, where space is available outside the over dimension route envelope.

Improvements to the riverside board walk including:

- An improved shared cycle/footpath following the Ōpāwaho/Heathcote River.
- A heritage trail from and around Woolston and linking with the 'Tannery' development at Garlands Road.
- Use of appropriate plant species along the river bank to improve visual amenity, habitat quality for biodiversity, mahinga kai and ecological health.
- Ensure existing riverside bird roosting trees are retained.
- Use of riverside planting species in plantings along Ferry Road and side streets to raise awareness of where access to the river is available.

Figure 43: An elevation showing examples of building facades that could feature in Woolston.

6.4 Ferrymead commercial centre: Reconnecting people with the natural environment.

6.4.1 Aims

In the future, the commercial centre in Ferrymead becomes an inviting place with a distinctive blend of contemporary built form and local community-focused touches such as coastal themed design features and public art, materials, finishes and amenity plantings. Through reference to design guidance, the development will symbolise a harmonious integration between business, the environment and the community.

Development in the Business 2 zone will still be accessed primarily by car. However, there will be more choice for those who wish to access on foot or by bicycle. Once customers leave their cars, the external shopping environment will provide more consideration for the needs of pedestrian and cyclists.

The perception of Ferrymead will be enhanced by improvements in the quality and provision of shared walking and cycling routes following the Ōpāwaho/Heathcote River, the Ihutai/Avon-Heathcote Estuary edge and Charlesworth Reserve to the commercial centre. Access along the River is improved with interconnected, shared cycling and pedestrian routes that form a set of heritage or ecological trails. Directional signage, public art and other interpretive features identifying points of historic or ecological interest are dotted along the trails. These routes will become an attraction in their own right. A programme of ecologically appropriate amenity planting along the estuary edge and river mouth enhances appearance, mahinga kai and ecological values. Over time, fish, shellfish and bird species recolonise the area and mahinga kai/food gathering practice grows amongst the public.

Built form and materials, that have strong associations with New Zealand coastal or beach activities, are reinterpreted in a contemporary way for built form and pedestrian spaces in and around Ferrymead in both Business 2 and Business 4 zoned land. Amenity planting, inspired by the surrounding estuarine and coastal landscape, will provide a distinctive flavour, in addition to the architecture. During warm weather, the design of building facades allows them to open up and let activity spread out onto footpaths and public spaces. These features will help create an attractive atmosphere – encouraging people to stay longer, explore other shops, socialise and stop to eat and drink.

Along the road, well-designed building facades on Business 2 zoned land will comply with the Outline Development Plan and encourage passers by to stop and spend more time within proximity of shop fronts. Businesses will benefit from an increase in passing foot traffic. Connections between the development and adjacent local businesses will be more convenient and direct for pedestrians.

A Ferrymead Business Association will be re-established providing opportunities for property and business owners to work together, share information and create a business plan to market Ferrymead as an inviting and pleasant place to visit. A business advisor will be appointed to work with individual business owners to developing strategies for business efficiency and profitability across the commercial centre as a whole.

6.4.2 Actions

FA1: Undertake streetscape improvements in road reserve adjacent to Business 2 zoned land (refer to Figure 44 and 45) to include:

- Improved cycle facilities through increased physical separation between vehicles and cyclists.
- Installing a median strip and footpath build outs on Ferry Road to increase safety for pedestrians crossing Ferry Road.
- Using a unique blend of contemporary architecture and estuarine/coastal character, in themed palettes of materials, finishes and landscape plantings.
- Emphasising Ferrymead's natural estuarine character in themed palettes of materials, street furniture, finishes and landscape plantings.
- Providing seating, shelter and places to rest for users of Ferry Road.
- Delivering a public transport "Superstop" in partnership with Environment Canterbury.
- Provide cycle parking, where required.

Issues relevant to FA1:	
Economy and business	*EI14*
Movement:	*MI1, MI2, MI8, MI9, MI10*
Natural environment	*NI4, NI6*
Community wellbeing, culture and heritage:	-
Built environment:	*BI3, BI4, BI16, BI18*

FA2: As part of the recommendations in Section 6.1 for the integrated, strategic, open space network plan (refer to Figure 44) include the following measures for Ferrymead:

- Improve the quality and provision of recreational pedestrian/cycle routes along the Ōpāwaho/Heathcote River, through reserves and conservation land and along the heritage trail, routes to Sumner, residential areas and surrounding reserves.
- Introduce plantings and water quality initiatives along the Ōpāwaho/Heathcote River to benefit biodiversity and mahinga kai value.
- Increasing the amount of habitat creation by increasing shrub planting along the road corridor to help improve the appearance of the commercial centre.

Issues relevant to FA2:	
Economy and business	*EI3, EI4, EI14, EI15*
Movement:	*MI1, MI3, MI4*
Natural environment	*NI1, NI4, NI6, NI7*
Community wellbeing, culture and heritage:	*CI1, CI2*
Built environment:	*BI16*

FA3: Develop Design Guidelines for Ferrymead commercial centre, to:

- Promote Ferrymead's local identity – a unique blend of contemporary architecture and estuarine character, in materials and landscape plantings, to help reinforce the 'branding' of Ferrymead.
- Show how facades on new retail buildings can be designed so façade set back, overhead shelter, outside seating, retractable full width french doors and other features can provide opportunities for shoppers to socialise or rest in the vicinity of shop fronts (refer to Figure 47).
- Show how more public space and opportunities for social mixing can be achieved through planning the layout of buildings around public space.
- Show how attractive and spatially efficient off-street parking solutions can support pedestrian activity.

Issues relevant to FA3:	
Economy and business	*EI4, EI6, EI13, EI14*
Movement:	*MI8, MI10,*
Natural environment	*NI14, NI5, NI6*
Community wellbeing, culture and heritage:	*CI1, CI2, CI3, CI4*
Built environment:	*BI15, BI16, BI17, BI18*

FA4: Work with Recover Canterbury, business owners and property owners to:

- Reconvene a business forum. This forum will support business owners, by:
  - Distributing publically available information such as economic forecasts for the region.
  - Developing a programme of networking events and discussion forums for property and business owners to encourage business and property owners to share information and concerns, for example finding ways to manage anti social/ drunken behaviour.
  - Developing a business plan for the entire commercial centre.
  - Delivering public promotional/marketing events.

Issues relevant to FA4:	
Economy and business	*EI1, EI2, EI3, EI4, EI5, EI6, EI7, EI13, EI15*
Movement:	-
Natural environment	-
Community wellbeing, culture and heritage:	-
Built environment:	*BI5, BI14, BI15, BI16, BI17*

FA5: Investigate and make recommendations for plan changes and policy reviews including

- Review the current provisions for sea level rise.
- Make recommendations on changes to take into account areas affected by natural hazards.
- Review and make recommendations on better off-road connections between Business 2 and Business 4 zoned land.

Issues relevant to FA5:	
Economy and business	-
Movement:	*MI8, MI9*
Natural environment	*NI1, NI2, NI3, NI4*
Community wellbeing, culture and heritage:	-
Built environment:	-

6.4.3 Design ideas for Ferrymead commercial centre

Figures 45, 46, 47 and 48 illustrate the potential improvements that could be achieved by private landowners and the Council in Business 2 zoned land.

The ideas assume the following:

- That all planning and designs shown are in general accordance with the Outline Development Plan.
- Potential pedestrian or cycling connections shown between the road corridor and the river through Business 4 zoned land are subject to discussion with respective land owners.
- Undamaged buildings within the Business 2 zoned land in the proposals reflects what currently exists, but can be adapted and expanded for the purpose of illustration.
- That no further demolition of commercial property is likely within the Business 2 zoned land or adjacent Business 4 zoned land.

Figure 45: This plan shows what improvements may be achieved by the Council and the owner of Business 2 zoned land in Ferrymead.

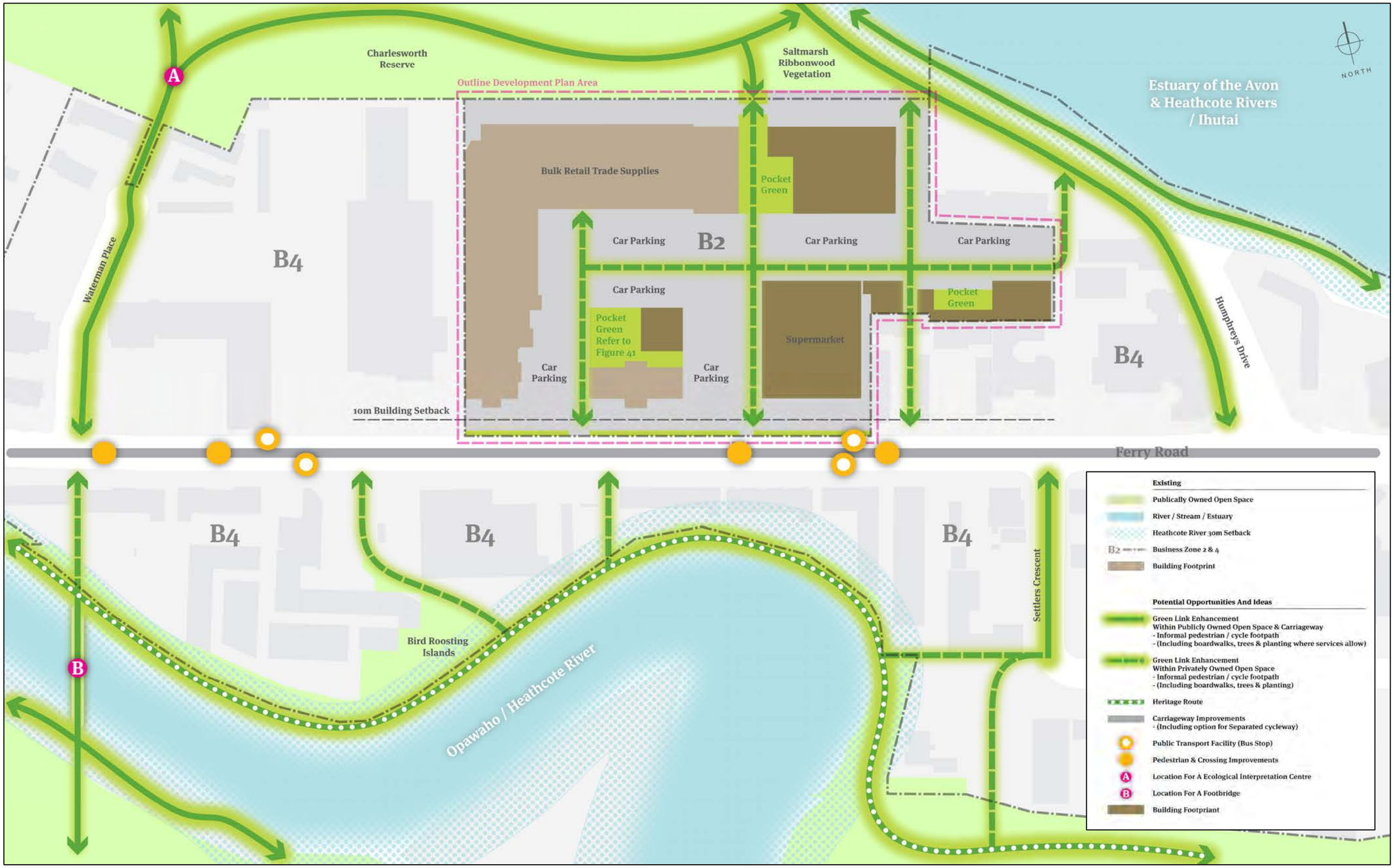

Figure 46: Perspective facing south west, showing road corridor improvements to Ferry Road through Ferrymead, including a separated cycleway and the retention of limited on street parking.

Currently, the Business 2 zoned land is partially developed (refer to the undeveloped land indicated in Figure 44). The timescales for further development are at the landowners discretion, however, its worth noting that the Ferrymead area (including Business 2 and 4 zoned land) is coastal and lies within a Flood Management Area. Flooding is likely to become worse over the next 100 years. The impact on Business 2 buildings and the community could be worse if development continues.

Figures 45 and 46 focus on both improving connections within the commercial centre and between the transport corridor, the river and estuary. The ideas shown deliver the following benefits:

- More amenity planting and public space within the commercial centre (refer to Figure 47).
- Additional street trees where space is available outside the over dimension route width.
- Better pedestrian and cycling connections including:
  - ◊ Improvements within the Business 2 zoned land, in general accordance with the adopted Outline Development Plan.
  - ◊ Planted median islands, to allow a pedestrian to cross in two stages (refer to Figure 46).
  - ◊ A separated cycle route on Ferry Road.
  - ◊ Better cycle/pedestrian connections through public open space.

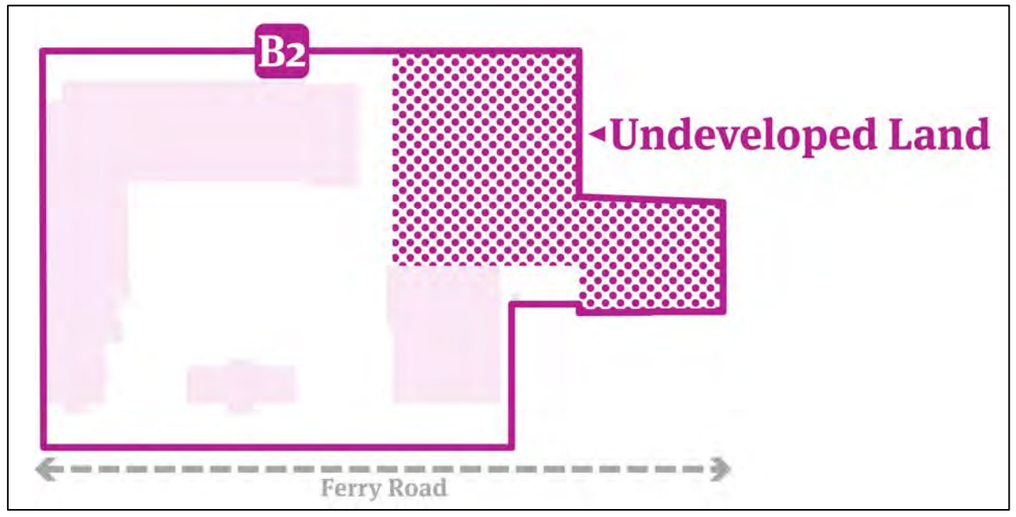

Figure 44: A diagram showing the proportion of undeveloped land currently in the Business 2 zone.

- ◊ More cycle facilities, for example cycle stands.
- Improvements to the riverside cycle path including;
  - ◊ Extra opportunities for the interpretation of historic features.
  - ◊ Enhanced riparian planting, improving appearance, mahinga kai and ecological value.
  - ◊ Better shared walking and cycling connections between the road corridor and surrounding natural environment including the river and the estuary.
- Car parking retained on the south side of the carriageway.
- Implementation of a Public Transport (on-street) "Superstop" in partnership with Environment Canterbury.
- Single level parking. Car parking is compliant with current planning requirements.

Figure 47: This illustration shows what one of the pocket greens in Figure 44 could look like.

Figure 48: An elevation showing examples of building facades that could feature in Ferrymead.

Chapter 7 – Implementation Plan

7.1 Strategic Movement Corridor						Delivery against Recovery Framework Goals				
Actions	*Lead*	*Delivery Partners*	*Timeframe for potential start*	*Council Cost?*	*Order of costs for action/ measure*	Transport	Economic	Community	Built Env	Natural Env
SA1: Investigate and make detailed recommendations for strategic movement corridor improvements.	**Council**	**Environment Canterbury**	**Medium**	**Yes (Opex + Capex)**	**High**	✓		✓	✓	✓
SA2: Investigate and make recommendations for an integrated, strategic open space network plan around the Ferry Road corridor. (Measures for specific areas are addressed under separate actions in W2 and F2).	**Council**	**-**	**Short**	**Yes (Opex + Capex)**	**Medium**	✓	✓	✓		✓
SA3: Investigate and make recommendations for plan changes and policy reviews relevant to the whole road corridor.	**Council**	**-**	**Short - medium**	**Yes (Opex)**	**Low**	✓	✓	✓	✓	✓
SA4: Use the Case Management process to encourage good quality design and planning outcomes.	**Council**	**Land owners**	**Immediate**	**Yes (Opex)**	**Low**		✓	✓	✓	
SA5: Develop a Business Advisor role for Ferry Road/Main Road, to work with business and property owners.	**Recover Canterbury**	**Council**	**Short**	**Yes (Opex)**	**Low**	✓	✓	✓		
SA6: Carry out a strategic review of public toilet provisions along Ferry Road.	**Council**	**-**	**Short-Intermediate**	**Yes (Opex + Capex)**	**Medium**		✓	✓	✓	
7.2 Local commercial centres near the Central City										
CA1: Investigate and make detailed recommendations for movement corridor improvements for Ferry Road both the local road section and the arterial road section.	**Council**	**-**	**Medium**	**Yes (Opex + Capex)**	**High**	✓		✓	✓	✓
CA2: Use ongoing case management process to encourage good quality design and planning outcomes on vacant sites.	**Land owner**	**Council**	**Long**	**Yes (Opex)**	**Low**		✓	✓	✓	
CA3: Investigate and make recommendations for a set of Design Guidelines for the local commercial centres.	**Council**	**-**	**Short**	**Yes (Opex)**	**Medium**		✓	✓	✓	✓
CA4: Collaborate with the Friends of Edmonds Factory Gardens to investigate and make recommendations for updating Management Plan for the Edmonds Factory Garden.	**Council**	**Friends of Edmonds Factory Gardens**	**Short**	**Yes (Opex)**	**Low**	✓		✓	✓	

Costs indications: Low = $0-$100,000; medium = $100,000- $1,000,000; high = more than $1,000,000
Delivery time frames: Immediate = 0-12 months Short = 1-3 years Medium = 3-10 years Long = 10+ years

7.3 Woolston Commercial Centre						Delivery against Recovery Framework Goals				
Actions	*Lead*	*Delivery Partners*	*Timeframe for potential start*	*Council Cost?*	*Order of costs for action/ measure*	Transport	Economic	Community	Built Env	Natural Env
WA1: Undertake streetscape improvements in Woolston's commercial centre, including movement corridor improvements.	**Council**	**-**	**Short**	**Yes (Opex + Capex)**	**High**	✓	✓	✓	✓	
WA2: Make recommendations for Woolston as part of the integrated, strategic, open space network plan described in Section 6.1.	**Council**	**-**	**Short**	**Yes (Opex + Capex)**	**Medium**	✓	✓	✓		✓
WA3: Develop Design Guidelines for Woolston commercial centre.	**Council**	**-**	**Short**	**Yes (Opex)**	**Medium**		✓	✓	✓	✓
WA4: Investigate and make recommendations for policy changes relating to Woolston as part of the City Plan review.	**Council**	**-**	**Short - medium**	**Yes (Opex)**	**Low**	✓	✓	✓	✓	✓
WA5: Work with Recover Canterbury and the Business Advisor to support business owners in Woolston.	**Council**	**Recover Canterbury, Local business owners**	**Immediate**	**Not at this stage**	**-**		✓	✓	✓	
WA6: Engage with property owners through the case management process to support good quality design and planning outcomes.	**Land owner**	**Council**	**Long**	**Yes (Opex)**	**Low**		✓	✓	✓	
WA7: Investigate and make recommendations on the feasibility and potential benefits from establishing a community hub.	**Council**	**CDHB, Pegasus Health, Land owners**	**Short**	**Yes (Opex)**	**Low**		✓	✓	✓	
7.4 Ferrymead Commercial Centre										
FA1: Undertake streetscape improvements in road reserve adjacent to Business 2 zoned land.	**Council**	**-**	**Short**	**Yes (Opex+Capex)**	**High**	✓		✓	✓	✓
FA2: Make recommendations for Ferrymead as part of the integrated, strategic, open space network plan described in Section 6.1.	**Council**	**-**	**Short**	**Yes (Opex + Capex)**	**Medium**	✓	✓	✓		✓
FA3: Develop Design Guidelines for the Ferrymead commercial centre.	**Council**	**-**	**Short**	**Yes (Opex)**	**Medium**		✓	✓	✓	✓
FA4 Work with Recover Canterbury and the Business Advisor to support business owners in Ferrymead.	**Council**	**Recover Canterbury, Local business owners**	**Immediate**	**Not at this stage**	**-**		✓	✓	✓	
FA5: Review current City Plan provisions for sea level rise; make recommendations on changes to take into account areas affected by natural hazards.	**Council**	**-**	**Short**	**Yes (Opex)**	**Medium**	✓	✓	✓	✓	✓

Costs indications: Low = $0-$100,000; medium = $100,000- $1,000,000; high = more than $1,000,000
Delivery time frames: Immediate = 0-12 months Short = 1-3 years Medium = 3-10 years Long = 10+ years

Suburban Centres Programme

Submission on the Interim Draft Ferry Road/Main Road Master Plan (Phase 1 – Fitzgerald Avenue to Ferrymead Bridge)

SUBMISSION PERIOD: MONDAY, 28 JANUARY TO 5PM, WEDNESDAY, 28 FEBRUARY 28 2013

Christchurch City Council

Submission form

Your submission is needed to help the Council finalise the Interim Draft Master Plan for the rebuild and recovery of commercial centres along Ferry Road.

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

☐ Yes ☐ No

Please explain why?

_____

_____

_____

_____

_____

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2. Overall, please indicate how much you agree or disagree with the visions and goals of the Interim Draft Master Plan.

Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Agree

4. Completing the tables below, please indicate in the boxes below how much you agree or disagree with individual project included in the Interim Draft Master Plan.

Actions	Strongly Agree	Agree	Neither Agree or Dis-agree	Dis-agree	Strongly Agree
Strategic Movement Corridor					
SA1: Investigate and make detailed recommendations for strategic movement corridor improvements.					
SA2: Investigate and make recommendations for an integrated, strategic open space network plan around the Ferry Road corridor, (Measures for specific areas are addressed under separate actions in W2 and F2).					
SA3: Investigate and make recommendations for plan changes and policy reviews relevant to the whole road corridor.					
SA4: Use the Case Management process to encourage good quality design and planning outcomes.					
SA5: Develop a Business Advisor role for Ferry Road/ Main Road to work with business and property owners.					
SA6: Carry out a strategic review of public toilet provisions along Ferry Road.					
Local commercial centres near the Central City					
CA1: Investigate and make detailed recommendations for movement corridor improvements for Ferry Road both the local road section and the arterial road section.					
CA2: Use ongoing case management process to encourage good quality design and planning outcomes on vacant sites.					
CA3: Investigate and make recommendations for a set of Design Guidelines for the local commercial centres.					
CA4: Collaborate with the Friends of Edmonds Factory Gardens to investigate and make recommendations for updating Management Plan for the Edmonds Factory Garden.					

Actions	Strongly Agree	Agree	Neither Agree or Dis-agree	Dis-agree	Strongly Agree
Woolston Commercial Centre					
WA1: Undertake streetscape improvements in Woolston's commercial centre, including movement corridor improvements.					
WA2: Make recommendations for Woolston as part of the integrated, strategic, open space network plan described in Section 6.1.					
WA3: Develop Design Guidelines for Woolston commercial centre.					
WA4: Investigate and make recommendations for policy changes relating to Woolston as part of the City Plan review.					
WA5: Work with Recover Canterbury and the Business Advisor to support business owners in Woolston.					
WA6: Engage with property owners through the case management process to support good quality design and planning outcomes.					
WA7: Investigate and make recommendations on the feasibility and potential benefits from establishing a community hub.					
Ferrymead Commercial Centre					
FA1: Undertake streetscape improvements in road reserve adjacent to Business 2 zoned land.					
FA2: Make recommendations for Ferrymead as part of the integrated, strategic, open space network plan described in Section 6.1.					
FA3: Develop Design Guidelines for Ferrymead commercial centre.					
FA4 Work with Recover Canterbury and the Business Advisor to support business owners in Woolston.					
FA5: Review current City Plan provisions for sea level rise; make recommendations on changes to take into account areas affected by natural hazards.					

5. Which six actions do you think are MOST important for achieving the overall vision in the Master Plan?

Strategic Movement Corridor	(✓)
SA1: Strategic movement corridor improvements.	
SA2: Integrated, strategic open space network plan around the Ferry Road corridor.	
SA3: Plan changes and policy reviews relevant to the whole road corridor.	
SA4: Use the Case Management process to encourage good quality design and planning outcomes.	
SA5: Develop a Business Advisor role to work with business and property owners.	
SA6: Strategic review of public toilet provisions along Ferry Road.	
Local commercial centres near the Central City	
CA1: Corridor improvements for Ferry Road both the local road section and the arterial road section.	
CA2: Case management process to encourage good quality design and planning outcomes.	
CA3: Design Guidelines for the local commercial centres.	
CA4: Update the Management Plan for the Edmonds Factory Garden.	
Woolston Commercial Centre	
WA1: Streetscape improvements in Woolston's commercial centre	
WA2: Measures for Woolston as part of the integrated, strategic, open space network plan described in Section 6.1.	
WA3: Design Guidelines for Woolston commercial centre.	
WA4: Policy changes relating to Woolston as part of the City Plan review.	
WA5: Support business owners in Woolston.	
WA6: Case management to support good quality design and planning outcomes.	
WA7: Investigate establishing a community hub.	
Ferrymead Commercial Centre	
FA1: Undertake streetscape improvements in road reserve	
FA2: Measures for Ferrymead as part of the integrated, strategic, open space network plan.	
FA3: Develop Design Guidelines for Ferrymead commercial centre.	
FA4: Support business owners in Woolston.	
FA5: Review current City Plan provisions for sea level rise; make recommendations on changes to take into account areas affected by natural hazards.	

6. What are the best aspects of the Interim Draft Master Plan?

7. Which aspects of the Interim Draft Master Plan need improvement?

8. Which street design option for Woolston do you prefer and why? (Refer to Figure 41 on page 43 and Figure 42 on page 44).

9. Do you have any other comments about any aspect/s of the Interim Draft Master Plan or process?

Suburban Centres Programme

The full Interim Draft Ferry Road/Main Road Master Plan is available online at www.ccc.govt.nz/haveyoursay or from:

- The Civic Offices, 53 Hereford Street, Christchurch.
- All open Council libraries and service centres.

(For open Council libraries and service centres see www.ccc.govt.nz/thecouncil/contactus.aspx)

Drop-in sessions will also be held on:

Monday, 11 February 2013 *at Woolston Community Centre, Woolston Park, Ferry Road (3.30pm to 7pm)*

Tuesday, 19 February 2013 *at St Johns Anglican Church, corner of St Johns St and Ferry Road (3.30pm to 7pm)*

Submissions are sought from: Monday, 28 January to 5pm, Wednesday, 28 February 2013

You may send us your submission:

Postal Address:
Freepost 178
Interim Draft Ferry Road/Main Road Master Plan
Christchurch City Council
Strategy and Planning Group
P O Box 73012
Christchurch 8154

By hand delivery:

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

Email: FerryRoadMP@ccc.govt.nz

Internet submission form: www.ccc.govt.nz/haveyoursay

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

Christchurch City Council
PO Box 237 Christchurch
8140
tel (03) 941 8999
fax (03) 941 8786
info@ccc.govt.nz

Contact details

Name: _____

Organisation (if representing): _____

Postal address: _____

_____ Postcode: _____

Phone (home): _____ (Work): _____

(Mobile): _____

Email (if applicable): _____

Signature: _____ Date: _____

If submissions on the Draft Ferry Road/Main Road Master Plan are heard by Council, do you wish to be heard:

☐ **Yes I would like to be heard if hearings are held.** ☐ **No, I would not like to be heard.**

Local people and organisations can be well placed to lead or assist with the implementation of the Interim Draft Ferry Road/Main Road Master Plan action:

(a) I wish to assist with the implementation of the following actions:

_____

_____

_____

_____

_____

(b) I wish to assist as;

☐ **an individual**

☐ **a member of the following organisation:** _____

(c) If you area willing to participate in any further research undertaken by the CCC as part of the Interim Draft Master Plan or a related project please tick this box. ☐

Acknowledgements

Voluntary participants:

Avon Heathcote Estuary Ihutai Trust
Business and property owners
Canterbury District Heath Board
Charleston Neighbourhood Association
Deaf Aotearoa
Environment Canterbury
Ferrymead/Brookhaven Residents' Association
Friends of the Edmonds Factory Gardens
Grace Vineyard Church
Heathcote Valley Community Association
Living Streets
New Zealand Automobile Association
New Zealand Fire Service
New Zealand Police
New Zealand Transport Agency
Pegasus Health
Recover Canterbury
Roimata Community Incorporated Society
St Annes Woolston Church
St John's Ambulance
SPOKES
Taxi Federation
Woolston Club
Woolston Community Association & Community Centre

Elected Members:

Christchurch Mayor Bob Parker
Christchurch City Councillors
Hagley/Ferrymead Community Board
Ruth Dyson – Labour MP (Port Hills Electorate)

Consultants:

Carl Pascoe, Facilitator
Janet Reeves, Context Urban Design
Te Runanga O Ngai Tahu - Mahaanui Kurataiao Ltd

Christchurch City Council:

Capital Programme Group
City Environment Group
Community Support Unit
Public Affairs Group
Regulation and Democracy Services Group
Strategy and Planning Group

countdown
Ferrymead
MITRE 10
MEGA
Open 7 days

ATTACHMENT 2 TO CLAUSE 11 COUNCIL 22. 11. 2012

Suburban Centres Programme

Interim Draft Ferry Road/Main Road Master Plan

(PHASE 1 – FITZGERALD AVENUE TO FERRYMEAD BRIDGE) VOLUME 2: APPENDICES

NOVEMBER 2012

Christchurch City Council

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Appendix 1: Bus Routes along and across Ferry Road

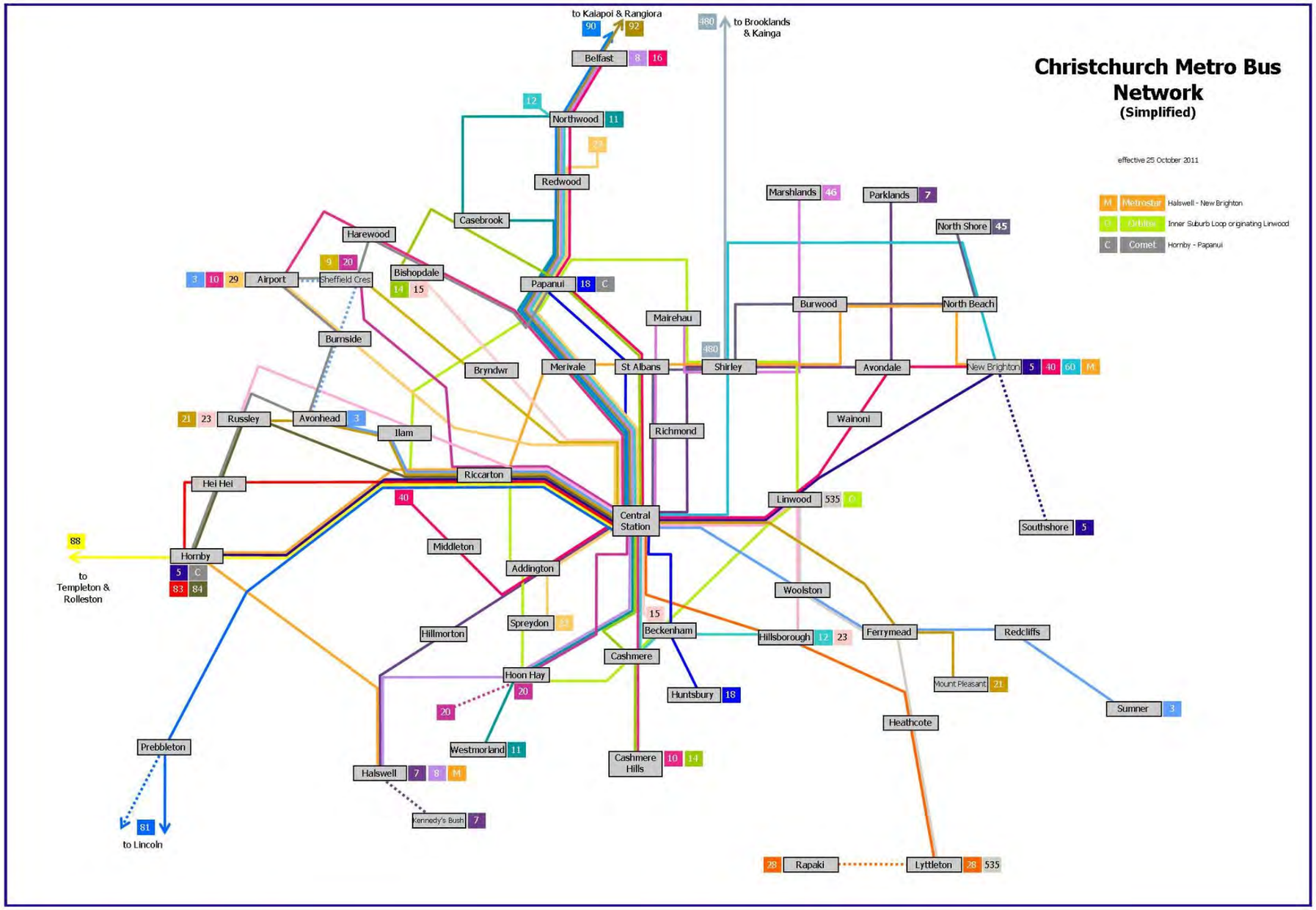
(Source: www.metroinfo.org.nz)

Notes on significance:
Ferry Road hosts of the No.3 bus route along its entire length, but is also intersected by two other bus routes which cut across Ferry Road. The most significant cross-route is the Orbiter.

Progress on a bus priority proposal was halted as a result of the earthquakes. The earthquakes have also significantly affected bus patronage across the city, including Ferry Road. However, certain trips during the commuter peak along Ferry Road remain very full. Priority measures have been discussed, in principle, for the Aldwins/Ensors Road intersection and on the Sumner bound lane leading into Woolston.

Environment Canterbury advises Ferry Road will continue to be a key public transport corridor and is likely to have a high frequency service.

The map (at right) is valid as of October 2011. Although bus routes 10, 12, 16 and 15 have changed since then, none of these changes affect bus routes associated with Ferry Road.



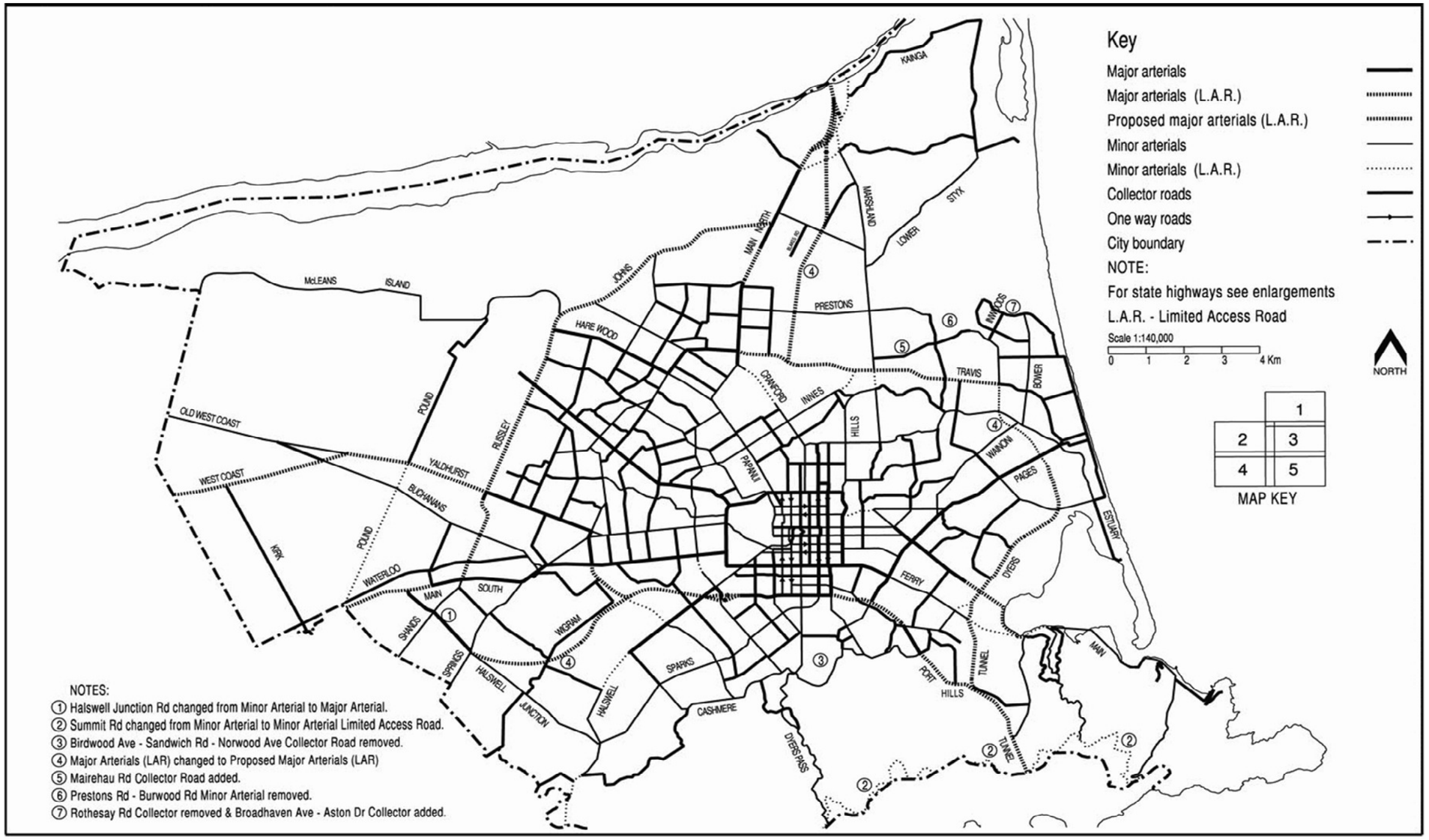
Appendix 2: Roading classifications along Ferry Road in the City Plan

(Source: *Christchurch City Council City Plan Volume 3: Part 8 Special Purpose Zones: Appendix 4 - Map of Roading Hierarchy)*

Notes on significance:
Traffic volumes along the length Ferry Road are variable and this is reflected in the presence of both arterial and minor arterial designations. Some sections are also designated as Limited Access Road.

These designations carry with them minimum carriageway widths that reflect safe limits for traffic movement.

There are currently a number of different design standards available to the Council that could be considered in the delivery of carriageway improvements, these include the City Plan and the Infrastructure Design Standards.



Appendix 3: Sample of average traffic volumes at key intersections along Ferry Road

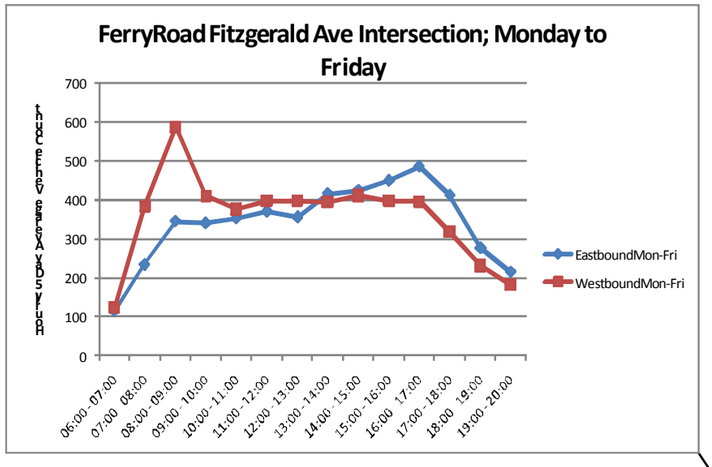
(Source:http://www.ccc.govt.nz/CCC.Web.TrafficCount/cityleisure/projectstoimprovechristchurch/transport/trafficcount/intersectioncount.aspx)

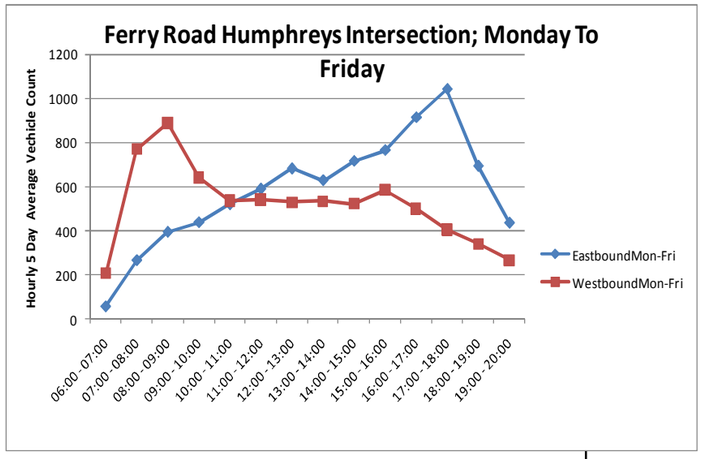
Notes on significance:
These figures are based on pre-earthquake traffic counts and show an average for east and west bound traffic travelling through intersections along Ferry Road.

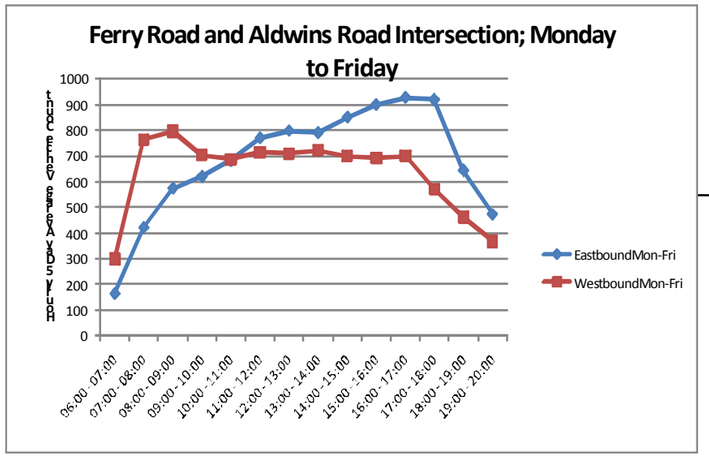
At the Ferry Road/Fitzgerald Avenue intersection, traffic peaks are short in duration and intensity, suggesting the need for route planning to coincide with the start of the working day. The evening commuter peak is significantly lower in volume because the peak hour in the evening is over a number of hours (peak spreading).

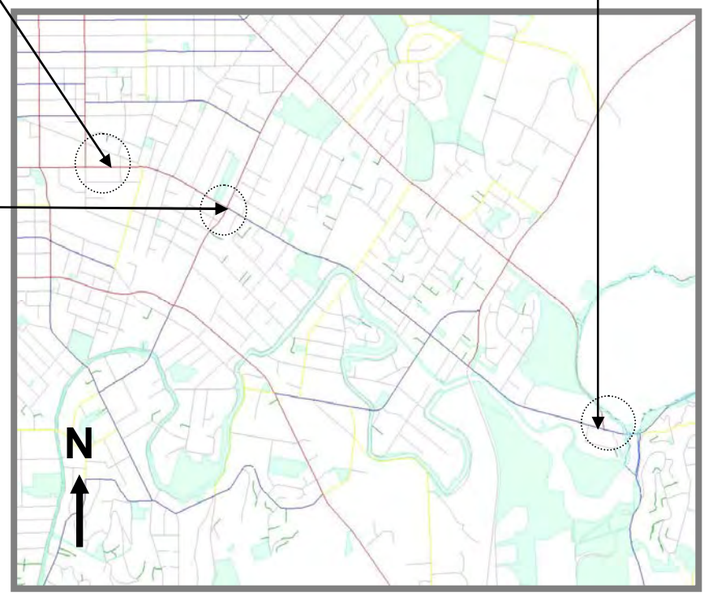
Although only Ferry Road through traffic is shown, the intersection with Aldwins Road had consistently high volumes of traffic throughout the day from all directions. Such intersections can be considered 'strategic bottlenecks' as their catchment is spread across a broad part of the city. These intersections are important and require careful consideration before any changes are proposed.

Ferry Road at the Humphreys Road intersection shows significant traffic peaks and relatively low levels of traffic volume between morning and evening rush hours. This suggests that commuting journeys could be the predominant pattern of use for this intersection. Although not shown in the samples, it's also worth noting that the volume of vehicles using Humphreys Road is less than the volume of vehicles turning left into Ferry Road at the intersection.









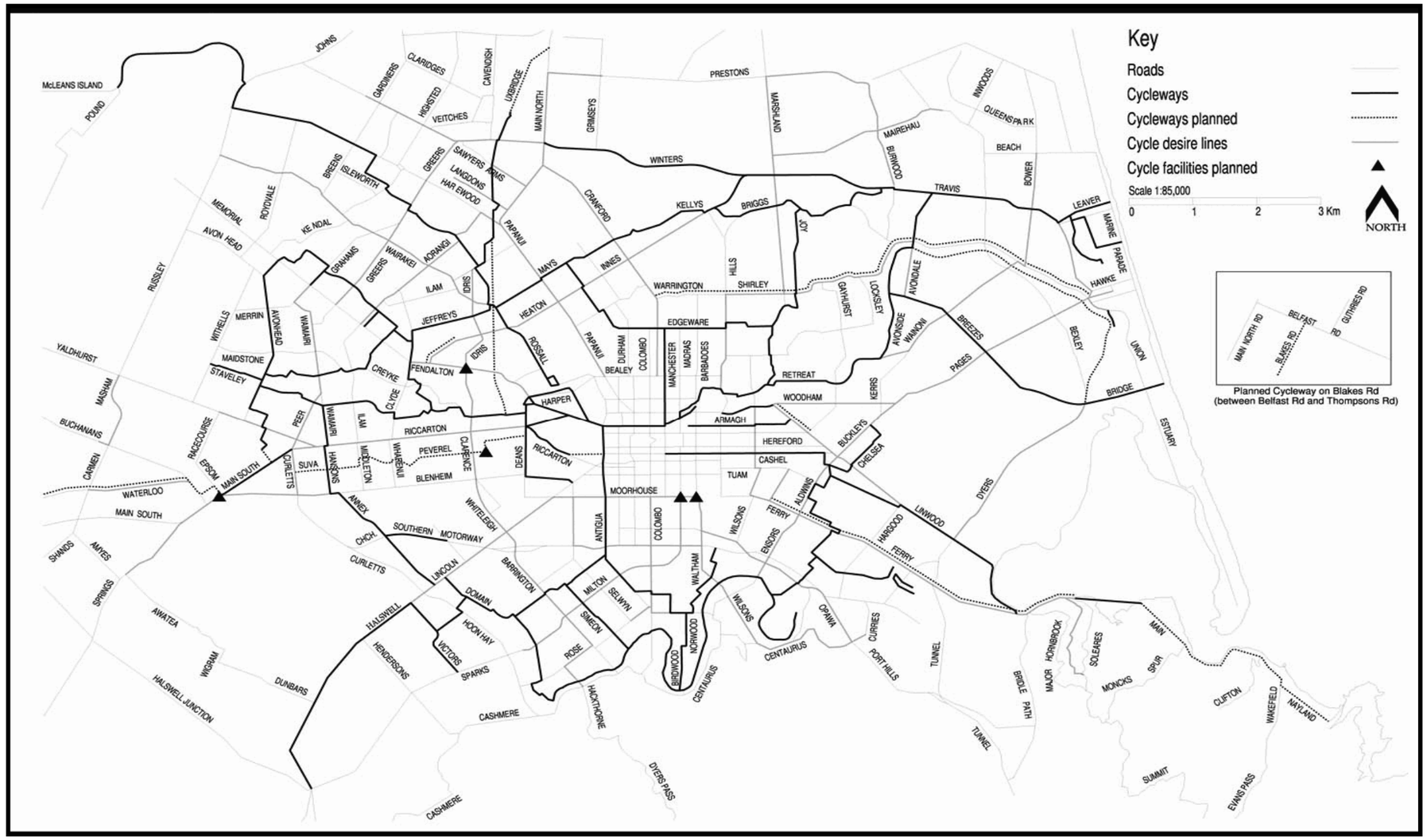
Appendix 4: Cycle Network

(Source: *Christchurch City Council City Plan: Volume 3: Part 8 Special Purpose Zones: Appendix 4a - Map of cycle network).*

Notes on significance:
This diagram shows a planned cycleway along Ferry Road. There are also recreational cycle paths along the Heathcote River.

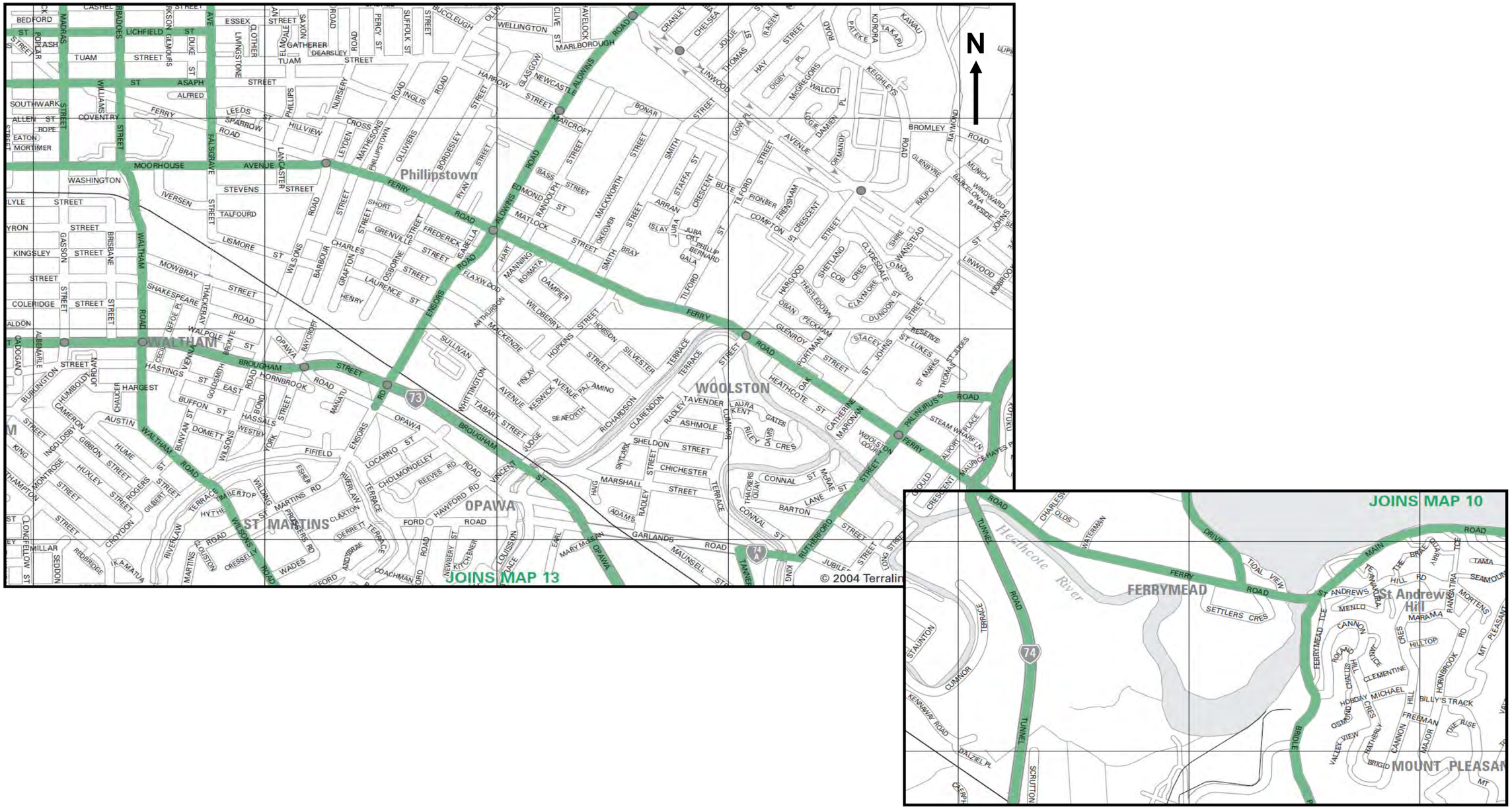
Ferry Road is a significant commuter cycling route and part of the strategic cycle network.

Cycling related comments featured strongly in community feedback from the master plan information gathering sessions in October 2011.



Appendix 5: NZTA Over Dimension route along Ferry Road

(Source: http://www.nzta.govt.nz/resources/overdimen-veh-route-maps/16-christchurch/map-list.html)



Appendix 6: Demolition list of heritage and non-heritage commercial buildings along Ferry Road

(Source: http://cera.govt.nz/demolitions/list)

Table of Heritage and Non Heritage commercial building demolitions as known at September 2012				
Lancaster Hotel	184 Ferry Road	Demolish	Heritage	30 Aug 2011
Computer Troubleshooting	187 Ferry Road	Demolish	Non-Heritage*	March 2011
Avon City Auctions Ltd (186-186F Ferry Road)	186 Ferry Road	Demolish	Non-Heritage	30 Aug 2011
Restaurant Schwass / Footstep Shoe Repairs	188-192 Ferry Road	Demolish	Non-Heritage	30 Aug 2011
Bronskis Dairy	243 Ferry Road	Demolish	Non-Heritage*	April 2011
Book Exchange / Food Bar / $10 Haircuts / Art Gallery	245-251 Ferry Road	Demolish	Non-Heritage*	April 2011
Fish N Chips	254 Ferry Road	Demolish	Non-Heritage*	16 May 2011
Ferry Rd Dairy	344 Ferry Road	Demolish	Non-Heritage*	September 2011
360 Ferry Road	360 Ferry Road	Demolish	Non-Heritage	30 Aug 2011
Purple Patch	378A Ferry Road	Demolish	Non-Heritage	30 Aug 2011
Black Rose Tattoo	380 Ferry Road	Demolish	Non-Heritage	4 Oct 2011
Dowsons Shoes	455 Ferry Road	Demolish	Non-Heritage*	June 2011
Roimata Medical Clinic	382 Ferry Road	Demolish	Non-Heritage	30 Aug 2011
Pacific Fisheries	452 Ferry Road	Demolish	Non-Heritage	30 Aug 2011
Tan's Chinese Takeaways	452A Ferry Road	Demolish	Non-Heritage	30 Aug 2011
Yazu Hair Design	454 Ferry Road	Demolish	Non-Heritage	30 Aug 2011
St. Martins Pottery	454A Ferry Road	Demolish	Non-Heritage	30 Aug 2011
538 Ferry Road	538 Ferry Road	Demolish	Non-Heritage	7 Feb 2012
A&T Burt Building (former Nugget Factory)	580 Ferry Road	Demolish	Heritage	30 Aug 2011
Big Eds Takeaways	628 Ferry Road	Demolish	Non-Heritage	30 Aug 2011
Salvation Army Family Store	636 Ferry Road	Demolish	Non-Heritage	30 Aug 2011
689 Ferry Road (Woolston Community Library)	689 Ferry Road	Demolish	Heritage	30 Aug 2011
697 Ferry Road (Ferry Road Law Centre)	697 Ferry Road	Demolish	Heritage*	June 2011
699 Ferry Road (Chinese takeaway)	699 Ferry Road	Demolish	Non-Heritage	30 May 2012
Countdown Supermarket	999 Ferry Road	Demolish	Non-Heritage	11 Jan 2012
1013D Ferry Road	1013D Ferry Road	Demolish	Non-Heritage	20 Sep 2011
1013E Ferry Road	1013E Ferry Road	Demolish	Non-Heritage	20 Sep 2011
1013F Ferry Road	1013F Ferry Road	Demolish	Non-Heritage	20 Sep 2011
1013G Ferry Road	1013G Ferry Road	Demolish	Non-Heritage	20 Sep 2011
1013H Ferry Road	1013H Ferry Road	Demolish	Non-Heritage	20 Sep 2011
1013I Ferry Road	1013I Ferry Road	Demolish	Non-Heritage	20 Sep 2011
1013J Ferry Road	1013J Ferry Road	Demolish	Non-Heritage	20 Sep 2011
Casual & Country	1/1027 Ferry Road	Demolish	Non-Heritage	30 Aug 2011
Casual & Country	2/1027 Ferry Road	Demolish	Non-Heritage	30 Aug 2011
Casual & Country	3/1027 Ferry Road	Demolish	Non-Heritage	30 Aug 2011
Casual & Country	4/1027 Ferry Road	Demolish	Non-Heritage	30 Aug 2011
Casual & Country	5/1027 Ferry Road	Demolish	Non-Heritage	30 Aug 2011
2 storied northern building	5/1030 Ferry Road	Demolish	Non-Heritage	20 Mar 2012

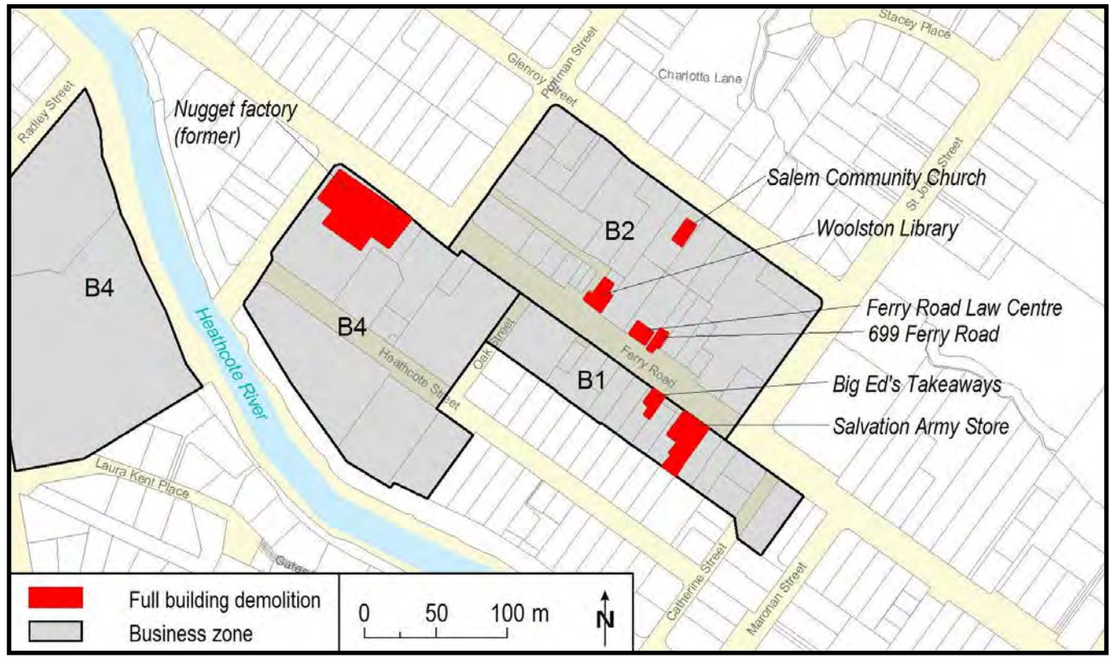
* Property not yet listed by CERA online.

Appendix 7: Location of earthquake related demolitions along Ferry Road

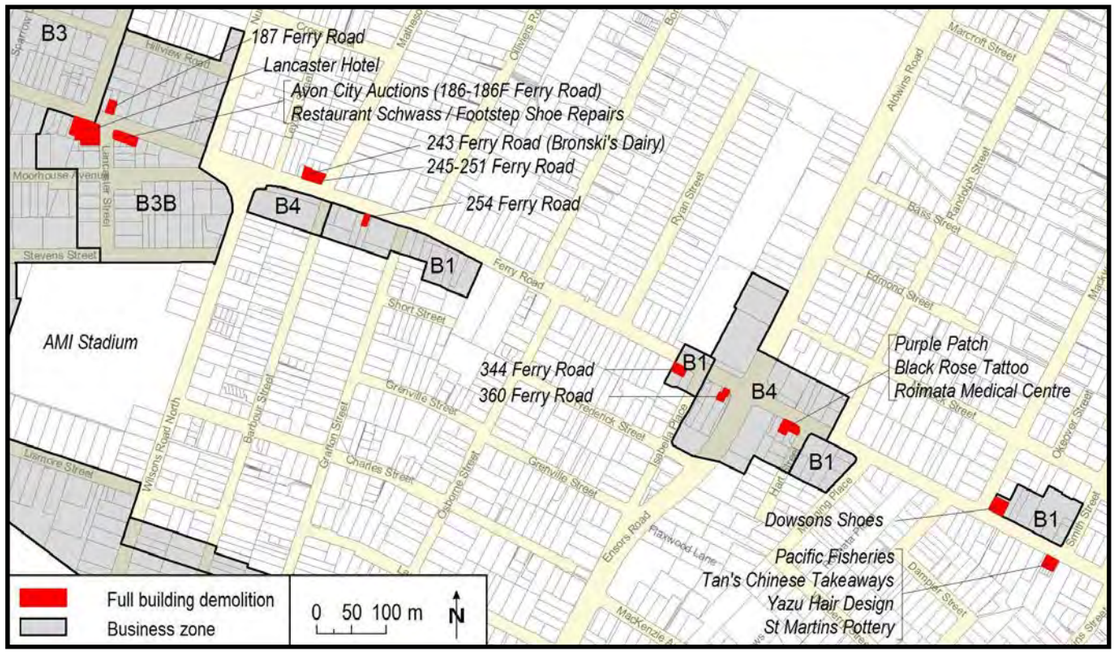
(Current as of September 2012)

Notes on significance:
These maps are based on the information contained in Appendix 6. Much of the earthquake related demolition to commercial property has happened to isolated buildings rather than areas. This suggests that damage may have been associated more with the age and condition of the building than the location of the site.

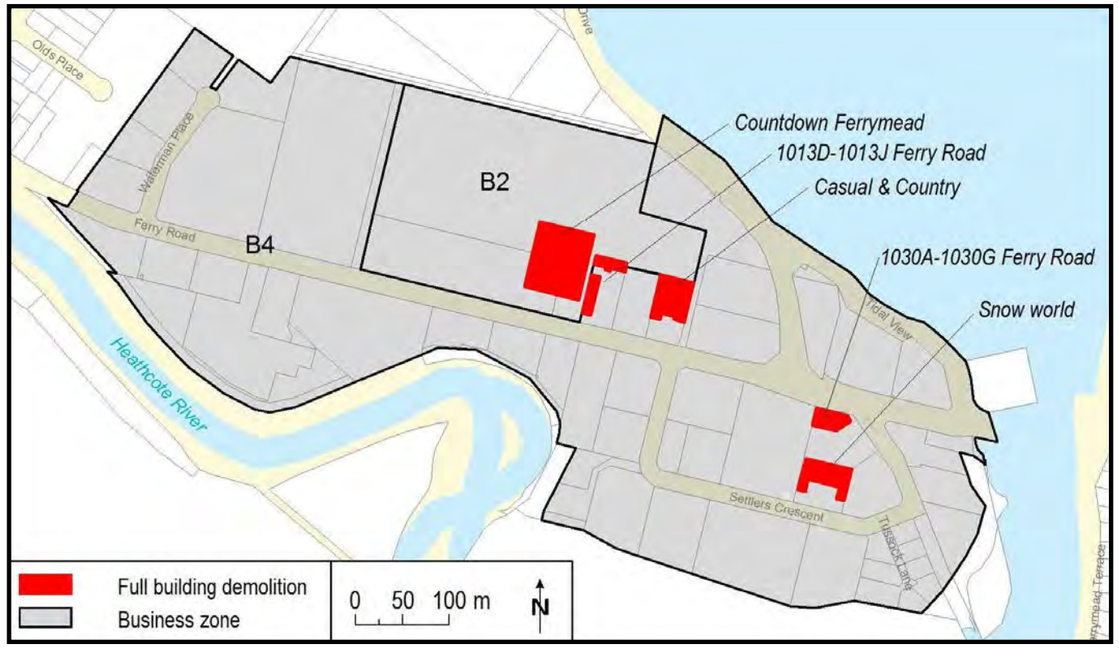
Where sites are isolated from one another, the potential for delivering improvements by amalgamating activities, such as off-street parking, will be restricted.



Woolston



City section, Fitzgerald Avenue to Smith Street



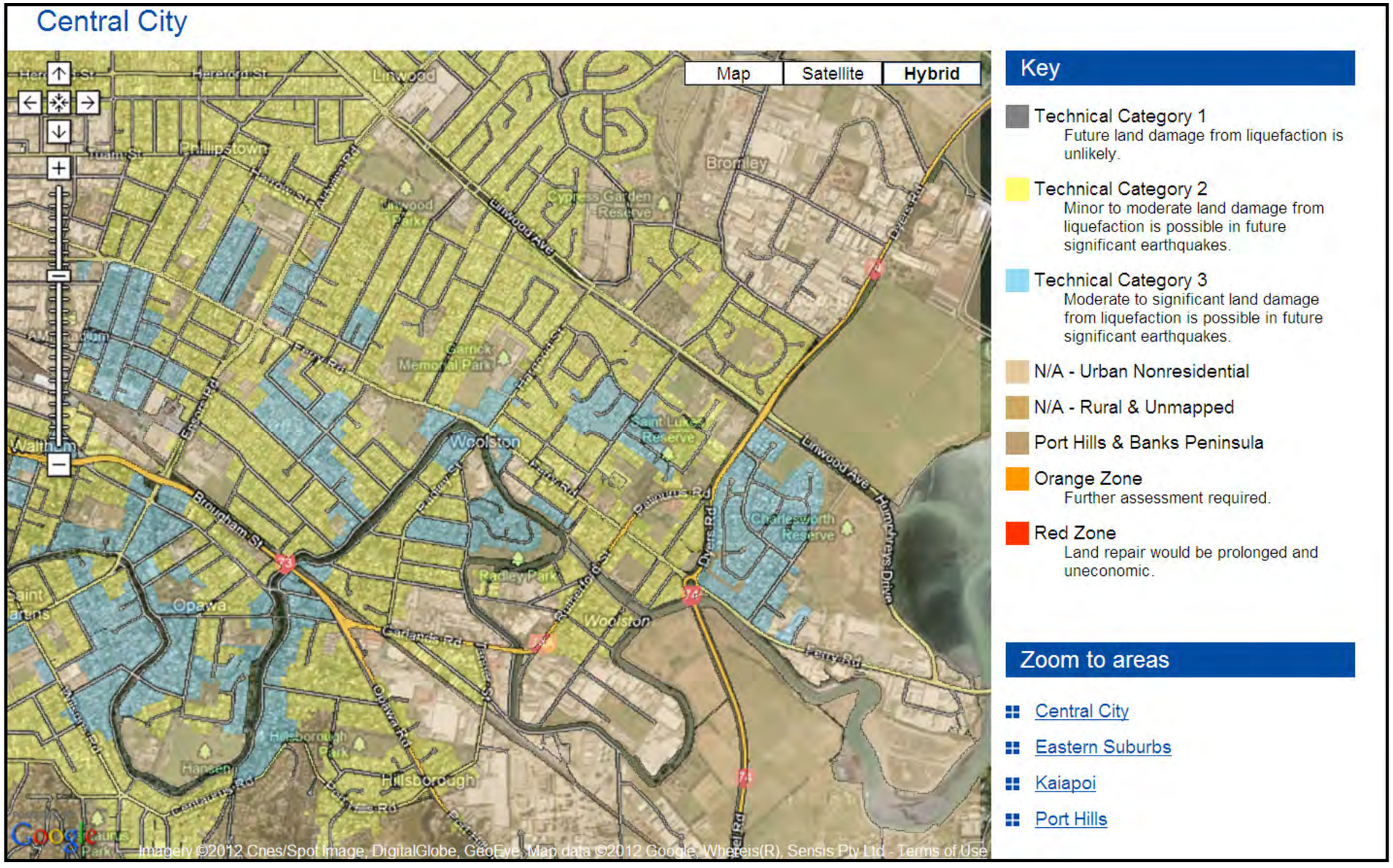
Ferrymead

Appendix 8: Land classification – Technical Categories

(Source: http://cera.govt.nz/maps/technical-categories at April 2012)

Notes on significance:
The Technical Category zones are matters for insurance companies and private property owners to consider and *classify the risk of damage in future earthquakes.* The TC3 zoning shown along Ferry Road does not currently restrict or constrain specific forms of commercial activity in Business 1 and Business 2 zones.

The zoning may mean some future rebuilds will require more comprehensive types of foundation in order to comply with the building code.



Appendix 9: Road condition assessment of Ferry Road

(Source: http://strongerchristchurch.govt.nz/work/roads/extent)

Notes on significance: Assessment carried out after the 2011 earthquakes.

Appendix 10: Woolston economic evaluation

(Source: Evaluation by Property Economics, commissioned by Christchurch City Council, January 2012)

Woolston is dependent on passing traffic for some of its economic activity. It is temporarily benefiting from a lack of competition as a result of the earthquake-damage, demolition of the supermarket in Ferrymead and a decentralised Central City.

An economic evaluation of development in Woolston, based on pre-earthquake data suggests

- Poor economic performance in Woolston prior to the earthquakes.
- An oversupply of commercial floor space in the Business 1 and 2 zones.
- An oversupply of convenience based retail activity in Woolston.
- An expanded supermarket would provide economic benefits to the whole centre.

There is a possibility that owners of demolished commercial property in Business 4 zones in Woolston could redevelop their sites in the short-term for other permitted uses beyond pre-earthquake amounts, to take advantage of the lack of competition from other commercial centres. However, there is a risk that once these competing commercial centres recover; economic activity could be drawn back, leaving Woolston with a greater oversupply of commercial floor space than existed, pre-earthquake.

Given the uncertainty over future traffic volumes, a less economically risky option in the short-term would involve residential development on vacant sites, to support and consolidate existing commercial activity in Woolston's commercial centre. However, if soil contamination is identified on former industrial sites, residential development could present a public safety risk.

The cost of decontaminating soil may result in the asking price of these properties being higher than can be supported by the market in Woolston. A Living 3 zone exists on Heathcote Street and shows little evidence of intensification to date. This suggests the potential for residential intensification, even on river front property, may be limited in the current economic climate.

The summary section from the economic evaluation by Property Economics is quoted below:

> *"Within the wider centre network, Woolston centre will largely remain servicing the localised catchment as a supermarket based convenience centre. With larger centres containing a more comprehensive retail offer such as Linwood/Eastgate within close proximity, Woolston is unlikely to grow larger than a supermarket convenience centre in the foreseeable future. Given the impact of the earthquakes on surrounding centres, including the supermarkets within Ferrymead and St Martins still remaining closed at the time of compiling this report, the Woolston SuperValue currently benefits from fewer competitors, and as such is performing above 'normal' market conditions which will not prevail for the duration of the assessed planning period. Given the uncertainty of when these supermarkets will be rebuilt, improving the quality of the Woolston centre now will be beneficial in continuing retaining these local customers into the future. As mentioned earlier in the report, the centre currently suffers from a lack of a quality retail offer. Market growth and the rebuild activity within Christchurch will lead to higher quality centres with a wider retail offer, and a better centre environment. As the Woolston Centre operates essentially as a supermarket and convenience level, and therefore predominantly draws custom from a localised catchment, it is partially immune from larger developments occurring elsewhere in the city as Christchurch rebuilds. Relative quality and amenity standards for consumers will also increase. If the Woolston centre fails to meet consumer standards its role and function within the wider retail network will be jeopardised as its customer base will travel to other higher quality centres.*
>
> *Woolston has the opportunity, given the vacant sites and stores within the centre, to grow its current retail and commercial service offer in terms of quality, scope and environment to better position itself in the future. This can be achieved within Woolston's existing business zone, meaning Woolston can grow and improve its offer by 'backfilling' vacant stores and redeveloping vacant sites within the centre, which has the effect of increasing the centre's retail and commercial service offer whilst increasing the efficient utilisation of its land.*
>
> *Any new development that proposes to expand the business zone in Woolston would need to generate/attract additional customers from Woolston's trade catchment (or beyond), or bring a new offer to Woolston not currently available in the area, i.e. a new large format supermarket being an obvious example. Developing 'more of the same' (i.e. convenience oriented retail and commercial services) will simply lead to trade diversion from the existing Woolston centre undermining its role, function, performance and viability in the future, and ultimately undermining the existing business zone and the investment already in it. Any development on the riverside would need to be viewed in this context otherwise investment in Woolston (current and future) may be jeopardised."*

The report suggests that some form of niche destination retail development in Woolston may be preferable to providing even more convenience based activity. The Cassel and Sons brewery development on Garlands Road is an example of what could work for Woolston in the Business 1 and Business 2 zones. Woolston has two similar businesses: the Holy Smoke and Twisted Hop. Unfortunately, the

Figure 1 Residential properties in the L3 zone show little sign of intensification.

Cassel's development is not close enough to Woolston's commercial centre for the businesses there to directly benefit from an increase in passing foot traffic, and future development in Woolston may now have to find other niches if it is to avoid competing directly with the brewery development.

Given the current timescales in processing household insurance claims, population movement across the city and the pre-earthquake economic performance of Woolston, commercial property owners appear to have a choice over what level of risk they wish to take when considering a redevelopment option

If commercial property owners on damaged property need to rebuild inside the next 12-24 months, the most prudent form of development would be buildings that can accommodate a variety of uses, so as market conditions change during the recovery process, the buildings can be fitted out for tenants from different market sectors.

Initial indications in work carried out by the Council suggest that a significant number of tenants, who have signed up to long term leases in new premises after moving out of the Central Business District (CBD), would consider paying their way out of those leases if it meant they could return to the CBD. This trend is significant as it suggests a turnover in tenancies could happen once conditions in the CBD are attractive.

If there is less need for urgency around rebuilding commercial premises, and preferred tenants are likely to have specific building requirements, it may be prudent for some commercial property owners to delay redevelopment until market conditions are more stable and they can be more confident of retaining long term tenants.

It appears unlikely that the level of economic activity could support significant increases in gross floor area or building height. It is also important that any future development is designed in such a way to support social mixing and interaction along Ferry Road as it passes through a commercial centre. This could include:

1) Any façade set back is close enough to the footway to be accessed conveniently by pedestrians.
2) Retail premises have large windows in their facades so that interior activity is visible to passers by.
3) Where conditions are appropriate, that building facades can open up and encourage physical mixing e.g. outside dining or browsing, or provide shelter while raining.

Extra functional flexibility, variety of retail activity and convenience will help to make Woolston's commercial centre a more attractive and inviting shopping destination.

Woolston eyes the trendy shoppers

The rise of Faux-pawa

Last updated 08:14 14/04/2012 48 comments Text Size Print Share

BIG PLANS: Artist's impression of Cassels and Sons Brewery's The Tannery Boutique Emporium at Woolston.

Figure 2 shows a proposal for the Cassels and Sons Brewery's retail development, as published at Stuff.co.nz website, March 2012.

Appendix 11: Red Zone residents' preferences for relocation

(Source: Greater Christchurch Household Scenarios 2011-2041 by Douglas Fairgray and Rebecca Foy, Market Economics.)

Notes on significance:
The table below shows location preferences for red zone property owners on the east side of the city. It suggests there is a preference for residents to remain as close to the location of their original home as possible.

This table differs from Figure 18 in Volume 1 in showing stated preferences rather than estimated distribution.

	PRE-EARTHQUAKE LOCATION			ALL RESPONDENTS		
GENERAL LOCATION	Christchurch City	Waimakariri District	TOTAL	Preferences within Christchurch City	Preferences within Waimakariri District	Preferences within Selwyn District
Central City	0%	0%	0%	1%		
Eastern Suburbs	31%	1%	26%	39%		
Central Suburbs	8%	2%	7%	10%		
Northwest Suburbs	3%	0%	2%	3%		
Central North Suburbs	3%	0%	3%	4%		
Port Hills	1%	0%	0%	1%		
Cashmere	1%	0%	1%	1%		
Halswell	7%	1%	6%	8%		
Western Suburbs	4%	2%	3%	5%		
Northern Suburbs	19%	6%	17%	26%		
Banks Peninsula	0%	0%	0%	1%		
Other	0%	0%	0%	0%		
CHRISTCHURCH CITY	**78%**	**13%**	**67%**	**100%**		
Kaiapoi	3%	59%	12%		44%	
Rangiora	6%	12%	7%		26%	
Woodend-Pegasus	3%	5%	3%		13%	
Other Waimakariri	4%	9%	4%		17%	
WAIMAKARIRI DISTRICT	**15%**	**85%**	**27%**		**100%**	
Rolleston	2%	1%	2%			34%
Lincoln	1%	0%	1%			15%
Other Selwyn	4%	1%	3%			51%
SELWYN DISTRICT	**7%**	**2%**	**6%**			**100%**
TOTAL	**100%**	**100%**	**100%**			

Source: RRZAS 2011

Appendix 12: Relevance of the Master Plan to other Council-led initiatives

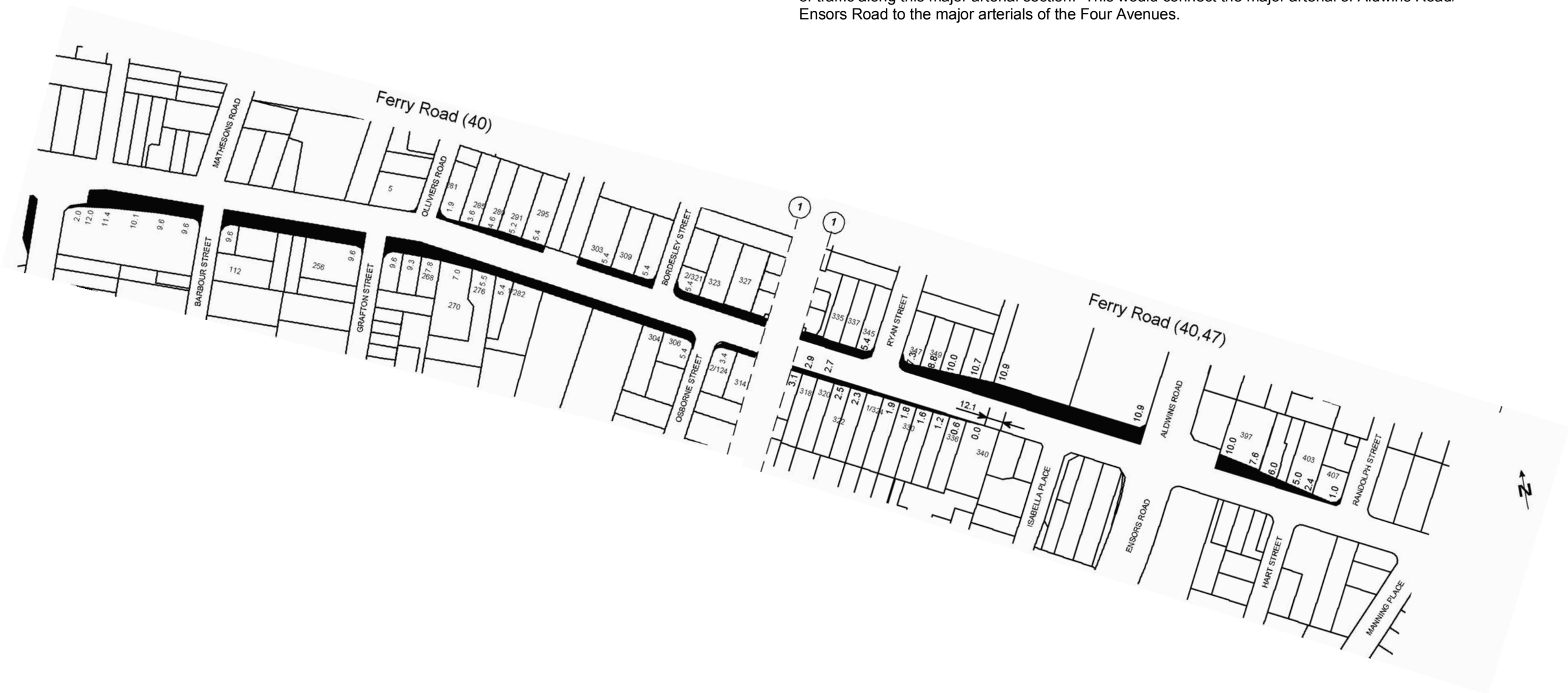
Links with other Council/stakeholder-led projects and initiatives	
Project:	*Nature of relationship with the Draft Master Plan*
Overarching Council Strategies	
Cycling Strategy	The Draft Ferry Road Main Road Master Plan will assist in delivering objectives under each strategy where possible. Core project team and advisors will be responsible for ensuring tie in between the Draft Master Plan and the recommendations of these strategies.
Pedestrian Strategy	
Parking Strategy	
Open Space Strategy	
Road Safety Strategy	
Master Plans	
Central City Recovery Plan.	The Draft Master Plan will support the recovery of the Central Business District where possible.
Greater Christchurch Urban Development Strategy as it relates to the area.	The Draft Master Plan will deliver support the principles of the Urban Development Strategy and incorporate any post-earthquake updates or revisions as they become available.
Sumner Village Master Plan.	The Draft Ferry Road Master Plan is being developed in tandem with the Sumner Village Centre Master Plan. It will both inform and be influenced by the Master Plan findings.
Estuary Edge Master Plan.	The Draft Ferry Road Master Plan will assist in establishing better connections between the Estuary and the surrounding city.
Transport	
Draft Christchurch Transport Plan.	The Draft Ferry Road Master Plan is being developed in tandem with the Christchurch Transportation Plan (CTP). It will both inform and be influenced by CTP findings.
Three Laning Proposals to Main Road and Coastal Edge Pathway.	These proposals will be allowed for in Phase 2 of the Ferry Road Master Plan.
Four laning proposals - Moorhouse Avenue to Aldwins Road.	The four laning proposals are programmed for 2015/16 timed and are subject to their own consultation process and negotiations with individual land owners. The Draft Ferry Road Master Plan is unable to pre-empt the outcomes of any consultation processes so will be restricted in the level of detail it can show. The Master Plan will assume that four laning will take place and identify opportunities where it may be possible to add value to any road widening proposals in the future.
Sumner bus priority.	The Bus Priority Study was disrupted due to the 22 February 2011 earthquake. In consultation with Environment Canterbury, the Ferry Road Master Plan will identify opportunities to deliver targeted bus priority measures, subject to funding being made available.
Coastal edge pathway	This is an initiative promoted by the community, independently of the Master Plan process. A feasibility of the pathway along the length of Main Road has been commissioned by the Coastal Edge Pathway Group in partnership with Christchurch City Council.
Management of Natural Environment	
Ihutai Management Plan (subject to review by Ihutai Trust).	The Master Plan will support both management plans by improving access to and from the Estuary using off-road routes and recommending actions to enhance habitat planting.
Lower Heathcote Integrated Catchment Management Plan.	
Flood management provisions contained within the City Plan.	The extent of risk is subject to further post earthquake analysis given the level of sea floor change that occurred due to liquefaction in the Avon-Heathcote Estuary. Flood Management Areas are recognised within the City Plan.
Port Hills Geotechnical Investigations.	The Port Hills Geotechnical Team advise there are no land stability issues affecting Ferry Road. However, some anecdotal evidence exists of significant localised lateral spread along waterways such as the Heathcote River. This may just require modified building foundations if land is being redeveloped. Availability of property specific geotechnical information may depend on the co-operation of each commercial property owner.

Links With Other Council/Stakeholder Led Projects and Initiatives	
Project:	*Nature of relationship with Ferry Road*
Neighbourhood Improvement Plans	
1994 Phillipstown Neighbourhood Improvement Plan.	Potentially significant relationship. Where measures proposed were compatible with recent community feedback and not implemented due to cost, they have been incorporated into the Draft Ferry Road Master Plan's Implementation Plan.
1993 Woolston Neighbourhood Improvement Plan (NIP).	Many measures in this NIP have already been implemented
Other relevant proposals/recommendations	
1992 Edmonds Factory Garden Conservation and Development Proposals.	The development proposals could benefit from review given they do not consider the impact of the four lane designation.
Refurbishment of Glenroy Reserve	Sketch proposals have been signed off by the Hagley Ferrymead Community Board., Streetscape improvements in the Draft Master Plan support better quality connections to this reserve.
Christchurch City Council's Smoke-Free Policy	Policy is voluntary and only applies to parks and reserves.

Appendix 13: Extent of the Four Lane Designation in the City Plan

(Source: Christchurch City Council City Plan Volume 3: Part 12 Designations: Appendix 2 - Roading Designations – New Zealand Transport Agency (NZTA))

Notes on significance:
The road widening designation has been in place since the 1960s to allow for the upgrade of Moorhouse Avenue and Ferry Road (from Fitzgerald Avenue to Aldwins Road) to accommodate four lanes of traffic along this major arterial section. This would connect the major arterial of Aldwins Road/ Ensors Road to the major arterials of the Four Avenues.



Appendix 14: Stronger Christchurch Infrastructure Rebuild Team – work programme for projects on or adjacent to Ferry Road.

Notes on significance:
Apart from Woolston South 1, the majority of projects relate to very specific locations adjacent to Ferry Road and the impact of any construction work will be temporary. There may be an opportunity to include amenity improvements as part of the Woolston South repair work.

Projects being detailed designed				
Reference	*Project*	*Start*	*Finish*	*Project Description*
10498	Woolston South 1	Oct 2012	Dec 2013	5km waste water gravity system and 1 new pump station with associated rising main, and individual pressure pumps for industrial properties; roading repair works with design for one road; approximately 350m new water supply and currently unknown extent of storm water.
10770	Linwood Ave / Humphrys Drive. Permanent retaining wall emergency repairs	Aug 2012	Oct 2012	8m replacement and 8m extension of retaining wall at the city outfall drain to the estuary.
10797	NZTA Heathcote/Opawa bridge repairs	Nov 2012	Aug 2013	Ground improvements, and underpinning and lifting (jacking) of the abutments.
10841	Charleston Catchment roading storm water and water supply	Oct 2012	June 2013	Linked to Project 10472 waste water for the roading, storm water and water supply elements.
10863	Charleston waste water pump station	Sept 2012	Dec 2012	Pump station construction.
Projects in construction				
Reference	*Project*			*Project Description*
10472	Charleston	May 2012	Feb 2013	Approx 2.9km waste water enhanced gravity system, one new pump station; 0.3km storm water repairs; 8600m2 carriageway re-construction, and 1830m2 localised repairs.
10403	Barbour Street water supply	Jan 2013	Jul 2013	Replacement of water mains in two streets to the south and east of AMI Stadium, Waltham.

Appendix 15: Implications of the Urban Development Strategy

The Greater Christchurch Urban Development Strategy (UDS) provides a framework for planning the Greater Christchurch Urban Development Strategy (UDS) provides a framework for planning the future growth of Greater Christchurch to 2041 and is an important document to refer to when considering future growth for the Ferry Road area. The UDS is a document agreed to between Christchurch City Council, Waimakariri District Council, Selwyn District Council, Canterbury Regional Council and the New Zealand Transport Agency that establishes a vision for:

> *"…a vibrant inner city and suburban centres surrounded by thriving rural communities and towns, connected by efficient and sustainable infrastructure. There are a wealth of public spaces ranging from bustling inner city streets to expansive open spaces and parks, which embrace natural systems, landscapes and heritage. Innovative businesses are welcome and can thrive supported by a wide range of attractive facilities and opportunities. Prosperous communities can enjoy a variety of lifestyles in good health and safety, enriched by the diversity of cultures and the beautiful environment of Greater Christchurch.*

To provide for projected growth in the population and labour force, the UDS establishes a settlement pattern, which is given regulatory effect through Proposed Change 1 to in Chapter 12A of the Regional Policy Statement. Proposed Change 1 identifies certain centres as Key Activity Centres (KAC). These are major centres for business, residential and transport activities. The Central City, Eastgate and New Brighton are the nearest KACs to Ferry Road. The Council needs to manage commercial activity along the Ferry Road corridor so that the function, vitality and amenity of the KACs aren't adversely affected. The consolidation of existing urban areas is a key objective, particularly in the City Centre and in and close to Key Activity Centres. Key Activity Centres, such as the Central City, are commercial centres that provide a focal point for the community and where a greater mix of uses is encouraged.

None of the centres along Ferry Road are Key Activity Centres so it is important to ensure commercial development does not undermine Key Activity Centres elsewhere, for example Eastgate.

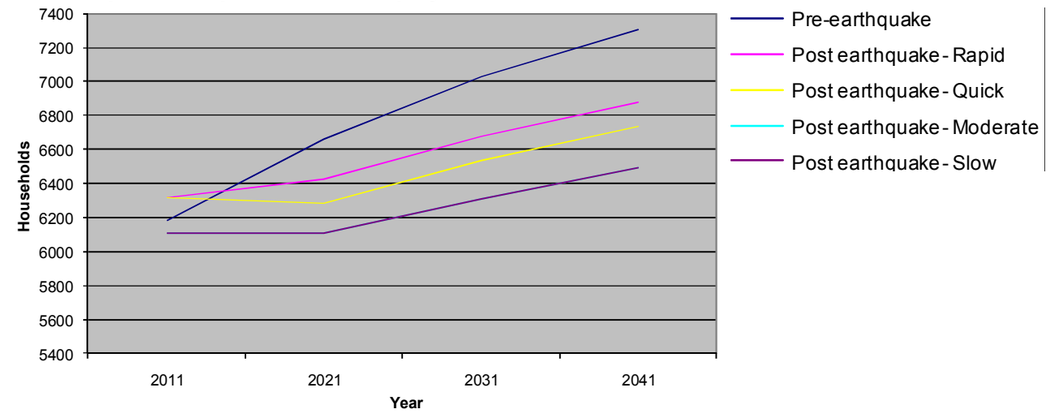
One of the key themes of the UDS is the integration of land use development with the transport system. This is particularly relevant to corridors such as Ferry Road where medium to high density housing should complement the activity centres to increase public passenger transport catchments, while avoiding the overloading of the existing and proposed network and the function of these roads as through routes.

The earthquakes have had a significant impact on the eastern suburbs and hill suburbs in particular, and the displacement of households and businesses has changed patterns of movement. While the projected growth in households and the timing and distribution of growth has been affected by the earthquakes, Based on a review of household growth projections since the earthquakes, the forecast levels of growth are less than was forecast in a pre-earthquake environment as presented in Table _2. Growth in areas adjacent to Ferry Road, in the south east, is not expected to be significant as shown in Table 1. This will therefore be a consideration in future planning for the Ferry Road area. However, the UDS continues to provide the framework for managing the growth of the Greater Christchurch area.

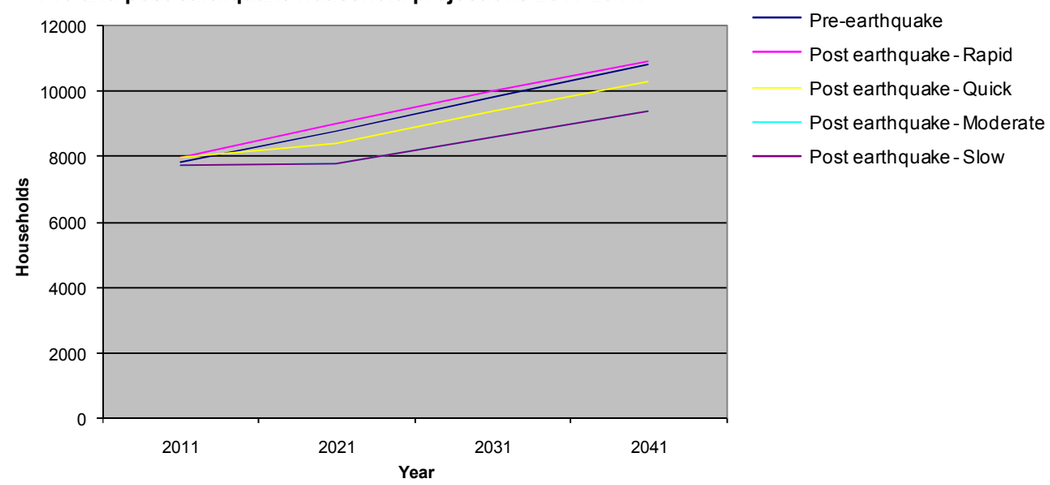
The displacement of residents from red zone areas has resulted in increased demand for permanent housing. A survey of red zone residents about their intentions for re-location indicates their preference for areas in proximity to the community they have previously resided in, namely the north east. Therefore, growth in areas adjacent to Ferry Road, in the south east, is not expected to be significant as shown in Table 1.

There will also be temporary demand for accommodation associated with the rebuild, including workers, and residents temporarily displaced from their homes. At the time of writing, further work is required to determine where this demand will be met. The residential catchment that uses Ferry Road to access the city includes the hill suburbs – some parts of which remain in the white zone and are subject to geotechnical assessment. Based on a review of household growth projections since the earthquakes, the levels of growth forecast are less than was forecast in a pre-earthquake environment as presented in Table 2. This will therefore be a consideration in future planning for the Ferry Road area.

Pre and post earthquake household projections 2011-2041.

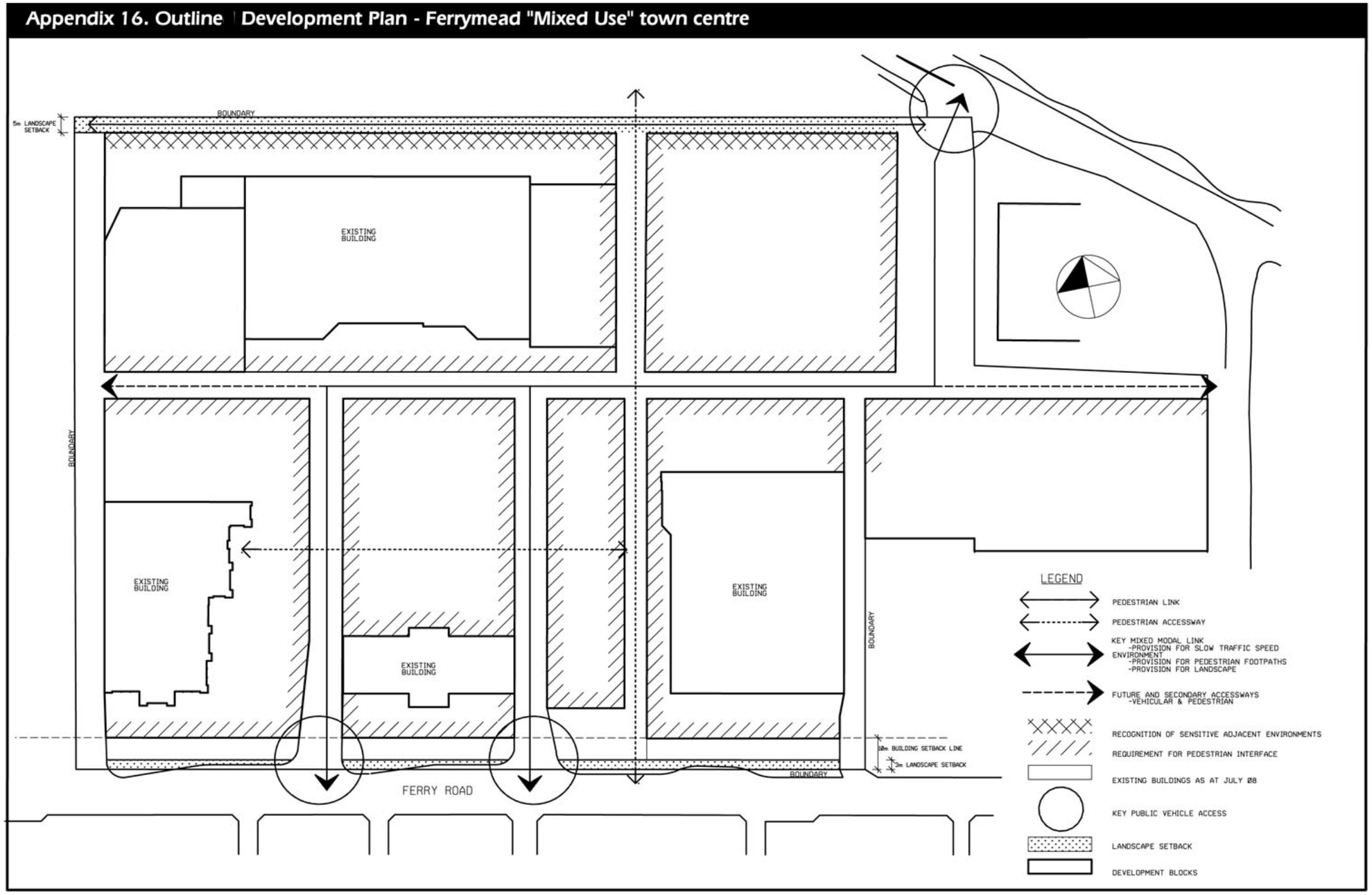


Pre and post earthquake household projections 2011-2041.



Appendix 16: Outline Development Plan for Ferrymead

(Source: City Plan Volume 3: Part 3 Business Zones: Appendix 16 - Outline Development Plan - Ferrymead Mixed Use town centre)



Appendix 17: Zone descriptions in the City Plan.

(Source: City Plan, Vol. 3: Part 3: Sections 1.4, 1.8 and 1.10)

1.4 Business 1 (Local Centre/District Centre Fringe) Zone

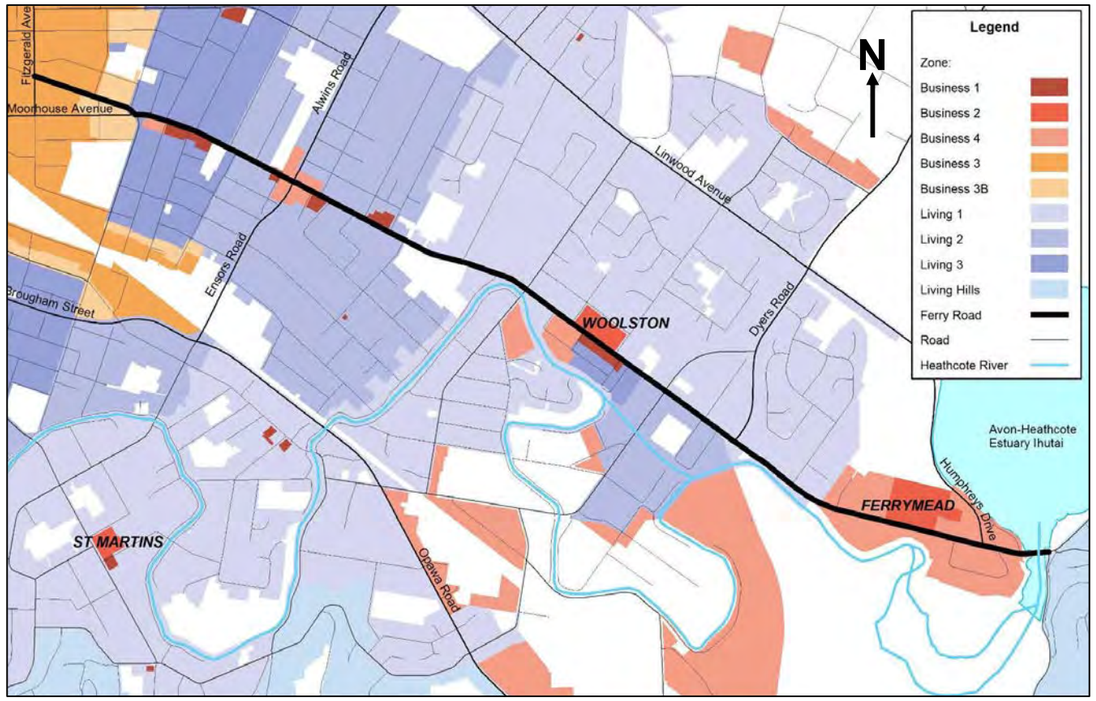
"Zone description and purpose:
These areas are dominated by small scale retail shops and service activities, and many are characterised by "strip" development of shops immediately adjoining road frontages. The Business 1 Zone's purpose is to provide for local opportunities for employment, community activities and convenient (often pedestrian) access to goods and services.

The zone also includes those fringe parts of district centres which adjoin a Business 2 zone and generally comprise the older component of strip frontage development along major roads. These areas have in most cases existed for many decades, and in some centres there has been progressive ribbon development extending along roads. Generally, no further strip development of this nature will be provided for, and these zones will continue to accommodate predominantly business activities of a modest scale but within the framework of the centre as a whole.

The standards of the Business 1 zone control activities where the levels of effects would unduly impact on the amenities, particularly immediately adjoining residential areas. It is recognised that many of these local centres have a poor physical layout and parking arrangements, or are located across major traffic routes from larger centres. Some of the smaller Business 1 zoned centres may not survive in the longer term, and conversion to residential uses may become appropriate..."

"…Environmental results anticipated:

- *(a) A zone environment with generally small scale commercial buildings.*
- *(b) Generally lower levels of parking than in larger commercial zones, with standards on access, parking and manoeuvring to mitigate such lack of provision upon any redevelopment that may occur.*
- *(c) Noise outcomes limited at zone boundaries to levels consistent with adjacent living zones and standards of amenity.*
- *(d) A visual environment with relatively high site coverage and in some cases limited open space, on-site car parking and landscaping.*
- *(e) Limited future expansion where this would lead to a loss of residential housing stock, generation of traffic through development patterns which could have adverse effects on traffic safety and efficiency, or increased pedestrian movements across arterial roads.*
- *(f) Community activities and residential occupation encouraged in conjunction with retail activities above ground floor level, and in some cases, ultimate displacement by residential activities."*



1.8 Business 2 (District Centre Core) Zone

"Zone description and purpose:
The Business 2 Zone has three main purposes. Firstly, it provides for building development of a significant scale and intensity, appropriate to the function of larger district centres and to the amenities of any living environment adjoining the zone. Secondly, the zone identifies the core of business activity within a district centre, particularly with regard to retailing. Many of these district centres also contain both a Business 2 core and an adjacent (usually older) Business 1 Zone component. Thirdly, these centres usually contain important community facilities, whether in public or private ownership.

Some of the district centres serve a surrounding neighbourhood catchment. These centres are well distributed throughout the suburban areas of the city, and include a number and variety of small retail, community and service activities, and usually include a supermarket. The Business 2 Zone component of these centres identifies the focal point for business activity and development within these centres.

The following are the smaller district centres in the city:

Woolston	*St Martins*	*Edgeware*
Aranui	*Richmond*	*Redcliffs*
Stanmore	*Sumner*	*Fendalton*
Belfast	*Ilam*	*Parklands*
Wairakei	*Halswell*	*Avonhead*
Addington	*Hillmorton*	

The remaining, larger district centres are significant focal points for business activities and community facilities. They are strategically well distributed on major roads to serve sizeable suburban residential catchments, and generally contain a total floor space in excess of 20,000 square metres. They include an integrated shopping centre with at least one major retail store (a supermarket or variety store). They also usually have a large variety of small shops, a range of professional and commercial activities, offices, community facilities and service activities. In the case of the Ferrymead District Centre, residential activity and public amenities are also envisaged so as to achieve a diverse and vibrant mixed-use outcome. Sizeable land areas are required for car parking, and special traffic management methods are often employed to cater for demand.

The following are district centres of this type:

Riccarton	*Hornby*	*Papanui*
Church Corner	*Linwood*	*Barrington*
Shirley	*Merivale*	*New Brighton*
Bishopdale	*Sydenham*	*Ferrymead*

Where development of significant retail space is proposed, an assessment procedure will be required to ensure reasonable coordination of development within the zone, and attention to coordination of development, landscaping and access matters. In order to ensure adequate parking provision, parts of some district centres have been zoned Business 2 (Parking). These allow living zone activities and car parking provision only…"

"Environmental results anticipated:

(a) A zone environment containing numerous small retail shops and at least one large floor-space retail activity such as a supermarket or department store, often with an integrated shopping mall together with community facilities and offices.
(b) Relatively high levels of traffic generation and, particularly in the case of the larger district centres, provision of extensive off-street car parking areas with standards on landscaping, access, parking and manoeuvring to mitigate adverse visual and traffic effects.
(c) Noise outcomes limited at living zone boundaries to levels consistent with adjacent residential areas and their standards of amenity.
(d) A visual environment characterised by large scale commercial buildings and associated car parking, with landscaping and setbacks to mitigate the effects of large open areas, such as car parking, and of storage areas on adjoining living environments.
(e) Further development of some centres, subject to measures to mitigate effects on adjoining housing and roading networks.
(f) Scope for residential occupation, particularly above ground floor level.
(g) Continued provision of a wide variety of business activities and community facilities and services, to enhance the role of district centres as focal points for the community."

1.10 Business 4 (Suburban Industrial) Zone

"Zone description and purpose:
The Business 4 (Suburban Industrial) Zone includes a number of light industrial and servicing areas in the city generally located within or adjoining suburban living areas. It also includes light industrial areas intended to serve as buffer zones between living zones and the Business 5 (General Industrial) Zone, and servicing areas adjoining some large suburban centres. It is characterised by significant variation in geographic location; nature of established activities and range in bulk of built form. For example, Shortland Street, Wainoni is characterised by industrial activities and older buildings built up to boundaries. Papanui is dominated by larger industrial complexes on extensive sites. Blenheim and Ferry roads are characterised by more uniform tilt slab construction and commercial oriented activities. This variation has resulted in a range of building types and form with very mixed environmental outcomes across the zone. The zone's purpose is to provide for light industry, warehousing and service industries, and some commercial activities such as offices. Some retailing is provided for in these areas, with an emphasis on retail activities of a nature and scale that do not lead to significant adverse effects on the function and amenity of the central city and district centres. Greater provision is made for retail, commercial and residential activity at 2 Waterman Place at Ferrymead in recognition of existing consents and the emergent mixed use district centre at Ferrymead.

The Business 4 Zone contains standards which exclude or control activities where the levels of adverse effects would have an unduly detrimental impact on adjoining living zones. The Business 4 Zone at Ferrymead and Heathcote have a lower height standard to maintain built development at a height consistent with existing buildings and to recognise the setting of these areas.

Retail activity is subject to restrictions in scale in order to prevent the adverse effects of dispersal and dilution of this activity outside the Business 1 and 2 zones, and the Central City Zone, as these zones serve as important focal points for community activity and provide convenient access to a range of goods and services. Office development is not considered to be incompatible with the environmental effects anticipated in this zone…"

"…Environmental results anticipated:

(a) A diverse range of light industrial activities, some office and commercial service activities and limited retail activities, with frontages of larger industrial enterprises set aside for parking, landscaping and offices.

(b) A zone environment with a high density and scale of industrial, office and commercial service buildings. Some limited retail activity buildings establishing at a small to medium scale in reflection of traditional established activities. A proportion of smaller sites developed intensively.

(c) Relatively high levels of traffic generation with standards for access and manoeuvring to mitigate adverse effects.

(d) Noise outcomes limited at living zone boundaries to levels consistent with adjacent living zones and standards of amenity.

(e) A visually mixed environment, with a predominantly industrial character, but with standards on development to improve and enhance street scene character, with requirements for frontage landscaping and street setbacks for buildings to mitigate building scale and storage areas as development and redevelopment takes place.

(f) Concentration of office or residential accommodation on site frontages, to enhance the visual impact of industrial and other activities.

g) Residential occupation confined to on site management or security in reflection of the higher level of impacts from the dominant activities, and which is limited in scale and to protect the extent and operation of adjoining business activities. Provided that at 2 Waterman Place at Ferrymead greater provision is made for residential activity."

Appendix 18: Lists of invitees to Stakeholder Focus Group Information Gathering sessions.

Local Governance:

Hagley-Ferrymead Community Board members:

Bob Todd* (Chair), Isla McLeod* (Deputy Chair), Tim Carter, David Cox, Yani Johanson, Brenda Lowe-Johnson*, Nathan Ryan*,

Members of Parliament:

Ruth Dyson*, David Carter, Nicky Wagner, Rahui Katene, Brendon Burns

CERA:

Richard MacGeorge, Diane Turner, Steve Wakefield

Property owners:

Letters were mailed out to all commercial property owners with land either fronting Ferry Road or located within the Woolston or Ferrymead commercial centres.

Transportation stakeholders:

Lyttelton Port Company
NZTA*
Disabled Persons Assembly
CCS Barrier Free Auditor
RNZ Foundation for the Blind
SPOKES*
Landcare (sustainability advisor)
Environment Canterbury*
NZ Fire Service*
NZ Police*
St John's Ambulance*
NZ AA*
NZ Trucking Association
NZ Road Transport Association
Taxi Federation*
Tramway Historical Society
Living Streets*
Deaf Aotearoa*

Community:

Local Iwi representatives (MKT): Andrea Lobb

Representatives were also invited from the following organisations:

Taylors Mistake Residents Association
Sumner Residents' Association
Sumner Community Group
Clifton Neighbourhood Committee
Redcliffs Residents' Association
Mt Pleasant Residents' Association & Community Centre
Heathcote Valley Community Association*
Heathcote Village Project
Ferrymead/Brookhaven Residents' Association*
Woolston Community Association & Community Centre
Roimata Community Incorporated Society*
Charleston Neighbourhood Association*
Philipstown Residents' Association & Community Centre
Linwood Neighbourhood Committee
Inner City East Neighbourhood Association
Linwood College
Sumner School
Kimihia Learning Centre
Woolston School
Bamford School
Philipstown School
St Anne's School – Woolston
Anglican Parks of Heathcote/Mt Pleasant
St Johns Woolston
Grace Vineyard Church*
Mt Pleasant/Heathcote/Ferrymead Presbyterian Church
St Annes Woolston Church*
Inner City Interagency Trust
Avon Heathcote Estuary Ihutai Trust*
Christchurch Estuary Association
Te Waipounamu Maori Wardens
Friends of the Edmonds Factory Gardens*
Woolston Development Project
Sumner Redcliffs Historical Society
Sport Canterbury
Linwood Avenue Corner Community Trust
Te Pihopatanga O Te Waipounamu
Christchurch Yacht Club
Mt Pleasant Yacht Club
Canterbury Windsports Association
Civic Trust
Christchurch Beautifying Association
Age Concern
Community Watch City-Sumner
Neighbourhood Support Canterbury
Mt Pleasant Bowling Club
Woolston Rugby League
Woolston Club*
Lions of Ferrymead

Canterbury District Health Board: Dr. Anna Stephenson and Alison Bourn peer reviewed the pre-draft document.

* Indicates attendance was noted at the information gathering sessions. Some representatives in the list chose to attend public drop in sessions instead. Their attendance was only recorded if they made themselves known to a member of staff.

Appendix 19: Crash Data Review

Introduction

An analysis of the crash record for Ferry Road between Ferrymead Bridge and Moorhouse Avenue was undertaken using the Crash Analysis System database. This analysis involved all crashes along the route between 2007 and 2011 (inclusive).

Crash Distribution Analysis

As shown on Figure 1, crashes occurred along the entirety of the route, although there was a greater concentration of crashes to the western part of the route, closer to the city centre.

All Crashes by Type

Illustrates the type of crashes that occurred along the route, with "rear end" and "turning" being the most prevalent form of crashes along the route (refer to Figure 2).

Analysis of Crash by User

Accidents between vehicles were the most common form of crash by a long margin (refer to Figure 3). Those involving pedestrians and cycles represented a much smaller proportion of the crashes. Table 1 shows the severity of crashes which occurred by user type in the 5 year 2007-2011 period. An analysis of crash patterns by type follows:

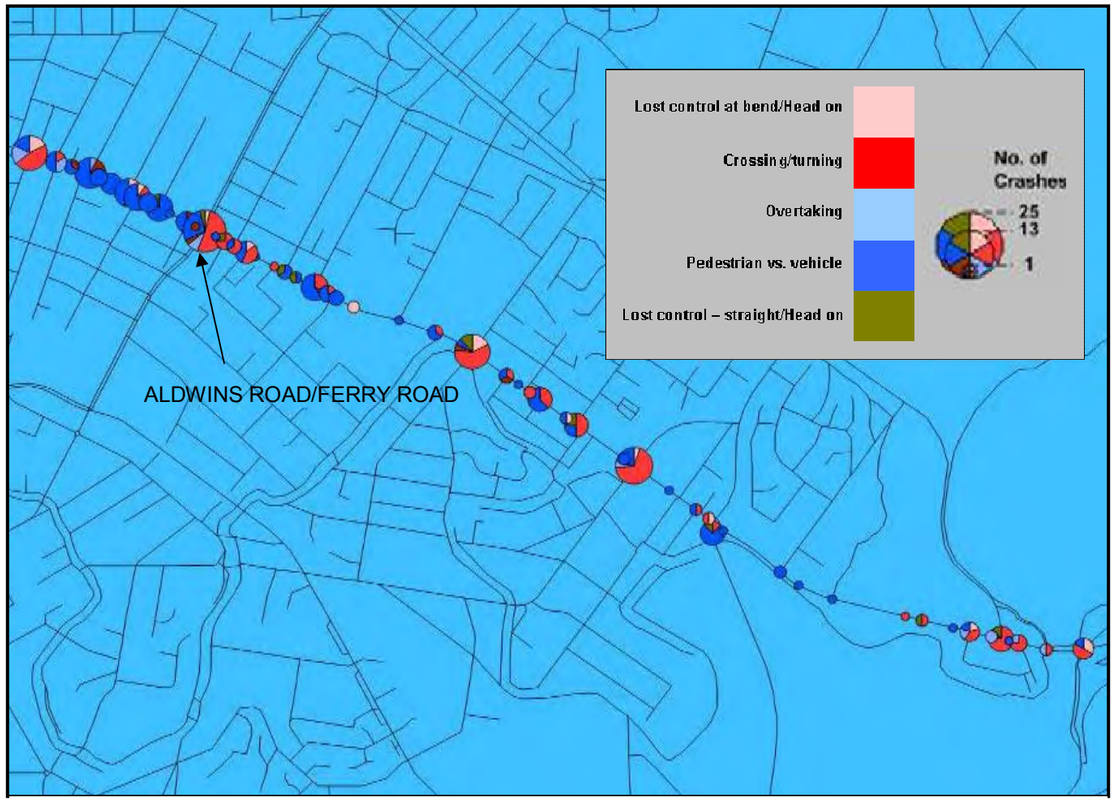


Figure 1: All crashes by location

	All				Pedestrian Only				Cyclist Only			
Year	Fatal	Serious	Minor	Non-Inj	Fatal	Serious	Minor	Non-Inj	Fatal	Serious	Minor	Non-Inj
2007	0	8	24	43		1	2			2	5	2
2008	1	6	18	37						2	7	1
2009	0	5	14	40		3	1			1	7	2
2010	0	6	15	27			2				5	1
2011	0	4	8	20			1			2	1	
Total	1	29	79	167	0	4	6	0	0	7	25	6

Table 1: Showing the yearly crash summary by user.

Vehicle Only Crashes

Two hundred and twenty-eight vehicle crashes occurred along the route, including one fatal crash (discussed to a greater extent below). "Rear end shunts" were the most common form of crash along the route, particularly in the area close to the city. Such crashes are often indicative of congestion along a route, and/or capacity issues at intersections, when queues form and inattentive road users cause safety problems.

"Turning crashes" (those which occur when vehicles fail to "Give Way" when entering or leaving an intersection or parking area) were also relatively common, which is not necessarily unexpected along busy urban routes with significant congestion in peak periods. Congestion often leads to driver frustration and risk taking when entering or leaving intersections in congested periods. Turning crashes were particularly prevalent at the Aldwins Road, Moorhouse Avenue, Radley Road and Rutherford Street intersections.

Turning crashes can also occur at an increased frequency when visibilities at intersections along the route are restricted, either through substandard design of the intersection, or where obstructions to visibility (for example parking) are in situ.

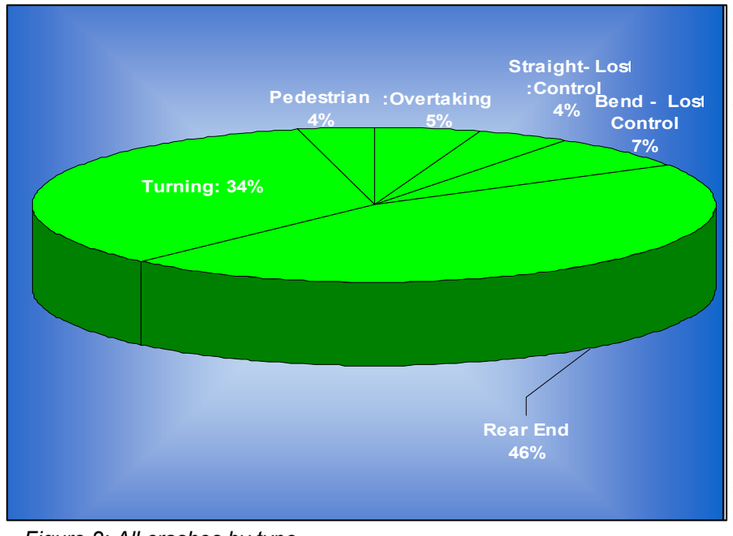


Figure 2: All crashes by type

Rear end crashes tend to occur at increased frequencies in congested conditions when queues form at intersections.

Pedestrian Crashes

Ten pedestrian crashes occurred along the route, 4 per cent of the total crashes. Of these four were serious, six were minor injury and none fatal (note: "No injury" pedestrian crashes are rarely reported).

Figure 4 highlights the location of pedestrian crashes along the route, with most pedestrian crashes occurring towards the west of the route, away from Ferrymead and Woolston.

Two of the pedestrian crashes had excess alcohol as a contributory factor (either on behalf of the driver or the pedestrian). Of the remaining crashes, the crashes tended to involve pedestrians crossing "heedless of traffic", although in some cases this was as a result of the pedestrian being young or elderly. It is not clear as to whether congestion and/or limited crossing opportunities played any role in these crashes.

Cycle crashes
Thirty-eight cycle crashes occurred along the route, of these seven were serious, 25 were minor injury, six were non-injury and none fatal (note: "No injury" cycle crashes are often under reported), a figure which may be slightly higher than would be anticipated.

Figure 5 highlights the location of cycle crashes, and indicates that cycle crashes occurred at fairly regular intervals along the route, albeit with a slightly higher concentration of crashes along the western section of the route.

The majority of crashes involving cyclists occurred when motorists failed to give way to cyclists at intersections, or changed lanes on the approach to intersections, with rear end style crashes also occurring in some locations.

The exact reasons for these crashes are unclear. Certainly, Ferry Road represents one of the key commuter and leisure cycling routes in Christchurch, and as such carries significant volumes of cycle traffic. The high level of vehicle traffic which operates along the route inevitably leads to conflict between cycles and vehicles.

However, the cycle lanes provided along the route are narrow in some locations, inconsistent in their alignment, and carriageway damage has led poor marking along parts of the cycle lane. Furthermore, significant levels of on-street parking along the route may inhibit cycle safety, either in the form of direct conflict between cyclists and parking vehicles (from vehicles manoeuvring into/out of spaces, or from car doors opening into a narrow cycle lane), or from parked vehicles restricting the visibility along Ferry Road from side roads.

Severity
The vast majority of crashes along the route were 'No Injury" crashes, which is entirely typical of crash records along similar routes. One fatality occurred along the route in 2008, where a moped (scooter) rider was involved in a collision with a truck. The cause of the crash was attributed to poor driving by the moped rider.

Contributory factors
Figure 6 lists the "contributory factors" in relation to all crashes that occurred along the route. Whilst it is sometimes necessary to treat these results with caution (these results are often collated by police officers on site with only a limited chance to ascertain the cause of crashes), the results do indicate that "Poor Observation" (which normally refers to drivers failing to notice static vehicles ahead) is by far the most significant contributory factor. It should be noted that this factor is often interchangeable with "Poor Judgement".

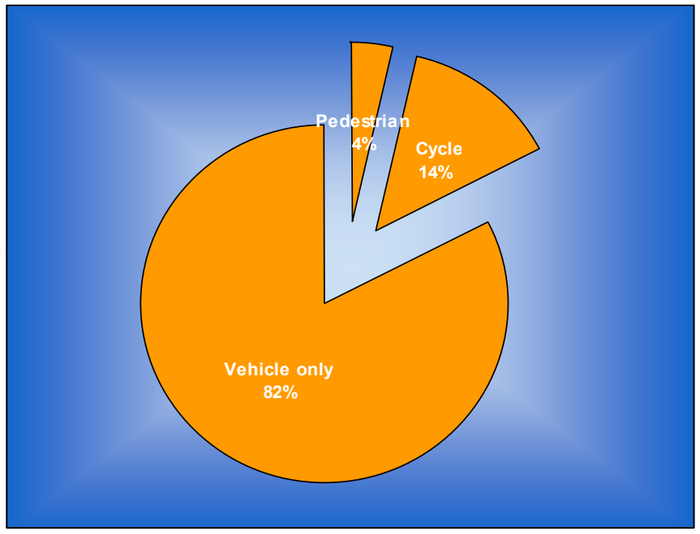


Figure 3: All crashes by road user

"Failed Giveway Stop" is also highlighted as a key contributory factor.

Vehicle-only crashes are by far the most common form of crash along the route, which is entirely to be expected given the arterial function of the route, and the traffic flows carried. The majority of crashes along the route are "rear end" and "turning" crashes, which again would be expected along a route such as Ferry Road which carries a significant volume of traffic and encounters congestion on a regular basis. The volume of pedestrian crashes along the route is limited.

The volume of cycle crashes along the route may be slightly higher than would be anticipated, although it should be noted that Ferry Road represents one of the key radial cycle routes, and links the city centre to the key suburbs of Sumner and Redcliffs, and this popularity of the route with cyclists may be a reason for the relatively high crash rate along the route. It is also noted however that issues with the relatively poor quality and design of the cycle lane along this route, and the impact that on-street parking may have on intersection visibilities may also impact of the cycle accident rate.

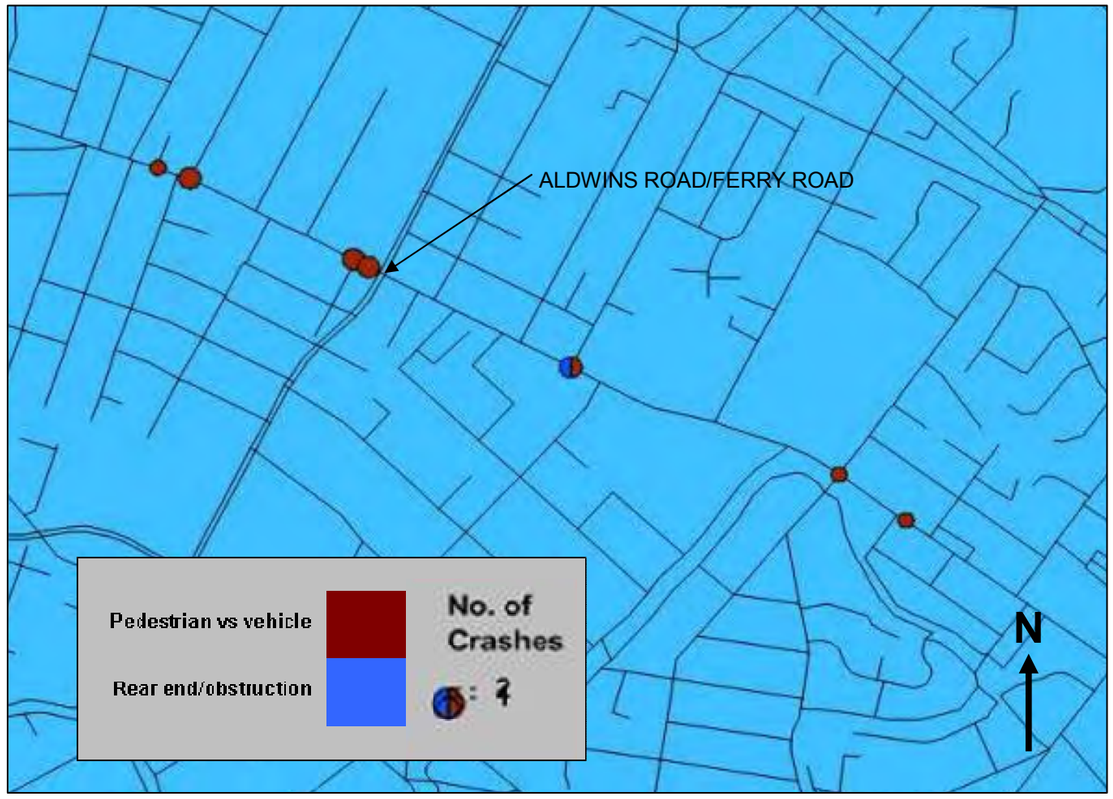


Figure 4: Pedestrian Crash by location

Summary Points

The following points on frequency, severity and cause of accidents are of greatest relevance to the Ferry Road Master Plan:

- The relationship between congestion, driver behaviour and road safety. Any proposals should not make congestion worse in the long run. Causes appear to be due to driver inattention rather than the design of the carriageway.
- Pedestrian crashes are limited. It is unclear whether this supports the notion that pedestrian crossing facilities are adequate or that there are low numbers of pedestrians in the area. A full pedestrian count along the length of Ferry Road would provide some clarification.

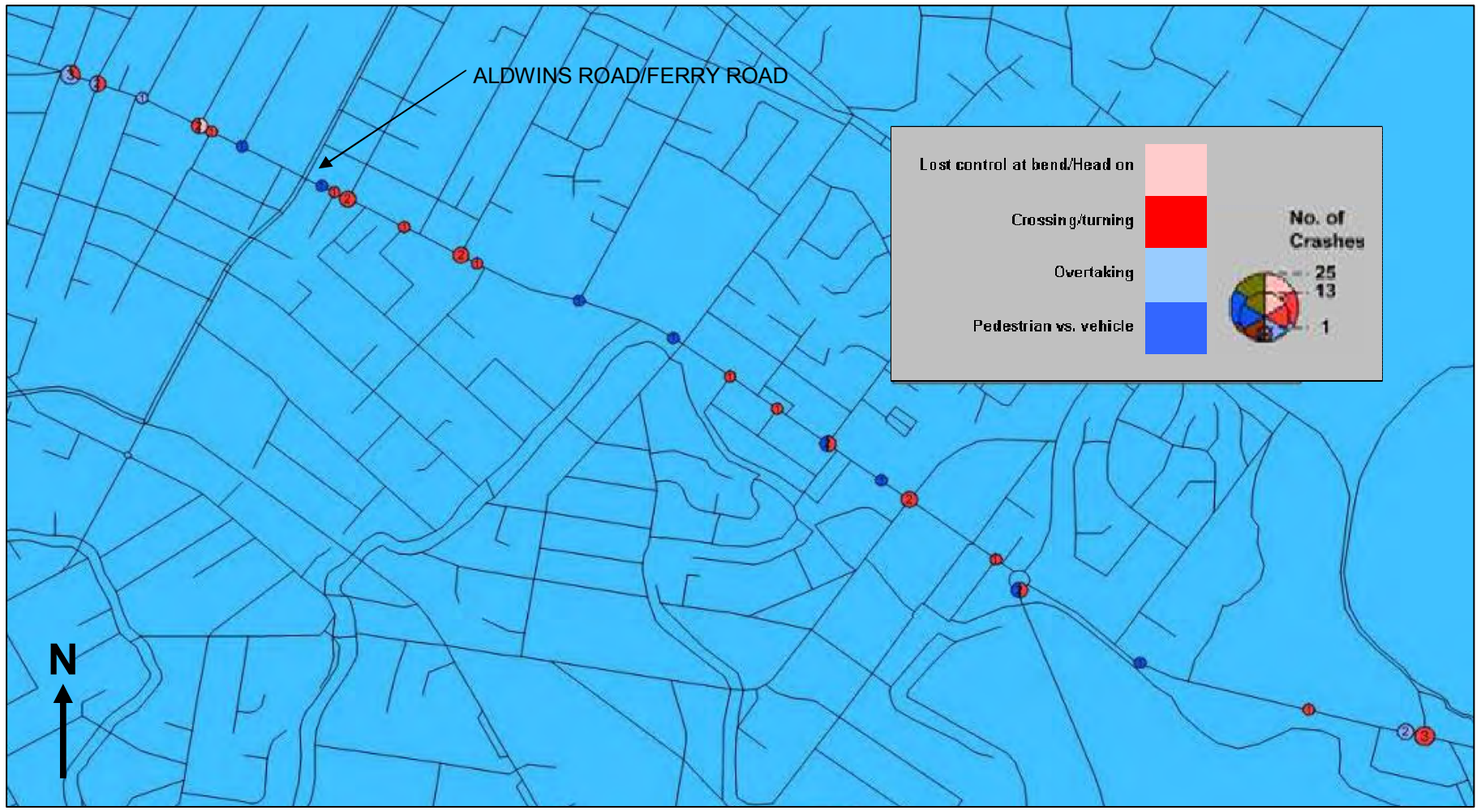


Figure 5: Cyclist Crash by location

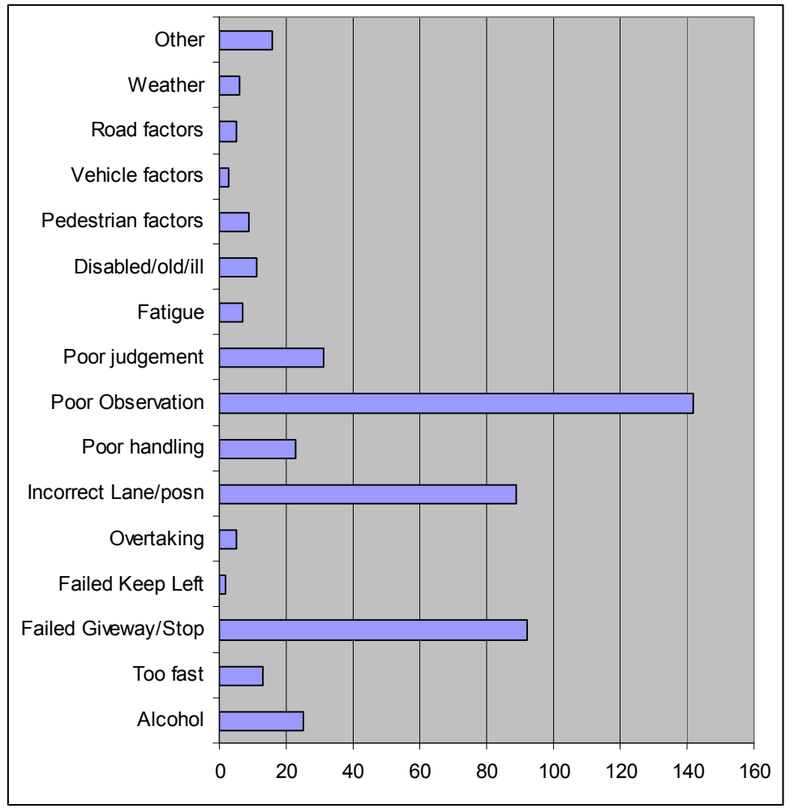


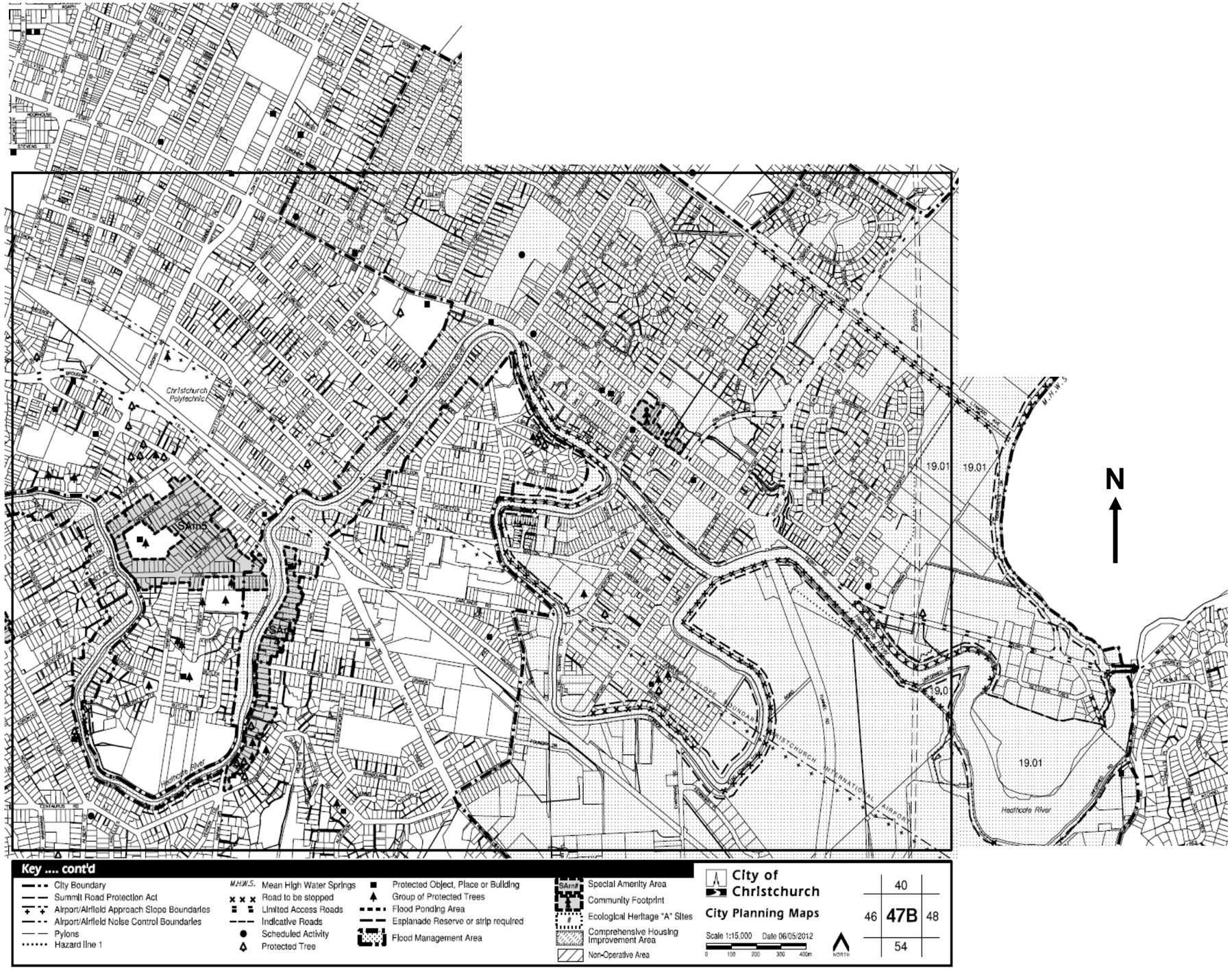
Figure 6: Graph showing a comparison of contributory factors

Appendix 20: Extent of flood management areas

(Source: City Plan, planning map 47B, 40 and 48)

Notes on significance:
Department of Housing and Building require local authorities to assume a sea level rise of 0.5 metres and give due consideration to the potential for a rise of 0.8 metres. However, the science behind these rises is currently being re-examined and it's possible recommendations could change in the future. The land around Ferrymead is low lying and therefore also subject to 50 year tsunami risk, as evaluated by Environment Canterbury.

However, the effects of local topography are subject to ongoing work by the Council.



Appendix 21: NIWA inundation modelling.

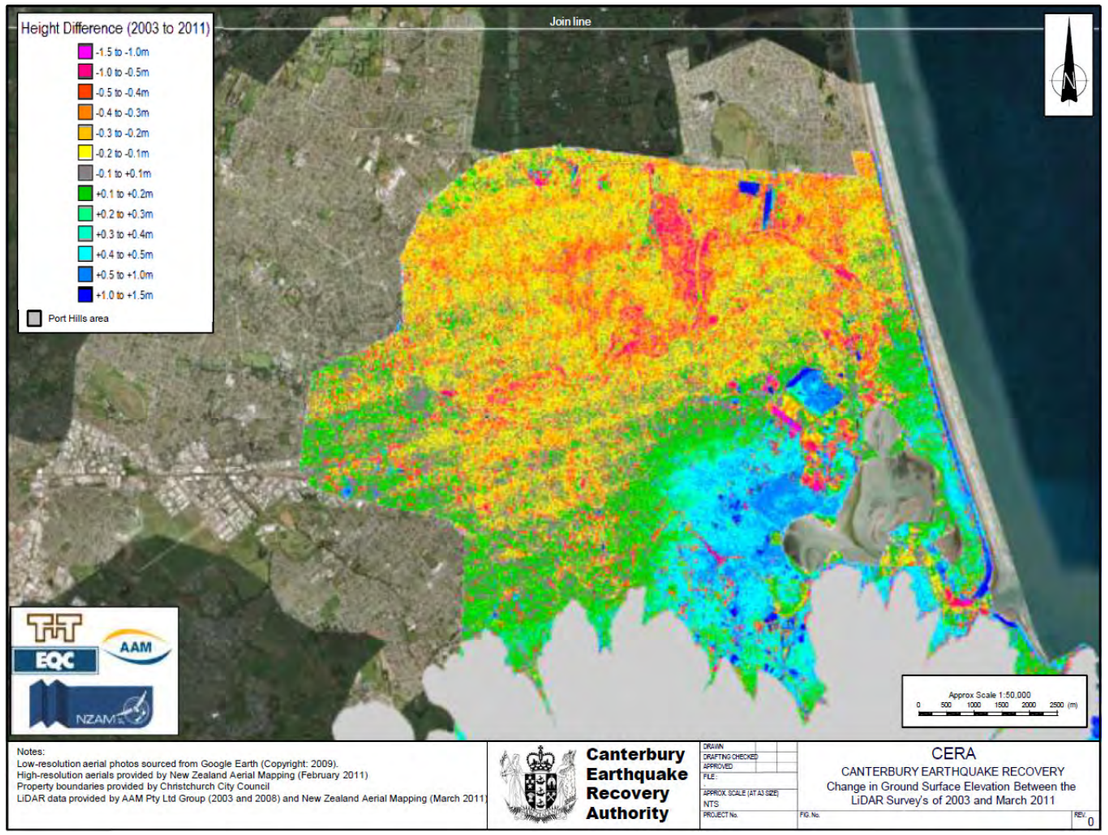
(Source: http://www.niwa.co.nz/sites/default/files/tool_2.1.4_innundation_modelling.pdf)

Notes on significance:
The Council is currently investigating how changes in local topography may affect future inundation.

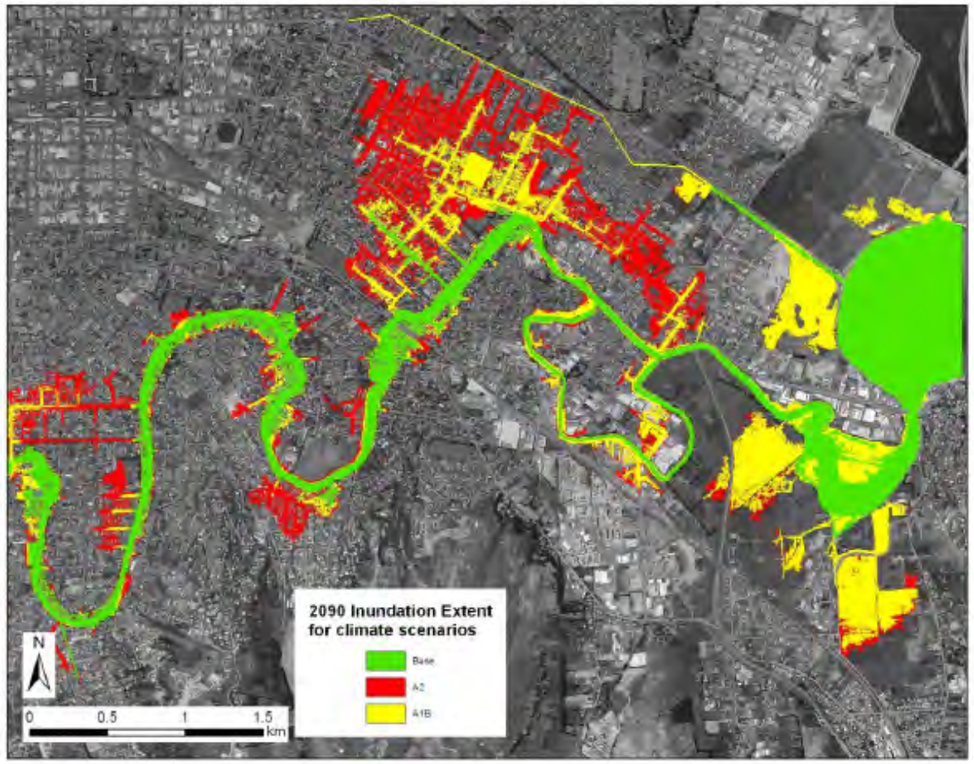
While the work is still in progress, ground imaging (LiDAR) is only available for the city as a whole. However, initial LiDAR indications for Woolston suggest the ground level typically ranges between 2.4 metres and 3.8 metres above mean sea level (average 2.8 metres). The red areas represent a 0.8 metre increase in sea level on a 0.974 metre base tide, based on pre-earthquake topography.

The change in ground elevation resulting from earthquakes, up to February 2012, typically ranges from between 200 millimetres (subsidence) and +300 millimetres (uplift), with an average of +100 millimetres overall.

Therefore, this modelling should not be relied on for planning purposes, but it does provide some insight into how the current Flood Management Areas in the City Plan were arrived at.



Initial post earthquake LiDAR mapping across the city. (Source: http://cera.govt.nz/sites/cera.govt.nz/files/



Flood inundation of S.E. Christchurch showing scenarios for 2090 in relation to the present scenario (NB pre-earthquake).

As noted in the introduction, the Heathcote model is based on topography existing prior to the 22 February 2011 Christchurch earthquake and may no longer be representative of future flooding. Specifically, comparative LiDAR surveys from before the September 2010 and after the February 2011 earthquakes suggest the Avon-Heathcote estuary and lower reaches of the Heathcote River are now up to 0.4 m higher and the upper reaches of the model are ~0.2 m lower. On this basis, the data presented on the extent and location of inundation and subsequent analysis could be misleading. The data and maps in this tool should therefore be seen only as examples of the methodology and should not used for planning purposes.

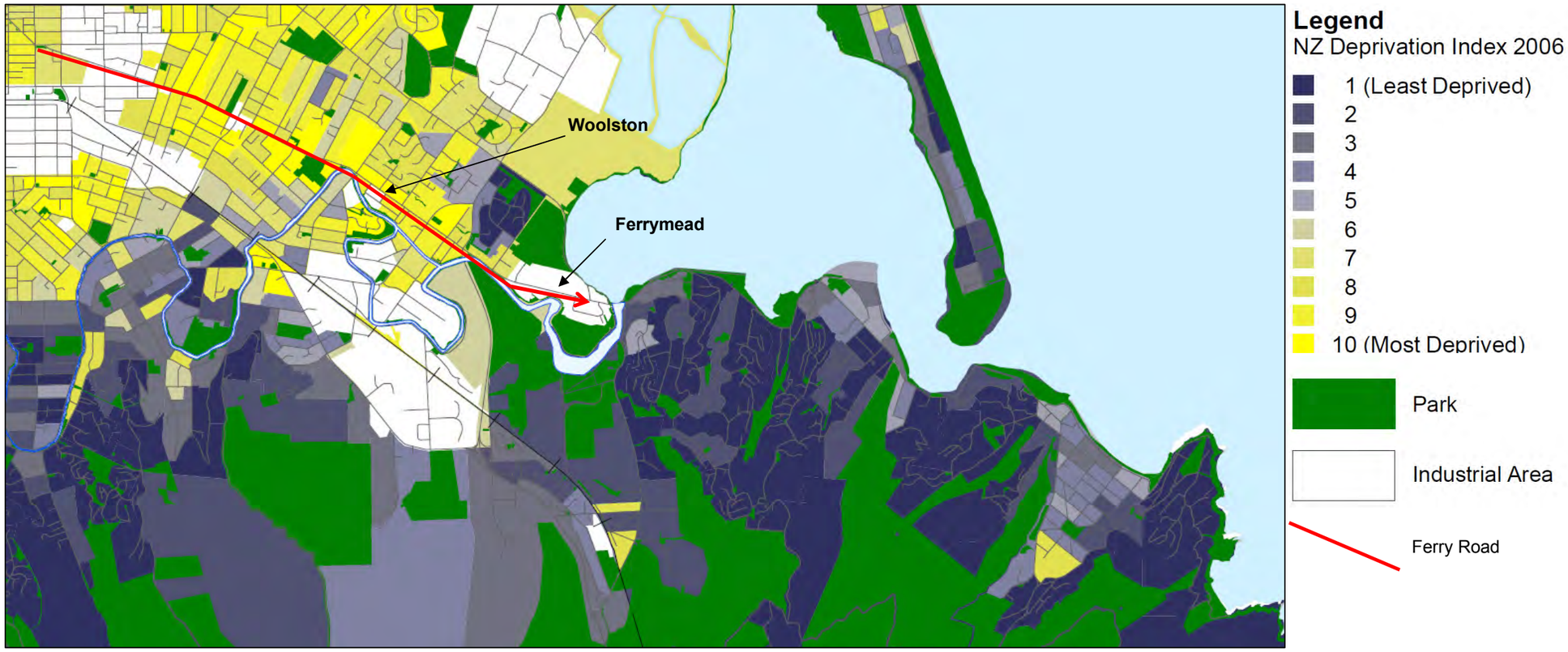
Pre earthquake LiDAR mapping.

Appendix 22: Demographic considerations

A community profile describes community characteristics, such as population demographics, economic and social history of the communities, and the importance of various facilities and plans for the future. A census survey was due to be conducted in March 2011, but was cancelled due to the impact of the earthquakes in Canterbury.

The previous census was carried out in 2006 and is the best source of demographic information available to the Council until the next census in 2013. A five year survey of community wellbeing is being carried out at the moment by Christchurch City Council, Selwyn District Council, Waimakariri District Council and Christchurch Earthquake Recovery Authority (CERA) The surveying will include monitoring of impacts of the earthquakes on social cohesion; however, the first results won't be available until mid 2013.

The census information is presented as a series of Area Units which are based on different set of considerations to the City Plan. Because of the date since the last census, the information is only suitable for general inferences and guidance rather than firm conclusions.



Map showing Distribution of Deprivation along Ferry Road. (Source: NZDep2006 Index of Deprivation, Department of Public Health, University of Otago, Wellington. Prepared by Monitoring and Research Team, Christchurch City Council, May 2010.)

Population changes and age spread	City section		Woolston/Ferrymead combined			Suburbs within Ferrymead commercial centre catchment				
Area Unit	Phillipstown	Ensors	Woolston South	Woolston West	Ferrymead	Heathcote Valley	Moncks Bay	Mt Pleasant	Sumner	Christchurch City
Usually Resident Population										
1996	3,411	3,393	2,271	3,138	1,884	1,425	3,312	3,861	3,711	316,608
2001	3,156	3,372	2,286	3,249	2,562	1,698	3,360	3,984	3,804	324,057
2006	3,489	3,522	2,394	3,339	2,967	1,980	3,546	4,158	3,981	348,435
Population Change, 2001 - 2006 %	10.6	4.4	4.7	2.8	15.8	16.6	5.5	4.4	4.7	7.5
Usual Resident Population 15+ Years in age	2,880	2,790	1,893	2,634	2,361	1,533	2,943	3,447	3,093	282,765
Age										
Under 5 Years %	7.0	7.2	7.3	7.4	7.5	7.6	6.3	5.3	7.6	6.2
5 - 9 Years %	5.6	6.8	6.4	6.5	6.2	7.3	6.1	6.1	7.6	6.1
10 - 14 Years %	4.9	6.8	7.3	7.4	6.8	7.9	4.5	5.7	7.1	6.5
15 - 19 Years %	8.3	6.4	7.1	7.0	5.5	6.8	4.6	5.3	4.7	7.4
20 - 24 Years %	14.3	8.7	8.1	8.2	5.5	3.5	3.4	3.4	3.1	7.9
25 - 29 Years %	10.9	9.8	7.0	6.4	6.7	3.6	4.0	2.5	5.1	6.5
30 - 34 Years %	8.9	9.1	9.3	6.6	7.0	6.4	5.1	5.2	7.5	7.1
35 - 39 Years %	6.9	8.7	8.9	7.4	7.7	8.5	7.5	7.1	10.5	7.6
40 - 44 Years %	6.9	8.3	6.6	7.5	6.8	9.8	7.5	8.2	9.0	7.5
45 - 49 Years %	6.1	6.7	8.1	7.1	6.7	8.8	8.5	8.9	7.9	7.2
50 - 54 Years %	4.8	5.3	6.5	5.8	6.1	7.7	8.1	9.8	6.7	6.3
55 - 59 Years %	4.4	4.3	4.3	5.5	6.3	6.4	9.3	9.2	4.9	5.8
60 - 64 Years %	3.3	3.6	3.5	3.9	5.5	4.4	5.8	6.6	4.1	4.3
65 Years and Over %	7.7	8.7	9.5	13.7	16.2	11.7	19.3	16.7	14.1	13.5

Notes on age range:

- Modest levels of population growth apart from Ferrymead and Heathcote Valley which show above average levels.
- A high peak in the 20-30 year age range, in Phillipstown.
- Greater proportions of people aged 60+ years on and around the hill suburbs.

Domestic circumstances:	City section		Woolston/Ferrymead combined			Suburbs within Ferrymead commercial centre catchment				
Area Unit	Phillipstown	Ensors	Woolston South	Woolston West	Ferrymead	Heathcote Valley	Moncks Bay	Mt Pleasant	Sumner	Christchurch City
Ethnicity (Total respondents - respondents may identify with more than one ethnic group. Excludes 'Not Stated')										
European % of Respondents	68.8	76.4	74.0	74.2	72.8	81.5	86.2	84.1	86.6	75.4
Maori % of Respondents	16.7	11.6	14.4	13.3	9.4	5.8	3.7	2.6	3.5	7.6
Pacific Island % of Respondents	8.4	4.7	5.4	6.3	8.6	1.5	0.4	0.5	0.9	2.8
Asian % of Respondents	7.9	4.9	4.8	5.1	6.5	1.5	2.6	2.1	1.6	7.9
MELAA % of Respondents	1.1	0.6	0.9	0.6	0.5	0.6	0.5	0.2	0.5	0.8
Other % of Respondents	10.2	12.1	13.3	11.7	12.1	16.9	12.0	15.0	12.1	12.9
Legal Marital Status (Population Aged Over 15 Years)										
Never Married %	51.1	43.3	39.6	37.0	27.9	28.2	22.6	23.0	28.6	34.0
Married (Not Separated) %	20.2	26.6	30.9	34.9	43.8	50.8	56.0	59.8	49.4	42.6
Separated/Divorced/Widowed %	19.2	20.1	21.2	20.6	20.9	17.6	18.0	14.3	17.9	17.4
Not Stated %	9.5	9.9	8.2	7.5	7.1	3.5	3.3	2.9	4.2	5.9
Family Type										
Couple without Children %	39.6	36.4	34.4	35.6	42.2	39.3	51.5	52.2	42.0	41.9
Couple with Child(ren) %	25.0	32.3	32.5	39.1	37.4	48.2	40.3	40.1	45.3	39.9
One Parent with Child(ren) %	35.8	31.3	33.0	25.3	20.0	12.6	8.1	7.7	12.7	18.1

Notes:

- Increased levels of ethnic diversity towards the city section.
- Above average percentage of Māori respondents near the city.
- Above average percentage of Pacific Island respondents around Phillipstown and Woolston.
- Above average levels of unmarried people nearer the city which gradually changes to above average levels of married people towards the hill suburbs.
- Significant numbers of single parent families nearer the city.
- MELAA = Middle Eastern/Latin American/African

Qualifications and Occupation:	City section		Woolston/Ferrymead combined			Suburbs within Ferrymead commercial centre catchment				Christchurch City average
Area Unit	Phillipstown	Ensors	Woolston South	Woolston West	Ferrymead	Heathcote Valley	Moncks Bay	Mt Pleasant	Sumner	
Highest Educational Qualification (Pop Aged Over 15 Years)										
No Qualification %	29.5	28.0	29.8	37.1	29.7	21.6	12.2	12.2	11.9	21.4
Level 1 Certificate Gained at School %	12.8	13.8	13.3	13.2	13.1	11.6	10.9	10.4	9.8	12.1
Level 2 Certificate Gained at School %	7.4	8.7	8.9	7.4	8.5	9.8	7.5	8.7	9.8	9.0
Level 3 or 4 Certificate Gained at School %	5.8	4.9	3.8	4.3	4.8	4.9	6.2	5.7	5.0	6.9
Overseas Secondary School Qualification %	4.3	2.8	4.3	3.5	6.1	3.7	4.2	4.9	5.7	5.1
Level 1, 2 or 3 Certificate Gained Post-school %	4.6	4.6	4.1	3.8	3.2	3.7	3.4	3.0	2.9	3.5
Level 4 Certificate Gained Post-school %	7.6	9.1	9.4	9.1	9.4	12.7	9.4	10.2	10.7	9.1
Level 5 Diploma %	4.0	3.2	3.0	2.5	3.2	4.1	4.2	4.6	4.1	3.7
Level 6 Diploma %	3.1	3.8	3.6	3.1	3.8	7.1	9.4	9.7	7.4	5.5
Bachelor Degree and Level 7 Qualifications %	6.0	6.5	6.2	4.2	6.5	9.8	18.2	17.2	16.4	10.5
Post-Graduate and Honours Degree %	1.1	1.2	1.4	0.7	0.8	2.9	4.2	3.7	4.6	2.1
Masters Degree %	0.7	1.2	0.8	0.5	0.6	1.8	4.1	3.8	4.6	1.9
Doctorate Degree %	0.1	0.2	0.2	0.1	0.3	0.8	1.5	1.5	1.7	0.7
Not Elsewhere Included %	12.7	11.9	11.3	10.5	10.0	5.5	4.7	4.3	5.4	8.6
Occupation (NZSCO codes) (Pop Aged Over 15 Years in employment)										
Legislators, Administrators and Managers %	7.8	10.1	9.2	8.9	10.6	14.7	22.7	23.8	20.0	14.2
Professionals %	7.7	11.1	10.5	7.0	11.4	17.4	23.6	23.6	22.7	15.4
Technicians and Associate Professionals %	11.5	12.0	10.7	9.9	11.8	13.0	17.4	16.5	16.0	13.3
Clerks %	9.2	10.4	9.7	10.1	11.6	11.1	9.3	9.8	9.2	11.4
Service and Sales Workers %	19.3	16.0	13.6	16.9	15.0	10.9	10.4	11.0	13.7	15.4
Agriculture and Fishery Workers %	1.4	1.8	1.0	1.7	1.5	4.9	1.4	1.3	1.2	2.0
Trades Workers %	11.3	11.8	14.3	10.7	11.2	9.2	6.2	5.7	7.6	8.6
Plant and Machine Operators and Assemblers %	11.7	10.9	11.5	15.9	11.8	7.1	2.1	2.3	2.9	7.5
Elementary Occupations (includes Residuals) %	19.8	16.0	19.9	19.0	15.4	11.7	6.7	6.0	6.9	12.2

Notes:

- Above average levels of people without qualifications along Ferry Road and very low levels of tertiary qualified people.
- Above average levels of tertiary educated people on and around the hill suburbs.
- Above average numbers of people in sales or services closer to the city.
- The number of professionals and administrators/managers on or around the hill suburbs are significantly above average.
- NZSCO = New Zealand Standard Classification of Occupations

Employment and Earnings:	City section		Woolston/Ferrymead combined			Suburbs within Ferrymead commercial centre catchment				Christchurch City average
Area Unit	Phillipstown	Ensors	Woolston South	Woolston West	Ferrymead	Heathcote Valley	Moncks Bay	Mt Pleasant	Sumner	
Labour Force Status										
Employed Full-time %	46.7	47.8	48.0	45.9	47.3	52.3	46.7	49.7	49.9	47.5
Employed Part-time %	13.2	13.1	13.9	12.9	12.8	20.0	17.1	17.4	17.7	15.5
Unemployed %	5.1	4.6	4.4	4.1	2.5	1.6	1.2	1.9	2.2	3.0
Not in the Labour Force %	29.9	29.6	30.4	34.7	35.1	25.2	34.0	29.4	28.7	31.9
Employment Status (Pop Aged Over 15 Years)										
Paid Employee %	87.5	85.6	84.4	86.2	84.1	78.3	63.9	67.1	69.8	80.9
Employer %	1.7	3.0	3.3	2.5	5.1	7.3	15.7	14.6	12.5	6.1
Self Employed %	5.6	7.6	7.4	6.8	7.2	12.2	18.2	16.3	15.4	9.7
Unpaid Family Worker %	1.2	0.7	0.8	1.0	0.8	1.9	1.6	1.0	1.0	1.0
Not Stated %	3.7	3.2	3.8	3.7	2.7	0.8	1.0	0.9	1.3	2.4
Source of Personal Income (Total respondents- respondents may have multiple sources of income)										
Wages / Salary %	60.2	60.5	59.4	57.9	55.9	63.7	51.2	55.5	57.6	59.6
Self Employed %	6.2	8.8	8.9	7.8	9.9	17.8	26.5	25.2	23.3	12.9
Interest / Investments %	8.0	10.9	10.5	13.5	16.5	25.3	44.8	45.6	33.2	23.7
ACC Regular Payments %	1.8	2.3	1.9	1.7	1.7	1.6	1.1	1.0	1.3	1.6
New Zealand Superannuation %	7.9	9.6	10.6	16.6	18.7	14.7	21.5	18.2	15.7	15.2
Other Superannuation %	1.0	1.4	1.4	1.1	2.8	2.7	5.3	5.6	5.0	3.1
Unemployment Benefit %	5.5	4.2	3.6	3.9	2.4	1.6	1.0	1.0	1.5	2.2
Sickness Benefit %	6.7	5.3	4.0	3.6	2.4	2.2	0.7	0.8	1.1	2.4
Domestic Purposes Benefit %	5.6	6.8	5.9	5.4	3.0	2.4	1.1	1.0	1.7	2.7
Invalids Benefit %	6.5	5.3	5.4	5.0	4.4	2.0	1.0	1.1	1.7	3.1
Student Allowance %	3.3	3.0	2.2	2.1	1.9	1.4	1.5	1.4	1.7	2.7
Other Government Benefit %	3.5	4.6	4.1	3.2	3.9	2.9	2.1	2.2	2.6	3.1
Other %	2.2	2.2	1.7	1.6	1.4	1.0	1.7	2.1	1.8	2.6
No Source %	4.7	3.8	5.2	4.4	4.3	4.3	3.4	4.1	4.1	5.0
Household Income										
Under $20,000 %	22.2	19.5	17.8	18.3	16.6	13.7	11.9	6.3	13.7	15.3
$20,001 - $30,000 %	14.7	13.3	12.0	12.3	12.9	10.4	10.7	7.5	8.9	11.7
$30,001- $50,000 %	21.0	20.8	23.1	20.2	17.7	14.9	14.0	14.5	14.5	17.4
$50,001 - $70,000 %	11.7	14.8	15.4	15.1	14.8	16.9	11.7	13.4	13.7	14.4
$70,001 - $100,000 %	7.7	10.2	8.0	9.4	14.0	19.3	13.8	16.4	12.7	13.5
Over $100,001 %	4.2	5.0	4.3	4.9	8.4	13.7	28.3	32.5	26.6	13.8
Not Stated %	18.8	16.6	19.7	20.0	15.8	11.2	9.2	9.7	10.0	13.9

Notes:

- Above average levels of beneficiaries nearer the city.
- Above average numbers of super annuitants in and around the hill suburbs.

Average incomes increase towards the hill suburbs.

Preferred mode of transport:	City section		Woolston/Ferrymead combined			Suburbs within Ferrymead commercial centre catchment				Christchurch City average
Area Unit	**Phillipstown**	**Ensors**	**Woolston South**	**Woolston West**	**Ferrymead**	**Heathcote Valley**	**Moncks Bay**	**Mt Pleasant**	**Sumner**	
Travel to work on Census Day (Pop Aged Over 15 Years in employment)										
Worked at Home	2.1	3.9	4.1	2.3	3.4	8.4	9.3	8.5	8.8	5.3
Did not go to Work Today	11.5	10.0	9.7	10.3	10.4	10.6	10.7	10.5	11.1	11.5
Drove a Private Car, Truck or Van	45.2	48.8	50.5	53.1	53.9	52.8	51.4	52.8	48.3	50.4
Drove a Company Car, Truck or Van	5.7	7.7	7.9	7.2	9.9	10.8	12.3	13.9	11.8	9.8
Passenger in a Car, Truck, Van or Company Bus	5.0	6.2	4.1	4.7	4.9	2.7	2.6	2.7	2.4	3.6
Public Bus	7.0	5.1	3.6	5.4	4.2	3.3	4.0	2.3	4.2	4.1
Train	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.1	0.0
Motor Cycle or Power Cycle	1.0	0.7	0.8	1.2	0.8	0.8	0.3	0.3	0.6	0.7
Bicycle	7.1	7.4	6.4	6.8	4.0	4.3	4.2	3.9	5.0	5.1
Walked or Jogged	8.3	4.6	5.4	3.7	2.3	2.4	1.8	0.9	4.0	4.5
Other	1.2	0.9	0.5	0.4	0.6	0.8	1.0	0.9	0.6	0.7
Not Elsewhere Included	6.1	4.8	6.7	5.0	5.1	2.7	2.6	2.8	3.0	4.3

Notes:

- Car use is dominant across all Area Units.
- Cycling, bus use and walking is significantly above average in areas nearer the city.
- Relatively low levels of car sharing in and around the hill suburbs.
- Above average numbers of home workers in and around the hill suburbs.

Asset ownership:	City section		Woolston/Ferrymead combined			Suburbs within Ferrymead commercial centre catchment				Christchurch City average
Area Unit	**Phillipstown**	**Ensors**	**Woolston South**	**Woolston West**	**Ferrymead**	**Heathcote Valley**	**Moncks Bay**	**Mt Pleasant**	**Sumner**	
Tenure										
Dwelling Owned or Partly Owned by Usual Resident(s) %	35.8	45.6	52.8	56.2	62.3	71.1	56.1	63.7	52.4	54.7
Dwelling Not Owned by Usual Resident(s) %	50.7	43.4	37.0	32.0	26.6	15.7	19.3	11.6	26.6	30.8
Family Trust %	2.0	4.1	4.6	5.4	5.8	10.4	21.4	22.4	17.1	9.5
Not Elsewhere Included %	11.5	7.1	5.6	6.4	5.3	2.4	3.1	2.2	3.9	4.9
Number of Motor Vehicles										
No Motor Vehicle %	20.0	12.7	10.5	12.6	9.8	4.0	5.5	1.7	6.7	8.6
One Motor Vehicle %	42.0	45.9	44.9	39.7	38.8	32.5	33.1	26.5	35.5	37.8
Two Motor Vehicles %	23.0	26.8	28.0	31.3	35.4	43.4	42.1	50.4	41.2	36.1
Three or More Motor Vehicles %	8.1	9.8	12.3	12.3	12.7	18.9	18.1	20.6	14.8	14.6
Not Stated %	7.3	5.0	4.3	3.7	3.4	0.8	1.2	1.1	1.7	2.8

Notes:

- Above average levels of tenancy nearer the city.
- Above average levels of car free residences nearer the city, however, this pattern across the area units is matched by above average levels of non stated ownership as well. There may be more car owners nearer the city than the census forms show.

countdown
Ferrymead
MITRE 10
MEGA
Open 7 days