

## Main Road Master Plan

### Submitters wishing to be Heard – Analysis of Submissions

Ref #	Submitter	Support Plan Direction: Y/N	Summary of Key Issues Raised	Staff Response (Primarily based on comments contained in the Consultation Report)
3	Kevin Murdoch	Y	<p>Does not support traffic lights at Augusta St (no reason given) (Action M2)</p> <p>How will Coastal Pathway be supported from Shag Rock to Moncks Bay? (Action M1)</p>	<p><b>Action EB4: Re-establish Supermarket / Action M2: Redcliffs Village Centre Streetscape Enhancements</b></p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre (at Augusta/Main Road junction) will help manage traffic speed. The Master Plan explains that traffic signals will improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours. Council resolved to support the installation of traffic signals in June 2013 as part of the Annual Plan decisions.</p> <p><b>Action M1: Coastal Pathway / Figure 25 Monks Bay Action Area / Action M7: Moncks Bay Parking and Bus Stop Enhancements</b></p> <p>The Coastal Pathway Concept Plan was adopted by Council on 27 March 2014. This indicates boardwalks along parts of the eastern and southern sections of Moncks Bay. Detailed design is now commencing. However, near to Shag rock/Rapanui this will be influenced by the rock fall issues which are currently being investigated and referred to in <b>Action M9</b> (Route Security). Staff will continue to ensure alignment between the Master Plan and Coastal Pathway Concept Plan.</p>
8	Peter Foster*	Y	<p>Concern regarding angular entry to Mt Pleasant Road and visibility. Address by filter lane, or roundabout? (Action M4)</p>	<p><b>Action M4: Mt Pleasant Intersection Enhancements</b></p> <p>The Mt Pleasant Road approach allows for separate left and right turning lanes. There is an accident history at this intersection and because of visibility issues a Stop Sign is considered to be safer than a Give Way. Stop signs were previously consulted on during the Main Road 3-laning project and approved. Mt Pleasant Road cannot be squared off at the intersection with Main Road in the same way as McCormack's Bay Road because of road levels. A roundabout is considered inappropriate because of the imbalance in traffic flows, which would create congestion on Main Road.</p>
15	Adam Grant Parker	Y	<p>Concern regarding lighting on Coastal Pathway and fishermen taking over spots along pathway (like at New</p>	<p><b>Action M1: Coastal Pathway</b></p> <p>Lighting along the pathway is an issue that is addressed in Coastal Pathway Concept</p>

			Brighton Pier). (Action M1)	<p>Plan (and will be designed to ensure safety amongst other issues) and will be covered in greater detail at the next stage of the design process (see page 19 of the Concept Plan).</p> <p><b>Further Staff Comments from that contained in Consultation Report /</b> The Coastal Pathway Concept Plan provides for multiple use and activities. In some key locations build-outs are proposed to create additional space to allow people to congregate and do other activities clear of the thoroughfare.</p>
22	Jonathan Davidson	Y	It might be appropriate to pedestrianise the whole of Beachville Road between Main Road and the sea. (Action M3)	<p><b>Action M3: Beachville Road Streetscape Enhancements</b></p> <p>Pedestrianising Beachville Road is not supported as the road is the only access from Redcliffs should there be a diversion required around Moa Bone Cave. It also provides the sole access to private properties.</p>
24	Andrew Beadle*	N	<p>Retain existing parking in Redcliffs Village and along Beachville Road – for use by the local community and small business owners. (Action M2)</p> <p>Questioned graphics/images as potentially misleading. (Page 2 Summary Master Plan / Page 5 Full Master Plan)</p>	<p><b>Action M2: Redcliffs Village Centre Streetscape Enhancements</b></p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking - Amend the artist impression for Redcliffs Village in relation to on-street car parking associated with Redcliffs (Page 2 Summary Master Plan / Page 5 Full Master Plan).</i></p>
30	Richard Craigie	Y	<p>Moncks Bay residents garaging needs to be addressed, not just needs of incoming public parking. (Action M7)</p> <p>Totally opposed to boat storage shed (rowing shed) over water. As the Coastal Pathway is 4 metres wide and the yacht club has consent to rebuild, concerned about the boat storage shed being located on piles further out into the Estuary. The idea of the building being rebuilt in marine reserve is beyond thinking about and needs to be stopped as would ruin the nature of the coastline and the existing wildlife which has returned. The beach at Monks Bay has to be looked at as the Coastal Pathway will encroach on it. Needs special thought as to keeping the area "natural". (Action M1)</p>	<p><b>Action M7: Moncks Bay Parking and Bus Stop Enhancements / Further Staff Comments from that contained in Consultation Report</b></p> <p>The Red Zone has been confirmed for a number of residential properties in the Moncks Bay area. If there is still demand for residents parking this could be considered and integrated with the public space arrangements outlined.</p> <p><b>Action M1: Coastal Pathway</b></p> <p>The Coastal Pathway Concept Plan which was adopted by Council on 27 March 2014 indicates a short section of boardwalk at the back of Moncks Bay beach approximately 100m to the east of the Chch Yacht Club. The restricted width of the road corridor in this area constrains the ability to achieve the pathway within the road reserve. The introduction of a board walk would have limited impact on the back of the beach as it would mainly extend over the existing footpath and areas of rock at its base. The Coastal Pathway Concept Plan notes that the boardwalk may be reduced in width to 3m in parts of this section in recognition of the need to ensure impacts on the beach are kept to a</p>

				<p>minimum. Specific issues about retaining the natural qualities of the beach can be addressed at the detailed design stage.</p> <p>The Christchurch Yacht Club has consent to rebuild the rowing shed, and has indicated that they will utilise the pathway to access it if the pathway has sufficient width. Further investigations will be undertaken into the layout of the parking area of the Yacht Club and entrances at the detailed design stage.</p>
38	Bruce Reilly Redcliffs Physiotherapy Centre*	N	<p>Loss of car parking in Redcliffs. (Action M2 and M8)</p> <p>Support for angle parking in Augusta Street. (Action M2)</p> <p>A public toilet will be needed in Redcliffs Village, perhaps associated with the new library. (Action CCH4)</p>	<p><b>Action M2: Redcliffs Village Centre Streetscape Enhancements</b></p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p> <p><b>Action M8: Redcliffs Village Centre Parking – Monitoring and Review</b></p> <p>Angled car parking in Augusta Street is considered unsuitable due to:</p> <ul style="list-style-type: none"> <li>- Lanes required for the traffic signals, which would leave insufficient width for vehicles to safely reverse out; and</li> <li>- The level of activity at the signals and the access to New World.</li> </ul> <p><b>Further Staff Comments to that contained in Consultation Report: Action CCH4: Redcliffs Community Resources</b></p> <p>A public toilet may be appropriate in the Village. Further investigations will be required.</p>
46	Andrew Wilson (Linda Penno) *	Unclear	<p>Windsurfer who uses Scott Park.</p> <p>Comments relate to Scott Park Action (Action NE3):</p> <ul style="list-style-type: none"> <li>- Safety: Concerned about the Coastal Pathway running along the water's edge and the safety concerns between wind surfers and those walking/cycling etc.</li> <li>- Environmental: Opportunity to recreate an attractive wetland and access points to the Estuary by way of low-level ramps, or even beach access.</li> <li>- Aesthetic: Putting a 4m wide tarmac path along</li> </ul>	<p><b>Action M1: Coastal Pathway / Figure 22 (Scott Park Action Area)</b></p> <p>The Scott Park Action Area shows the Coastal Pathway running alongside Main Road and along the water's edge. This location of the path recognises potential conflicts with water sports users, the Mt Pleasant Yacht Clubs lease and vehicle movements around the car park. Consideration was given to other options for the Coastal Pathway through Scott Park. The proposed route reflects the adopted Coastal Pathway Concept Plan which was adopted by Council in March 2014.</p> <p><b>Action NE3: Scott Park Enhancements</b></p> <p>The proposed design for the park rationalises activities to a more central location enabling landscaping around the fringe. Detailed design will address issues related to crossing the</p>

			water's edge is not enlightened thinking.	driveway and landscaping.
48	<b>Angela Doudney*</b>	N	Opposes three lanes between McCormack's Bay and Ferrymead. It will increase traffic speeds and create a barrier between the Estuary and local residents. Should remain two lanes. (No specific action)	<b>6.6 Other Issues Arising during Consultation (6.6.ii: Proposed three-lane road from Ferrymead Bridge to Mt Pleasant)</b> The design of the three laning section of Main Road seeks to address congestion problems. The restricted width in this part of the road corridor limits the design and configuration options. The scheme requires an area of reclamation of land from the Estuary, and this has been granted Resource Consent by ECAN. Council has approved the design and SCIRT is now commencing construction.
54	<b>Matt Bonis</b> (Planz Consultants) for Lyttelton Port Co ( <b>Kim Kelleher</b> )*	Y	Importance of the Main Road as an over-dimension route and hazardous substances alternative transport route. Seek further consideration of the freight and vehicular movement role and function of the corridor should be acknowledged and reflected in the Vision, Actions and Implementation methods within the Master Plan. (Action CCH5 and potential new action)	<b>Action CCH5: Resilience Plan</b> The Draft Master Plan has been developed with the expectation that Main Road will continue to provide an over-dimension and hazardous good route to the Port. Clarifying the role and status of the route may provide a greater level of certainty to stakeholders and the community. <i>Amend the action to include text which clarifies the role and status of the route.</i>  <b>Section 8.0 of Master Plan (Specific Wording Changes)</b> Further recognition and emphasis of the Main Road as an over-dimension route and hazardous substances alternative transport route..  <b>Further Staff Comments to that contained in the Consultation Report</b> Main Road is a minor arterial and freight supporting route. A new Action M11 could be introduced to ensure that the design of the road corridor recognises both the traffic functionality (drawing reference to the CTSP and the LURP) and the places to ensure efficiency, safety and amenity.
61	A McLauchlan	Y	Both Beachville Road intersections with Main Road are a problem. Both the Celia Street and Beachville Road residents are landlocked by the heavy Main Road traffic – a roundabout at Beachville /Causeway corner would have favoured local residents, rather than the streams of visitors to Sumner. (Action M3)	<b>Action M3: Beachville Road Streetscape Enhancements</b> A roundabout is considered inappropriate because of the imbalance in traffic flows, which would create congestion on Main Road.
64	<b>Pam Guest</b> Mt Pleasant Pottery Group (MPPG)*	Unclear	Supportive of the general wording and intent of Action CCH1 (McCormack's Bay Community Hub) and issues highlighted by MPMCC. Would like to see reference made to Council's Strengthening Communities Strategy	<b>Specific Wording Changes Required in Final Master Plan</b> Reference to Council's Strengthening Communities Strategy principles in relation to the provision of and support of community facilities could be included in Actions CCH1 (McCormack's Bay Community Hub), CCH4 (Redcliffs Community Resources) and CCH5

			<p>principles in relation to the provision of and support of community facilities. (Action CCH1/4 and 5)</p> <p>Consider that the Master Plan should require principles of sustainable building design to be implemented as part of rebuilt and new facilities and infrastructure. (No current action) (no current action)</p> <p>Figure 21 (McCormack's Bay action area) should recognise the importance of ongoing consultation between MPMCC, MPPG, other key community users and the CCC to facilitate multiple and integrated use of this space, with flexibility to position the built and landscaping elements of the hub to optimise use, and providing for climatic and environmental concerns. (Action CCH1)</p>	<p>(Resilience Plan).</p> <p><b>Further Staff Comments to that Contained in the Consultation Report</b></p> <p>The Council are working with a range of organisations around issues to do with sustainable building design. A range of tools and services are available to residents and developers (including Legacy, Greenstar, Target Sustainability, and Base/NZ Green Building Council) and support is offered at the resource consent and building consent stages.</p> <p><b>Action CCH1: McCormack's Bay Community Hub</b></p> <p>The Council will continue dialogue with the Community Centre/groups and Residents Association to help refine the layout of the Hub. Opportunities exist to investigate additional secure/sheltered cycle parking in the area and to explore potential for on-site stormwater management.</p>
85	Suzanne Craig Redcliffs Public Library (Jane McLauchlan)*	Y	<p>The library needs to return to the original site at 91 Main Road. Plans are proceeding. (Action CCH4)</p> <p>Need to ensure safe pedestrian access to the library. (Action M2)</p> <p>Library believes that the number of on-street car parks needs to be monitored so that there are enough parks to allow elderly to park close to the library and to allow businesses to continue to operate. (Action M2)</p> <p>Supportive of the bus stop being moved from its current location. Concerns about the safety of the existing pedestrian crossing. Bus stop (Eastbound) should not be located directly opposite the Westbound route. (Action M2)</p>	<p><b>Action CCH4 (Redcliffs Community Resources)</b></p> <p>This action is intended to enable the voluntary library to be retained as part of the village centre facilities. The proposed layout seeks to create a safe space outside the building for people to have some refuge away from traffic.</p> <p><b>Action M2: Redcliffs Village Centre Streetscape Enhancements</b></p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed and provide safe crossing points for pedestrians.</p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p>It is possible to retain the Sumner bound bus stop in its existing location at 1/87 Main Road and to maintain the adjacent disability park.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p>
86	Bill Simpson - Kit Doudney,	Y	Concerns regarding the right turn to Sumner from St	<b>Other Issues Raised during Consultation/Bridle Path Road</b>

	Avon Heathcote Estuary Ihutai Trust		<p>Andrews Hill Road. (No specific action)</p> <p>Scott Park (supports proposed Coastal Pathway route). (Action NE3)</p> <p>Do not support the coastal pathway being canter-levered over the beach at Moncks Bay. Retain the natural beach and move to the current built edge. (Action M7)</p>	<p>Plans shown in the Draft Master Plan indicate no right turns towards Sumner from either intersection. Since preparing the Draft further design work has been undertaken on the bridge design and a right turn is now proposed from Bridle Path Road. This has been approved by Council as part of the Ferrymead Bridge project.</p> <p><i>Amend MP to reflect layout changes</i></p> <p><b>Action NE3: Scott Park Enhancements</b></p> <p>Consideration has been given to other options for the Coastal Pathway through Scott Park. The proposed route reflects the adopted Coastal Pathway Concept Plan.</p> <p><b>Action M7: Moncks Bay Parking and Bus Stop Enhancements</b></p> <p>The Coastal Pathway Concept Plan indicates a short section of boardwalk at the back of Moncks Bay beach approximately 100m to the east of the Chch Yacht Club. The restricted width of the road corridor in this area constrains the ability to achieve the pathway within the road reserve. The introduction of a board walk would have limited impact on the back of the beach as it would mainly extend over the existing footpath and areas of rock at its base. The Coastal Pathway Concept Plan notes that the boardwalk may be reduced in width to 3m in parts of this section in recognition of the need to ensure impacts on the beach are kept to a minimum. Specific issues about retaining the natural qualities of the beach can be addressed at the detailed design stage.</p>
95	David Duns	Y	<p>Wants Give Way sign to remain at the foot of Mt Pleasant Road instead of a Stop sign (it works well and allows vehicles to merge into the stream of traffic heading into town). The new design of the road (turns the traffic at right angles to the Main Road traffic) as the current arrangement allows the safe merger of traffic from Mt Pleasant. (Action M4)</p>	<p><b>Action M4: Mt Pleasant Intersection Enhancements</b></p> <p>The Mt Pleasant Road approach allows for separate left and right turning lanes. There is an accident history at this intersection and because of visibility issues a Stop Sign is considered to be safer than a Give Way. Stop signs were previously consulted on during the Main Road 3-laning project and approved. This intersection forms part of SCIRT's current works for three laning Main Road between the Causeway and Ferrymead Bridge.</p> <p>Squaring up the intersection will improve the ability to make right turns, enabling residents to access the local facilities at Redcliffs village centre more conveniently and safely.</p>
104	Daryl Sayer (Ian Wylie), Redcliffs Business Group*	Y	<p>Loss of on-street parking on Main Road and Beachville Road. Many businesses rely on passing trade customers who are able to stop in the most convenient parking spot they can. (Action M2)</p> <p>Consideration should be made of the Redcliffs Village Structure Plan and a reduction of speed to 30km/hr. (Action M2)</p>	<p><b>Action M2: Redcliffs Village Centre Streetscape Enhancements</b></p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p>

			Figure 20 shows the east and west bound bus stops directly opposite each other. This would result in traffic flow issues. Relocation of the eastbound stop to the west of Beachville Road suggested. (Action M2)	<p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed. An independent review of the speed limit could then be undertaken in future following implementation of the works to determine an appropriate speed limit. This could be included as part of Action M8 (Redcliffs Village Centre Parking-Monitoring and Review).</p> <p>The Sumner bound bus stop needs to be in a central and accessible location within Redcliffs village, This can be achieved by retaining it in its existing location at 87 Main Road. Any other alternative location will need to reviewed with further input from Ecan and to assess the safety issues.</p>
154	Dirk De Lu Spokes (Ollie Power)*	N	<p>More cycle parking required:</p> <ul style="list-style-type: none"> <li>- Lack of bicycle parking at most bus park and ride stops (Various Actions)</li> <li>- Lack of bicycle parking at some of the facilities along the Coastal Pathway (Action M1)</li> <li>- Where bike parking is offered it appears to be inadequate, not always well placed and with no indication of possible expansion. (Various Actions)</li> </ul> <p>Pedestrian crossings are inadequate. (Various Actions)</p> <p>The Coastal Pathway crossing of the Scott Park entrance is an example of where queued bicycles will be blocking both people on foot and bicycle and create inevitable conflict. (Action NE3)</p> <p>Add CCC Cycle Design Guidelines to the list of sources informing the Master Plan (page 17).</p>	<p><b>Action M1: Coastal Pathway</b> Cycle parking can be provided at suitable locations along the Pathway and will be addressed during the detailed design phase.</p> <p><b>Action M2: Redcliffs Village Centre streetscape enhancements</b> The precise location and type of cycle parking can be investigated as part of the detailed design stage.</p> <p><b>Action M3: Beachville Road streetscapes</b> There are opportunities to provide cycle parking in the Park by the potential club rooms.</p> <p><b>Action M4: Mt Pleasant Intersection Enhancements</b> The provision of cycle parking facilities will be investigated as part of the Mt Pleasant bus shelter improvements under Action M5.</p> <p><b>Action M5: Mt Pleasant bus shelter enhancements</b> <i>Investigations into secure/sheltered cycle parking in the area.</i> This will need to consider where the best location is, i.e. by the 'Park and Ride' or by the bus stop?</p> <p><b>Action M6: McCormack's Bay Road Streetscape</b> Cycle park numbers can be reviewed to monitor demand and supply issues.</p> <p><b>Action M7: Monks Bay parking and bus stop enhancements</b> Cycle parking should be proposed in this location and is a matter that can be addressed at the detailed design stage.</p>

				<p><b>Action M8: Redcliffs Village Centre Parking – Monitoring and Review</b> The design and location of cycle parking will be addressed during the detailed design phase.</p> <p><b>Action M10: Pedestrian Crossings</b> Refining the location of pedestrian crossings (and potential cycle crossing points) can be investigated further at the detailed design stage.</p> <p><b>Action NE3: Scott Park Enhancements</b> Detailed design will address issues related to crossing the driveway and landscaping. The general alignment of the Coastal Pathway has been approved by Council as part of the Concept Plan.</p> <p><b>Action CCH1: McCormack’s Bay Community Hub</b> <i>Investigate further opportunities for sheltered and secure cycle parking prior to the MP being finalised.</i></p> <p><b>Action CCH2: Moa Bone Point Cave/Redcliffs Park</b> Car parking facilities can include provision for cycle parking.</p> <p><b>Action CCH4: Redcliffs Community Resources</b> Consideration needs to be given to where to locate cycle parking in the centre. This is an issue that can be addressed at the detailed design stage in relation to Action M2 and in conjunction with future development of the community hub facilities.</p> <p><b>Specific Wording Changes Required in Final Master Plan</b> Add CCC Cycle Design Guidelines to the list of sources informing the Master Plan (Page 17).</p>
155	Bruce Banbury	Y	<p>Coastal Pathway should be along water’s edge at Scott Park. (Actions M1 / NE3)</p> <p>Right hand turn needed at the base of St Andrews Hill. (No current action)</p> <p>Turning bay required from Main Road to Cave Tce. (No</p>	<p><b>Action M1: Coastal Pathway / Action NE3: Scott Park Enhancements</b> The potential for a fully coastal edge pathway has been explored through the Coastal Pathway Concept Plan. Consideration has been given to alternative alignments through Scott Park, however at this point in time, these appear to be problematic due to potential conflicts with water sports users, the Yacht Club and vehicular movements around the car park. The Coastal Pathway Concept Plan has been adopted by Council. Further design will follow in due course.</p>



			<p>current action)</p> <p>The Coastal Pathway requires a coordinated total design concept. (Action M1)</p>	<p><b>Other Issues Raised during Consultation: Bridle Path Road</b></p> <p>Plans shown in the Draft MP indicate no right turns towards Sumner from either intersection. Since preparing the Draft further design work has been undertaken on the Ferrymead bridge design and a right turn has now been approved from Bridle Path Road by Council.</p> <p><i>Amend MP to reflect layout changes</i></p> <p>A turning bay from Main Road to Cave Terrace has been considered and there is insufficient space to safely provide a separate turning bay.</p>
160	<b>Liz Briggs</b> for Mt Pleasant Memorial Community Centre (MPMCC) and Residents Association (RRA)*	Y	<p>Wishes to liaise with Council on aspects relating to Action CCH1 and in particular the new Community Centre and the design of the site to provide a coordinated and creative response. Additional car parking to the left of the kindergarten is required for overflow when events on. Investigate a footpath on the same side as the Reserve. (Action CCH1)</p> <p>A safe pedestrian access is needed from the Coastal Pathway to McCormack's Reserve at the eastern end of the planned community centre. (Action M10)</p>	<p><b>Action CCH1: McCormack's Bay Community Hub</b></p> <p>Pre application meetings have been held regarding the resource consent for the replacement community centre. Dialogue will continue with the Community Centre and Residents Association to help refine the layout for the site. Some issues will be a matter for the detailed designs stage.</p> <p><b>Specific Wording Changes Required in Final Master Plan</b></p> <p>Improve Figure 21 in the Draft Master Plan to better reflect the proposed footprint of the community hall and kindergarten.</p> <p><b>Action M10: Pedestrian Crossings</b></p> <p>The Draft plan includes pedestrian crossings in a number of locations, including the McCormack's Bay Road junction. Refining the locations of the crossings can be investigated further during the detailed design phase and/or prior to the Master Plan being finalised.</p> <p>Action M1: Coastal Pathway</p> <p>The Coastal Pathway Concept Plan includes a loop around the reserve at McCormacks Bay linking up with the community centre.</p>
111 & 180	<b>Peter Croft*</b>	-	<p>On-street car parking in Redcliffs is essential for the community and businesses. (Action M2)</p> <p>Bus stops locations indicated are not safe or practical (two bus stops opposite each other on a narrowed Main Road is dangerous). (Action M2)</p>	<p><b>Action M2: Redcliffs Village Centre Streetscape Enhancements</b></p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street</i></p>

			<p>Traffic lights are not required. (Action M2)</p> <p>Width of the Coastal Pathway through the village of 4 metres is not suitable. (Action M2)</p> <p>Removal of the bike lane on Augusta Street will allow for the freeing up more parking spaces (cyclists will cross at lights).</p> <p>Beachville Road changes will reduce the relatively safe parking arrangements and effect access to off street car parking areas (lack of understanding of traffic volumes requiring casual on-street parking). (Action M3)</p>	<p><i>parking.</i></p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed. The Master Plan explains that traffic signals will improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours.</p> <p>The Sumner bound bus stop needs to be in a central and accessible location within Redcliffs village, This can be achieved by retaining it in its existing location at 87 Main Road. Any other alternative location will need to reviewed with further input from Ecan and to assess the safety issues. Adjacent to the bus stop the Coastal Pathway will be reduced to 3 metres in width to accommodate the space required for the bus.</p> <p>The provision of a cycle lane is to improve the safety and convenience for cyclists, particularly those making a right turn into Main Road.</p> <p><b>Action M3: Beachville Road Streetscape Enhancements</b> Parallel parking will be retained on Beachville Road as part of the streetscape improvements.</p> <p><b>Action M1: Coastal Pathway</b> The Coastal Pathway Concept Plan recognises that the pathway width may be reduced to 3m in parts of Redcliffs village centre.</p>
191	Michael Toomey	Y	<p>Supports the vision and recognition of Main Road as the thread that connects and provides a common bond between the eastern bays. Any aspects that will enhance Redcliffs as a village and commercial centre are important.</p> <p>Aspects of the plan that require further consideration:</p> <ul style="list-style-type: none"> <li>Car parking – Removal of on-street car parking is contrary to the vision and may result in the demise of the village. The inclusion of the Coastal Pathway and traffic lights should not result in a loss of car parking.</li> <li>Streetscape – Consider the Redcliffs Village Structure Plan and reduction of speed to 30km/h through the village.</li> <li>Beachville Road – Redesign the street to ensure</li> </ul>	<p><b>Action M2: Redcliffs Village Centre Streetscape Enhancements</b> Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues. (CCC Drawing as confirmation re design / parking numbers) <i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed. The Master Plan explains that traffic signals will improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours. Council resolved to support the installation of traffic signals in June 2013</p>

			<p>car parking maintained. (Action M2)</p> <p>Bus stops – Relocation of the east-bound bus stop to an area west of Beachville Road. (Action M2)</p>	<p>as part of the Annual Plan decisions.</p> <p>The Sumner bound bus stop needs to be in a central and accessible location within Redcliffs village, This can be achieved by retaining it in its existing location at 87 Main Road. Any other alternative location will need to reviewed with further input from Ecan and to assess the safety issues.</p>
192	Marc Bendall	Y	<p>Supports the vision and recognition of Main Road as the thread that connects and provides a common bond between the eastern bays. Any aspects that will enhance Redcliffs as a village and commercial centre are important.</p> <p>Aspects of the plan require further consideration:</p> <ul style="list-style-type: none"> <li>Car parking – Removal of on-street car parking is contrary to the vision and may result in the demise of the village. The inclusion of the Coastal Pathway and traffic lights should not result in a loss of car parking.</li> <li>Beachville Road – Redesign the street to ensure car parking maintained.</li> <li>Bus stops – Relocation of the eastbound bus stop to an area west of Beachville Road.</li> </ul> <p>(Action M2)</p>	<p><b>Action M2: Redcliffs Village Centre Streetscape Enhancements</b></p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues. (CCC Drawing as confirmation re design / parking numbers)</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed. The Master Plan explains that traffic signals will improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours. Council resolved to support the installation of traffic signals in June 2013 as part of the Annual Plan decisions.</p> <p>The Sumner bound bus stop needs to be in a central and accessible location within Redcliffs village, This can be achieved by retaining it in its existing location at 87 Main Road. Any other alternative location will need to reviewed with further input from Ecan and to assess the safety issues.</p>
193	Murray Sim Christchurch Estuary Association	Y	<p>Supports proposed Coastal Pathway route through Scott Park (in the interests of safety for both the general public and watersport users, a walkway along the roadside of the park is the preferred and obvious solution). Supports the use of rain gardens and swales for stormwater management. Need to think about the implications of landscaping within Scott Park to ensure they do not get damaged by users of the space. (Action NE3)</p>	<p><b>Action NE3: Scott Park Enhancements</b></p> <p>A direct route parallel to the road is preferable in this section of the Coastal Pathway network for a range of reasons (separation of different users, SCIRT works to construct the pathway). The alignment has been agreed as part of the adopted Coastal Pathway Concept Plan.</p> <p>The proposed design of the park rationalises activities to a more central location, enabling landscaping around the fringe. Detailed design will address issues related to landscaping.</p>
196	Lindsay Sisson*	-	<p>Strongly in favour of the proposed plan for Scott Park. Will enhance access to the water for not just windsports</p>	<p><b>Action NE3: Scott Park Enhancements</b></p> <p>A key issue relates to the alignment of the Coastal Pathway at Scott Park. A direct route</p>

			but all water users. Scott Park is too small to have a 4m wide pathway either around the Estuary edge or through the middle of the park. Potential conflict between watersport and Coastal Pathway users. (Action NE3)	<p>parallel to the road is preferable in this section of the Coastal Pathway network explained below.</p> <ul style="list-style-type: none"> <li>Mt Pleasant Yacht Club has a lease over the western end of the reserve which limits options for more formalised routes within the main body of the park. Separation of different types of users is widely practised for reasons of safety and convenience. Aligning the Coastal Pathway adjacent to the Main Road does not preclude the opportunity for Pathway users to break away from the formal pathway and access the park and the water's edge.</li> <li>SCIRT has commenced work on repairing this section of Main Rd and is able to construct the pathway alignment shown in the draft plan in the short term. In contrast, there is no certainty over the timing of the redevelopment of the remainder of the park. The delivery of a key link for the coastal pathway could therefore be compromised if the Coastal Pathway was to be diverted away from the road.</li> <li>Monitoring use of the reserve, over a few seasons following the construction of the coastal pathway, will help better understand opportunities for an additional loop that could bring pathway users closer to the waters edge at a future date. The proposed design for the park rationalises activities to a more central location enabling landscaping around the fringe. Detailed design will address issues related to crossing the driveway and landscaping.</li> </ul>
204	David Bryce Redcliffs Residents Association (RRA) ( <b>Peter Crowe</b> )*	Y	<p>Support the direction of the plan, its vision and goals. Wish to be consulted on key issues around design.</p> <p>Seek the following:</p> <ul style="list-style-type: none"> <li>Acknowledgement that the RRA has organised many of the promotions and activities in Redcliffs and will continue working with the Business Group. (Action EB3)</li> <li>Coastal Pathway should not result in loss of car parking for shoppers in Redcliffs. A 4m setback of new buildings would allow for pathway. (Action M2)</li> <li>Acknowledge Redcliffs Village Structure Plan, a speed restriction of 30km/hr. (Action M2)</li> <li>Question safety of both bus stops opposite each other and should move eastbound to opposite the petrol station. (Action M2)</li> <li>Undertake car parking monitoring now and note that</li> </ul>	<p><b>Action EB3: Events Establishment and Promotion</b></p> <p>Section 3.6 of the Master Plan recognises the work of the Residents Association and Business Group in developing plans and actions for the area. These groups are identified in the Implementation Action Plan as either lead agencies or support partners for a number of Actions. Additional acknowledge role of Residents Association and ongoing liaison over new/upcoming events could be included in this Action.</p> <p><b>Action M2: Redcliffs Village Centre Streetscape Enhancements</b></p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed. The Master Plan explains that traffic signals will</p>

			<p>halving on-street parking unacceptable. (Action M8)</p> <ul style="list-style-type: none"> <li>Request Park and Ride facilities possibly at Barnett Park.(Action NE4)</li> </ul>	<p>improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours. An independent review of the speed limit could then be undertaken in future following implementation of works to determine an appropriate speed limit.</p> <p>The Sumner bound bus stop needs to be in a central and accessible location within Redcliffs village, This can be achieved by retaining it in its existing location at 87 Main Road. Any other alternative location will need to reviewed with further input from Ecan and to assess the safety issues.</p> <p>The majority of the building along the northern side of Main Road within the village centre will not be rebuilt as part of the recovery process. Due to the timing of the Coastal Pathway including provisions for increased set backs would be too late and ineffective.</p> <p><b>Action M8: Redcliffs Village Centre Parking – Monitoring and Review</b> Given the changes that are occurring within Redcliffs it is considered appropriate to keep parking under review.</p> <p><b>Action NE4: Barnett Park Landscape and Amenity Review</b> The Christchurch Transport Strategic Plan supports the identification and establishment of strategically located park and ride sites. Further investigations can be undertaken to establish the suitability of a park and ride near Barnett Park. This can be informed by trialling the proposed Mt Pleasant facility. Consideration would need to be given to the impact on the Reserve. <i>Further investigate park and ride options near Barnett Park prior to the Master Plan being finalised.</i></p>
207	Melanda Slemint – 8010 Architects*	-	<p>Plan still prioritises traffic flow over active transport to the detriment of the amenity for both residents and wildlife in the area. Reconsider the over-dimension route to prioritise pedestrians and cyclists crossing safely and easily. (Action CCH5)</p> <p>Scott Park water's edge to include multi-nodal edge, less of a carpark. Recognise wildlife habitat and opportunities this presents. (Action NE1 and 3)</p> <p>Right turn from St Andrews Hill / Consider a direct connection from Mt Pleasant Road to McCormacks Bay</p>	<p><b>Action CCH5: Resilience Plan</b> Main Road is identified as a minor arterial and freight supporting route in the Christchurch Transport Strategic Plan (CTSP) and LURP. The CTSP recognises both the traffic functionality and the places along road corridors to ensure efficiency, safety and amenity. The Draft Master Plan has been developed with the expectation that Main Road will continue to provide an over-dimension and hazardous good route to the Port. Clarifying the role and status of the route (see LPC submission) may provide a greater level of certainty to stakeholders and the community. <i>Amend the action to include text which calcifies the role and status of the route.</i></p> <p><b>Action NE3: Scott Park Enhancements / Action NE1: Landscape Palette</b> A key issue relates to the alignment of the Coastal Pathway at Scott Park. A direct route</p>

			<p>rather than via Main Road. (No specific action)</p> <p>Redcliffs Village small scale character / stone walls not gabion baskets. (Action M2)</p> <p>Get design of Coastal Pathway underway (not just asphalt). (Action M1)</p>	<p>parallel to the road is preferable in this section of the Coastal Pathway network explained in submission 196. The alignment has been agreed as part of the adopted Coastal Pathway Concept Plan.</p> <p>The Council will continue to liaise with stakeholders to investigate appropriate soft and hard landscape elements.</p> <p><b>Other Issues Raised during Consultation: Bridle Path Road</b></p> <p>Plans shown in the Draft Master Plan indicate no right turns towards Sumner from either Bridge Path Road or St Andrews Hill Road. Since preparing the Draft further design work has been undertaken on the bridge design and a right turn has been approved from Bridle Path Road by Council.</p> <p><i>Amend MP to reflect layout changes</i></p> <p><b>Action M2: Redcliffs Village Centre Streetscape Enhancements</b></p> <p>Gabion baskets were used to illustrate one possible idea of using local materials. The detailed design stage will consider landscape materials further.</p> <p><b>Action M1 Coastal Pathway</b></p> <p>The potential for a fully coastal edge pathway has been explored through the Coastal Pathway Concept Plan and which was adopted by Council on 27 March 2014. The detailed design of the Coastal Pathway has commenced and construction is underway. Initial funding has focused on developing the initial infrastructure.</p>
211	Chris Doudney	Y	<p>Requests design input/consultation from the RRA, residents and 8010 Urbanists at key design development stages. The plan would benefit from including options and actual layouts and images are misleading.</p> <p>Other key issues highlighted are:</p> <ul style="list-style-type: none"> <li>Concerns about the lack of a right turn to Sumner from St Andrews Hill Road/Bridle Path Road. (No specific action)</li> <li>Provide an option (subsidiary path) for Coastal Pathway users to divert through Scott Park closer to Estuary. (Action NE3)</li> <li>Suggests an alternative layout for Redcliffs Park that promotes greater amenity space for water and park users. Suggests recreations shed adjacent to toilets should be retained in location and converted</li> </ul>	<p><b>Other Issues Raised during Consultation – Bridle Path Road</b></p> <p>Plans shown in the Draft Master Plan indicate no right turns towards Sumner from either intersection. Since preparing the Draft further design work has been undertaken on the bridge design and a right turn from Bridle Path Road has been approved by Council.</p> <p><i>Amend MP to reflect layout changes</i></p> <p><b>Action NE3: Scott Park Enhancements</b></p> <p>A key issue relates to the alignment of the Coastal Pathway at Scott Park. A direct route parallel to the road is preferable in this section of the Coastal Pathway network explained in Submission 212 below. The alignment has been agreed as part of the adoption of the Coastal Pathway Concept Plan.</p> <p><b>Action M3: Beachville Road Streetscape Enhancements</b></p> <p>Parallel parking will be retained on Beachville Road as part of the streetscape improvements. Further consideration will be given to improving beach access, including</p>

			<p>to community park clubhouse. (Action M3)</p> <ul style="list-style-type: none"> <li>Coastal Pathway should not extend on a boardwalk at Moncks Bay, instead alter the road alignment – sketch outlined. (Action M7)</li> <li>Recommends 30km/hr speed limit in Village/traffic lights unnecessary. (Action M2)</li> <li>Loss of parking outside shops is unacceptable and angle parking on Beachville Road is not supported. (Action M2)</li> <li>Does not support cliff illumination. (Action NE2)</li> </ul>	<p>naturalising the beach adjacent to the jetty and the boat/trailer car park, as part of the detailed design phase. However, consideration needs to be given to the potential impact on bird roosts in this area. There is a need to retain sufficient space for boat and trailer parking close to the jetty. Locating changing rooms, toilets and pavilion close to ramp area is essential if it is to provide a joint facility.</p> <p><b>Action M7: Moncks Bay Parking and Bus Stop Enhancements</b></p> <p>The Coastal Pathway Concept Plan which was adopted on 27 March 2014 indicates a short section of boardwalk at the back of Moncks Bay beach approximately 100m to the east of the Chch Yacht Club. The restricted width of the road corridor in this area constrains the ability to achieve the pathway within the road reserve. The introduction of a board walk would have limited impact on the back of the beach as it would mainly extend over the existing footpath and areas of rock at its base. The Coastal Pathway Concept Plan notes that the boardwalk may be reduced in width to 3m in parts of this section in recognition of the need to ensure impacts on the beach are kept to a minimum. Specific issues about retaining the natural qualities of the beach can be addressed at the detailed design stage.</p> <p><b>Action M2: Redcliffs Village Centre Streetscape Enhancements</b></p> <p>The installation of traffic lights and threshold treatments at the entry points to the village centre will help manage traffic speed. The Master Plan explains that traffic signals will improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours. An independent review of the speed limit could then be undertaken in future following implementation of works to determine an appropriate speed limit.</p> <p><i>Amend the artist impression for Redcliffs Village in relation to on-street car parking associated with Redcliffs (Page 2 Summary Master Plan / Page 5 Full Master Plan).</i></p> <p>Positive discussions held with SCIRT following public consultation on the Draft Master Plan suggest that parallel parking on the Sumner bound (Estuary) side of Main Road can be retained, providing there is available width and that any safety issues can be resolved. This is also the case for the parking layout on Beachville Road. The precise number of on-street parking spaces is subject to minimum road widths and safety issues.</p> <p><i>Amend the Master Plan based on discussions with SCIRT for the provision of on-street parking.</i></p> <p><b>Action NE2: Cliff Illumination</b></p> <p><i>Retain the action but amend the text to clarify that opportunities for further community engagement exist as part of future investigations for specific sites for cliff illumination.</i></p>
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212	<b>Dr Tim Lindley</b> Christchurch Coastal Pathway*	Y	<p>Supports the development of 'stopping points' along the Coastal Pathway and improvements to the parks and village area to support this. Priority should be given to the final design for the whole pathway and coordinated landscape and reference to cultural values of Ngai Tahu. Supports a 4m wide pathway at all points where space can be created for it. (Actions M1, NE1 and M3)</p> <p>Seeks changes to vision and goals to reference the benefits of the Coastal Pathway. (Vision / Goals)</p> <p>Design of Scott Park not yet optimal solution. Appropriate design can allow Pathway users to respect the needs of water sports users while having full access to travel along the coast. (Action NE3)</p> <p>Improvements to McCormacks Bay should link with the Coastal Pathway. (Action M6)</p> <p>Council to provide many well-spaced opportunities for pedestrians to safely cross Main Road. A crossing point is needed with Barnett Park. (Action M10)</p> <p>Redcliffs Village important to pathway and ensure it is a space where people feel comfortable to stop and linger in, rather than just stop, shop and run. The design of how the Pathway integrates into the village will need to be carefully planned. The collage image is misleading. (Action M2)</p>	<p><b>Action M1 Coastal Pathway / Action NE1: Landscape Palette / Action M3: Beachville Road Streetscape Enhancements</b></p> <p>The potential for a fully coastal edge pathway has been explored through the Coastal Pathway Concept Plan which was adopted by Council on 27 March 2014. The detailed design of the Coastal Pathway has commenced and the Coastal Pathway Group is involved with this. The Draft Master Plan signals that to achieve this action the Council will liaise further with stakeholders to investigate appropriate soft and hard landscape elements. Landscape details and planting will be coordinated with the Coastal Pathway design and further public consultation will occur during the detail design phase.</p> <p><b>Master Plan Vision and Goals</b></p> <p>The Vision and Goals include reference to the Coastal Pathway as part of the overall package for the Main Road corridor. Retain vision and goals without amendments.</p> <p><b>Action NE3: Scott Park Enhancements</b></p> <p>A key issue relates to the alignment of the Coastal Pathway at Scott Park. A direct route parallel to the road is preferable in this section of the Coastal Pathway network explained below.</p> <ul style="list-style-type: none"> <li>• Mt Pleasant Yacht Club has a lease over the western end of the reserve which limits options for more formalised routes within the main body of the park. Separation of different types of users is widely practised for reasons of safety and convenience. Aligning the Coastal Pathway adjacent to the Main Road does not preclude the opportunity for Pathway users to break away from the formal pathway and access the park and the water's edge.</li> <li>• SCIRT has commenced work on repairing this section of Main Rd and is able to construct the pathway alignment shown in the draft plan in the short term. In contrast, there is no certainty over the timing of the redevelopment of the remainder of the park. The delivery of a key link for the coastal pathway could therefore be compromised if the Coastal Pathway was to be diverted away from the road.</li> <li>• Monitoring use of the reserve, over a few seasons following the construction of the coastal pathway, will help better understand opportunities for an additional loop that could bring pathway users closer to the waters edge at a future date. The proposed design for the park rationalises activities to a more central location enabling landscaping around the fringe. Detailed design will address issues related to crossing the driveway and landscaping.</li> </ul> <p><b>Action M6: McCormack's Bay Road Streetscape</b></p> <p>The Coastal Pathway provides a loop around McCormack's Bay Reserve, which will help connect up local facilities. Two crossings are proposed on the Causeway, one at</p>
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				<p>McCormack's Bay Road and the other at Mt Pleasant Road as part of the 3-laning work. It would be difficult to provide additional crossing points within the existing road corridor width.</p> <p><b>Overall Support for Master Plan / M10: Pedestrian Crossings</b> The Draft plan includes pedestrian crossings in a number of locations. Further investigation and community consultation for the precise location of pedestrian crossings and cycle infrastructure will occur during the detailed design phase of each relevant Master Plan action. This will need to consider the available width and appropriate safety standards.</p> <p><b>Action M2: Redcliffs Village Centre Streetscape Enhancements</b> <i>Retain the action but amend the artists impression to reflect the updated on-street parking situation.</i></p>
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\* Provided verbal submission to Hearings Panel