

Organisations to be heard:

ID	Submission	Name - Organisation
7054	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes - Strongly support the second lane out (west). - Emphasise the importance of the upgrade/replacement and future proofing of the road surface and the flooding remediation. - It will be important that the landscaping and trees are properly maintained for the gateway to live up to its promise as well as to take into account any future widening for public transport lanes. - We assume the tree species will be selected to ensure the root systems do not disrupt the hard surfaces or infrastructure. - The Board suggests that the wastewater system underneath the centre of the road be moved so that any issues can be more easily addressed and works are less disruptive. - In order for it to function as a gateway, there needs to be wayfinding signs (including for local attractions). - Residents are keen to maintain access to the Bexley Red Zone. Without roadside parking, the Council will need to consider providing adequate local parking. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat - The effective diversion of New Brighton Road may not be popular, especially with residents of Rawson Street. - However, the Board has no choice but to accept the modelling which has been extensively reviewed and is estimated to be 40 minutes faster than the current layout and 25 minutes faster than a cross intersection. - If wayfinding signage could be included at each of the intersections. Do you support the proposed changes to Seaview Road? Somewhat - More dialogue is needed with local businesses and with groups who use the Roy Stokes Memorial Hall to develop, in partnership, options for parking and access to the central mall area. - Priority, however, should be given to the safety of vulnerable road users. Do you support the proposed changes to Hardy Street? Somewhat - Conditionally on whether FENZ and NZ Police are in support. Do you support the proposed changes to Rawson and Pratt Street? Yes - Provided that Pratt Street surface, footpaths and infrastructure are fully renewed. - The Board requests a footpath between the cul-de-sac and the river (New Brighton Road). - The Board also requests that the footpath on New Brighton from the proposed T intersection to Rawson Street is upgraded. - Work needs to be undertaken with Rawson Street residents to address their concerns. - Work needs to be done with Annabel’s Educare to reduce parking congestion around the intersection. - Increased traffic at the Rawson/Keyes/Pratt intersection is a safety concern. Do you have any comments on other parts of the plan? - We support the closure of the end of the Owles Terrace intersection but think there should have been a question about it in the consultation document. - The Board emphasise its wish for the Council to work with all key stakeholders to ensure that this project is a success. - The sooner this project can start the better. See attachment	Paul McMahon Waitai Coastal- Burwood-Linwood Community Board Submissions Committee Chairperson

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9559	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes So long as the drop down from the raised intersection is gradual. Do you support the proposed changes to Seaview Road? Somewhat Would like the cycleway up Beresford Street, not Seaview Road. Do you support the proposed changes to Hardy Street? Yes Do you support the proposed changes to Rawson and Pratt Street? Yes Do you have any comments on other parts of the plan? 1. There is a need for better cycle connections to New Brighton and ensure they connect up with the other cycle connections in the area. We would like an underpass so cyclists can get to New Brighton without conflict with traffic, on the Bexley side - with a pump incase it gets flooded. 2. The gap between the water and the underside of the bridge - would like people to be able to use waka in medium to low tide - they have high parts on them. 3. A group are trying to put a tram back into New Brighton but we realise it could be too heavy for the bridge. 4. If New Brighton had to evacuate, pedestrians, cyclists, wheelchairs etc. are going to struggle with lots of traffic, if there was an underpass, they could use that. 5. Would like provision for the underpass to be made and then funding could be sorted later.	John Samuel Mowat New Brighton Residents Association Chair
7212	<i>See attachment</i>	Zenaida Cargill Beachcomber Dairy Owner
7169	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? No Better value would have been relocating the space to an on road separated cycle lane rather than a shared path. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat Great to see the traffic signals to give a safer prioritised crossing for pedestrians. The Northern side of the raised platform appears to not have a detectable kerb. This is a safety issue for vulnerable pedestrians and particularly those who have a vision impairment. They may inadvertently walk out into the road with no delineation between the path and road. Is there an opportunity to add a landscaped feature? The directional tgsi to guide pedestrians with vision loss to stay on the footpath need to be safety yellow in colour not the green show on the plans. Great to see them shown at the kerb line and not at the end of the green markings (as has happened at a couple of other installments where they are not meeting their purpose). Do you support the proposed changes to Seaview Road? Yes Same comments re yellow directional tgsi. The new pocket park needs some detectable wayfinding to navigate to and from connecting pathways. There is a section where the cyclists come to the shared accessway between Beresford Street and the new Pocket Park. What is the detectable and legible wayfinding for pedestrians who enter this section - should they be guided by directional tgsi across the entry to continue to the existing path along the river and the path to Seaview Road? What is the width of the footpath on the even numbered side where it is being designated a shared path? Do you support the proposed changes to Hardy Street? Yes Great to see the landscaping at the raised platform to prevent walking out onto the raised platform. But it would be great to have the pedestrian crossings as Zebra crossings to give priority to pedestrians. Do you support the proposed changes to Rawson and Pratt Street? Somewhat There is the same issue with no detectable kerbs for part of the journey for pedestrians. Do you have any comments on other parts of the plan? The plantings need to be sited so they do not overhang or creep onto the footpath with future growth or weather.	Carina Duke Living Streets Aotearoa Executive Member

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7162	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes Do you support the proposed changes to Seaview Road? Yes Do you support the proposed changes to Hardy Street? Somewhat Looking at the plans we are aware of the extra landscaping surrounding the school. We understand the aesthetic appeal of this but the school has a considerable need for additional car parking at certain times of the day. From the school's needs, the utility for extra parking supersedes the needs for a few extra plants. There also appears to be extra landscaping targeted around Nova school compared to the rest of the Gateway to New Brighton project. Would the designers/ council please keep landscaping within the raised safety platforms and reduce the length of the platforms at the junction of Hardy and Collingwood streets. This will create numerous extra car parks with its practical service. We are also conscious that the landscaping in many parts of Christchurch get quite tall. Often drivers find it hard to see above and around the flaxes and grasses. There is a safety issue with plantings opposite the school on Hardy Street and surrounding the school both on Hardy and Collingwood streets. We would like the designers/ council to landscape with grass and small plants or trees which support visibility and therefore the safety of our young/ small children. We would like to think that Owles Terrace cul-de-sac (once the crossing and landscaping is completed) is available for parents to park at drop off and pick up times between 8:15 and 9:15am and 2:30 to 3:30pm with signage to alert drop off and pick ups drivers. We also need the same signage on Hardy Street pick up and drop off area, signage that is similar to what is there already. If not that signage a flashing light signage wit speed zone/school/ at those times to alert the many additional drivers who will be using Hardy Street. Due to the volume of traffic that is likely to come down Hardy Street, we are aware that there needs to be School Zone sign surrounding the school, particularly on Hardy street. The last point we would like to highlight is that due to the fact that the work surrounds the school, we request that the work (or as much of it as possible)be done in the Christmas school break, to keep the disruption around the school to a minimum, please. The last point we would like to highlight is that due to the fact that the work surrounds the school, we request that the work (or as much of it as possible)be done in the Christmas school break, to keep the disruption around the school to a minimum, please. Do you support the proposed changes to Rawson and Pratt Street? Yes Do you have any comments on other parts of the plan? <i>See attachment</i>	Shubha Narayan Nova Montessori Children's House and School Co-Head of Nova Montessori
7146	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Instead of a shared path as well as on-road cycle lanes, physically separated cycleways plus wide footpaths would improve safety for all modes (ie walking as well as cycling). That would be ideal. The shared path is much better than what we have at present. In the event of an emergency evacuation, there appears to be no physical protection for people using this shared path against the actions of panicked motorists. In a previous evacuation we already had people driving up the wrong side of streets to get out when the traffic backed up. Modern double cab utes can easily mount a curb. The more people who leave on foot or by bicycle, the quicker everyone gets out. Consider metal bollards or some other protection along the edge of the shared path, particularly at the Hawke Street end. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes The simplified intersection will work well and the raised platforms are absolutely essential to lower travelling speeds. For the safety of all road users, but especially those on foot, bicycle or scooter, please reduce the speed limit to 30km/h (40km/h at most on Hawke St). In that respect, consider the flow-on effect of the proposed changes for the Hawke St/Shaw Ave intersection, which is a logical crossing point for anyone biking to Rawhiti School, Avonside Girls and Shirley Boys. That intersection is currently controlled by a roundabout. Please give cyclists and walkers priority crossing at lights, with cycle loops placed far enough away that they trigger the lights automatically as well as beg button (in case loops not triggered). This is particularly important at times of day where kids going up to the high schools will be using the crossing. s Fellow members of Spokes suggest the bus routes (#5 and potentially #60) be modified to stay off narrow/quiet streets as much as possible, as this is where people will be cycling. Do you support the proposed changes to Seaview Road? Yes The ideal would be a separated bi-directional cycleway, so cyclists can travel safely without interfering with pedestrians. On shared path, please consider how to slow any reversing traffic, eg with physically raised paving, and be careful that planting does not impede visibility. Support the narrow slow speed feel, including the raised platforms, but make it 30 km/h also.	Michele Hollis Spokes Canterbury Cyclists Association Biketober Coordinator

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	Prefer buses not use this road unless there is a separated cycleway for more confident cyclists who won't use a shared path. Is it intended that there be parking outside the kindergarten? At most, we suggest this be disabled car park. It is safer for everyone if parents park further away and walk their children safely into the facility. Do you support the proposed changes to Hardy Street? Yes We support the raised platforms at all intersections to slow travelling speeds. Please also make all theses streets 30 km/h. The raised intersections are too narrow for car drivers to safely pass cyclists at the intersections, but people will try. Some of the my fellow Spokes members suggest sharrows - they might have some educational benefit. We support the pedestrian refuge island near Beresford Street. Do you support the proposed changes to Rawson and Pratt Street? Yes We support the raised platforms to slow travelling speeds. Please also reduce the speed limit to 30 km/h. We support the cul-de-sac treatment of Pratt Street. We support the retention of walking and pedestrian access along the stop bank/old New Brighton Road alignment through to Hawke Street, as shown on the map. Please ensure this shared access is wide enough for cyclists to safely pass pedestrians walking two abreast with prams and dogs. Please ensure the transition between the closed road and the remaining part of New Brighton Road is easy for cyclists using bikes and trikes of all sizes (including cargo bikes/trikes, recumbents, etc.). There are quite a few trike-riders in New Brighton, helped by the fact that New Brighton Cycles sells suitably priced vehicles that are a great alternative to mobility scooters for older people who can still benefit from some exercise. Trikes need good surface and not too much camber. Please ensure cyclists are safely able to transition between the road and the path through to Hawke Street, not assuming all cyclists will cross from the road onto the short section of shared path outside #533 New Brighton Road and then cross the road. Do you have any comments on other parts of the plan? We support the cul-de-sac treatment of both ends of Owles Terrace adjacent to the river with pedestrian and cycling access maintained. Please ensure this is suitably wide so cyclists don't intimidate pedestrians. We support the pocket park. Please ensure a seamless integration of the cycling infrastructure in this project with plans for future major cycle route, and a recreational path through the red zone. Most people in New Brighton have a bike - please give us the opportunity to ride safely to work and for family fun as other parts of Christchurch have already. In addition, please ensure that the improvements proposed here flow on to safe routes through the New Brighton centre itself that will encourage people to use walking and cycling for short trips to shops, library, playground, beach and He Puna Taimoana. All these facilities (many financially supported by CCC) are within easy reach if people could feel safe to take themselves and their family out by bicycle.	
6843	Gateway to New Brighton. I would like to speak at the hearings on rail - plus location Maori Art Work. Plus new Signage for New Brighton.	Drucilla Kingi Patterson TOA RAIL CEO - Founder

Individuals to be heard:

ID	Submission	Name
3382	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes The cycle ways should be a priority. The roads should be designed to accommodate sustainable transport options (bus, onroad tram) for future changes. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes Do you support the proposed changes to Seaview Road? Yes Prioritize cycleways Improve the feel of the place Do you support the proposed changes to Hardy Street? Yes Ease residents minds who may think their road is going to become very busy Do you support the proposed changes to Rawson and Pratt Street? Yes Do you have any comments on other parts of the plan? Cycleways should be extended to the city and the linwood cycleways.	Rose Maree Hodgson
3550	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? The concept is flawed. How will emergency vehicles get to New Brighton as the constriction is now the single carriage way . Reduce the needless artistic flair and replace it with the second lane. The excessive width of cycle lane/ pedestrian is in called for. Finally why is the old bridge removed. Surely it can be used in the ' pocket park' Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No Why lights? A stupid way to control an intersection.thw roundabout is the most efficiently proven way of flowing traffic through a bottle neck. The traffic to the beach does not need to stop. The traffic from the south should be a blend onto pages road heading into town. No traffic should be able to turn across traffic therefore no lights are needed. Do you support the proposed changes to Seaview Road? Do you support the proposed changes to Hardy Street? Do you support the proposed changes to Rawson and Pratt Street? Do you have any comments on other parts of the plan?	Laurence Fairley
3573	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat 2nd lane out is fantastic and will be a great help in evacuating the area - thanks. The digital images look impressive. The upgrade of Pages Rd and flooding remediation is the most essential part of this project. The schematic plans look so great but I do have concerns regarding the maintenance of the landscaping and the trees once completed. Will tree roots cause issues in the future? The current waste water system runs in the centre of the road, and is causing issues with road hollowing and at times overflow, I take it that this will be moved so that any issues arising can be easily addressed? Is there allowance for U-Turns? There should be enough room for traffic to pull to the side if there is a breakdown or accident on evacuation? These are all considerations that need addressing. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No It should be a cross intersection and include access to New Brighton Rd. Many in the community have been eagerly awaiting the return of the 2 way system on New Brighton Rd allowing easy flow in and out of NB. The flow from Owles Tce to NB Rd was such a good, easy, straight route until the closure to one way. The flow from Seaview into a 2 way would be just as efficient. The detour people now take onto the road via Pratt or Rawson is ok, but it just isn't as efficient, takes more time, more corners, more emissions, etc.	Joanne Marie Zervos

ID	Submission	Name
	New Brighton Rd should take people right into New Brighton. I disagree that the T Intersection will improve evacuation time of the area. If we are stuck in traffic not moving along Pages Rd, and there is a vacant road to the right (NB Rd) then of course we will take that option. Do you support the proposed changes to Seaview Road? Somewhat Not happy about the Parking restrictions which will affect businesses, residents and hall users Do you support the proposed changes to Hardy Street? Somewhat Love that this is being upgraded but I see issues with the intersection narrowing proposals. The same narrowing has been in place on my street for years and it is one of the main causes of traffic jams during evacuation of the area - for emergencies and events. The intersection only allows for one vehicle to turn and if they are turning left and cannot move all the vehicles behind wanting to turn right cannot either. Lonsdale St is relatively short but can take over an hour to exit. The other issue is that Keyes Rd is jammed at the Give Way onto Hawke, which doesn't allow much leeway for others to enter that line of traffic - the same scenario will happen here, with the majority of people using Hardy St, making it difficult for vehicles on the side roads to exit quickly. The other concern during an event and increased traffic is the ability for Police vehicles to exit there station and negotiate these obstacles in an emergency. Do you support the proposed changes to Rawson and Pratt Street? Somewhat Pratt St needs a total renewal. It has several hollows in the centre of the road which are getting worse. The paths and gutters are in need of renewal also. There should be footpath access joining up to NB Rd (even if it is closed). The intersection at Keyes Rd is one of the most dangerous in this area. There have been a lot of accidents here and the increased traffic being diverted this way will put increased pressure here. I There will be increased traffic due to the closure of NB Rd. The preschool on Pratt St currently takes up most of the parking at that intersection, there needs to be adequate, safe, parking for their clientele. Rawson St residents are not happy with the diversion and street narrowing. Traffic calming measures will be required but on a lesser scale." Do you have any comments on other parts of the plan? MY family's business of 40 years was New Brighton Panel Beaters, I worked there form a teenager until it was forced to close after the Feb 2011 quakes. We also had SOS towing which continued to operate until sold about 5 years ago. I know the area extremely well, where the accidents were/are - where I had to send tow trucks to, where customers had their accidents, etc. Along with this, the business was at the commercial core area, NB Rd end of Bower Ave and I have friends and relatives who live in Baker St and Palmers Rd. I know how important NB Rd is, not just for residents but for transport & business links. Several times a day I would go into NB mall for banking, postage, supermarket, etc. although some of those services are not as relevant now, it still highlights the importance of the NB Rd linkage into the commercial core areas of the ward. There are still a lot of people living in along the roads off NB Rd, who use this access. Closing the road at Rawson St will impact New Brighton businesses and it will be another nail in the coffin for NB. The NB Roundabout was a hotspot for accidents. The change to a signalised intersection will help improve safety. Increased traffic on the Keys/Hawke intersection may make the exit from Lonsdale St more of a problem, especially at the peak times around school drop off and pick up. It is currently a bit of a wait in the mornings at that intersection and often you can only turn if a considerate driver lets you in. Another hotspot for accidents was/is Keyes/Pratt/Rawson. The angle of the bend in Keyes Rd can usually catch an inexperienced driver and adjacent fences hit - I know of 2 fatalities here. The plans for this intersection are an improvement but I do not think it will be the solution. This intersection will always be dangerous. Increased traffic from the NB Rd closure diversion will put more stress on drivers trying to get onto Keyes Rd. In the plans the footpath along the current one way section of NB Rd is shown joining into the project. This path is often used by people on mobility scooters, along with pedestrians, who access NB, from nearby streets. The road is prone to flooding on extremely high tides. The people using the path either have to go around the puddles or on top of the river bank track. This is not ideal and a solution needs to be put in place to cater for this. There is existing infrastructure with the section of NB Rd which is proposed for closure, which will eventually need either, upgrade, demolition, and will cost millions, even without doing the road. There is an opportunity to upgrade this entrance into New Brighton as well. There are some beautiful memorial trees, fruit trees and established trees which could be worked around to make another lovely park like environment into this gateway enhancement. It would be very encouraging for residents to see this EQ legacy 'mess' finally being addressed and done so in a way which enhances the area and ties in with this project. For all the reasons above I strongly recommend that New Brighton Road be included in the signalised intersection, returned to 2 way, future proofed into the red zone. Funding allocated to traffic calming in Rawson St and Hardy St could be put towards this instead. Lastly - Community is important and so are the links between our communities. Up until now the community have been left out of any conversations and planning for this project - what happened to "With us, not to us"? There is a large portion of our community who feel any consultation is pointless and that no matter what they say, council will not listen and do what they intend anyway. I attended the NB Residents Association meeting where a resident brought up the lack of consultation and community input....a couple of minutes later staff were saying they have used the most advanced computer modelling, and spoken to experts from all around the world to come up with the best outcome for evacuation - why did the experience and expertise from the community, who are directly affected	

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	not get any input into this? It's disappointing, sad, disheartening and is not doing any favours to improved residents satisfaction. I also note that on the consultation questions - there are none requesting resident's support on the closure of Owles Tce or New Brighton Rd. I think you would get more feedback on those 2 questions, if they were asked. I know you will probably roll your eyes and not take any notice of what I say, but it shouldn't be that way. Please work with us, listen to the people and improve the current dissatisfaction.	
4187	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat 1. As a pedestrian, I am not in favour of shared paths, especially when the route is likely to be used by commuter cyclists, who travel at speed. I would prefer the on-road cycle lanes were ditched, there were footpaths on both the north and south side, and the space from the removed cyclelanes and the rest of the shared path was used to create a separated bi-directional cycleway on the north. This gives every mode (motor, cycle, foot) its own space, making it safer and more pleasant for everyone. The separated cycleway could also be the start of a commuter cycleway from New Brighton - much cheaper to do now than to retrofit it. 2. I understand why you want Pohutukawa in the media strip, as it creates a visually attractive connection with the trees already growing in New Brighton. However, a median strip in the middle of endemically planted wetland is the wrong place for these North Island trees. Put as many as you want in New Brighton, but have something endemic to the area, and in keeping with the wetlands, down Pages Rd. Hoheria angustifolia and kanuka are two that spring to mind that would give a glorious floral display. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes Do you support the proposed changes to Seaview Road? Yes Do you support the proposed changes to Hardy Street? Yes Do you support the proposed changes to Rawson and Pratt Street? Somewhat The Keyes Rd, Rawson & Pratt Sts intersection doesn't look any safer to me. Given that Rawson St and Keyes Rd are now likely to be significantly busier as roads into and out of New Brighton, it seems to me that this intersection calls for a roundabout. Do you have any comments on other parts of the plan?	Ashley Campbell
4486	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes It looks fabulous and we need to get on with it. I would like to see the works pulled forward in the ltp Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes It will be better than the one that is there now Do you support the proposed changes to Seaview Road? Somewhat Seaview road is used for many activities in the hall. I have concerns about how people will manage kids drop offs and pick ups along with the business that have limited parking as it is and then removing more and having what little is kept being used by residents Do you support the proposed changes to Hardy Street? No Do you support the proposed changes to Rawson and Pratt Street? Somewhat My concern is around speed limits from Rawson and keys Road. This intersection is not used by many as we know it is dangerous. Do you have any comments on other parts of the plan? The plan in general looks fabulous and I would like to see businesses engaged with around traffic management and that this is a requirement of any appointed contractor.	Nikki Griffin

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	I would also like to see the project pulled forward in the ltp. This road is a main exit out in the event of an earthquake or tsunami and should be high on the list as things that need to be done.	
6931	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? No This plan is short sighted by the council. New Brighton is only growing as a community with more and more housing developments being completed and futures ones approved. Closing Owles terrace will only create increased congestion on both Seaview road and Hawke's terrace making the issue of movement in and out of New Brighton worse, and certainly won't improve evacuation timeframes in an event of an emergency. The housing development on Seaview road once completed will see an extra almost 100 houses, with no off street parking, and the council is proposing to remove on-street car parking. Hawke street will be a busier street with these changes and so it can't be expected that parking for Seaview can be replaced on Hawke street. The Roy Stokes hall is used on average 3-4 times per week and parking is currently already an issue with these events and will only worsen with these changes. The council needs to reconsider its plans factoring in Owles street remaining open and the parking on Seaview Road kept in place. The council should consider the option of two bridges services both side of New Brighton if it really is wanting to service the growing community and improve evacuation timeframes. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No As above, this will worsening the traffic situation for New Brighton as a whole. Do you support the proposed changes to Seaview Road? No As above. Removing parking in a street where the population is about to increase 150% does not appear to be a good solution for the community. Do you support the proposed changes to Hardy Street? Somewhat All road in and out of New Brighton could do with upgrading. Do you support the proposed changes to Rawson and Pratt Street? Somewhat These changes will assist in safe access to the both Hawke and Keye's street. Do you have any comments on other parts of the plan? The council needs do further canvassing of the community to determine a better strategy moving forward. The council needs to consider the growing community and closing roads to increase traffic on other roads by funneling cars is not a logical solution.	Lyndall O'Loughlin
6953	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes This work is essential as the current system just doesn't work with the amount of traffic using this road every day. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat It will stop people hooning through the roundabout. I'm concerned that the intersection at Hawke's St and Keyes Rd will become a nightmare if there's no signaling or round-about there. Currently cars and cycles run the gauntlet with drivers accelerating once they hit Hawke's St from the Pages Rd side. With increased traffic using these roads now traffic management will be much more important. Traffic management for events really doesn't work at the moment and I don't see this change to roading making it any easier. After the fireworks I tried to get from the beach to Seaview Road and got stuck in Owles Terrace for more than two hours. I can only see Hawke's St becoming busier as new developments are built in New Brighton. We want to encourage people to come here for the beach, restaurants, the hot pools, the market, our new village green etc and they won't if there's always traffic backing up and no parking available. Do you support the proposed changes to Seaview Road? No Not at all. This plan doesn't seem to take future proofing for New Brighton into account. Increased high density housing, both currently being built and planned for the future, without much parking is already causing congestion and there's nowhere to park on Seaview anymore. The Roy Stokes Hall is in big demand and parking on the lower end of Seaview is already a bit of a mare. Funneling the traffic from nearby blocks when Owles Tce is closed will increase traffic and speed is already a factor here for those living on Seaview and those using the Hall and shops. The Police need quick access from Beresford Rd to the bridge so it really doesn't make sense to close off Owles Tce. Cutting down on current parking spaces also doesn't make any sense at all. I think Owles Tce should remain open and perhaps the old bridge retained for emergency exit for light vehicles and pedestrians only? Do you support the proposed changes to Hardy Street? No Again, blocking off Owles Terrace funnels everybody down Hardy St and into Seaview Rd and makes evacuation more difficult as two exits would always be better than one. That also includes those coming up from South Brighton. The odd join at Hardy/Seaview doesn't make sense as vehicles have to go left when they reach Seaview Rd. In an evacuation turning right there to go up Seaview and left into Shaw St to get to Hawke's St makes much more sense. Do you support the proposed changes to Rawson and Pratt Street?	Zelda MacKenzie

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	Somewhat I can picture what you're suggesting but why not use the money more effectively by upgrading services so that flooding is reduced and keep both streets open which will mean a quicker and easier evacuation route. Again, wouldn't two exits be better than one? Also, the connection at Keyes Rd will increase traffic there significantly and getting into traffic will become trickier. Do you have any comments on other parts of the plan? Please consider other planned works that are currently on the go to improve and invigorate New Brighton as a whole, and improve the infrastructure so it will cope for many years to come. The people on the east side have been almost shunned and forgotten and it's time we put the sparkle back into New Brighton and make it one of the stars of the City as a whole. The pathways (City to Sea) encouraging folk to walk or cycle to Brighton could be the start of some great events in themselves, i.e Walking, cycling, running, boating, etc! Imagine hiring a Crocodile bike for the family in the city, slowly meandering down to New Brighton, having lunch at a 'local' in New Brighton and then catching public transport back to the City or back home at the end of the day. New Brighton could definitely become a jewel in the Christchurch Crown.	
6970	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes Do you support the proposed changes to Seaview Road? Yes Do you support the proposed changes to Hardy Street? Yes Do you support the proposed changes to Rawson and Pratt Street? Yes Do you have any comments on other parts of the plan? Keyes Hawke intersection when busy is really hard to make a right turn from Keyes on to Hawke. Maybe lights would help or a round about? Just needs to be considered with more people living towards the beach. It would be great to have walking paths underneath the new bridge on either side so pedestrians and cyclist can get across without requiring to go on the road. For the plants plant heaps of pōhutukawa and remove the phoenix palm and replace with a grove of nikau palms.	Nick
6985	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No Do you support the proposed changes to Seaview Road? Somewhat Do you support the proposed changes to Hardy Street? Somewhat Do you support the proposed changes to Rawson and Pratt Street? No Do you have any comments on other parts of the plan? <i>See attachment</i>	Gavin and Eleanor Bodger
7060	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Yes, I like the shared pathway for, however I have some concerns for the "future car park" I'd like to see pedestrian priority given on the shared path over drivers turning into and out of the car park (coming in future) by having the cars drive up so the footpath acts like a safety platform. I also have a seperate concerns that the (future) car park will be made gravel and the stones will be kicked on to the shared pathway. Finally I think the crossing point should be on the other side of the exit of the (future) car park so when cars turn left out on to Pages road since drivers generally look right (to check for cars) but not where they are going I think this would be safer as the pedestrians crossing will be out of danger. I think that the extra lane is a good idea in principal but I would prefer a system where the majority of the time the road is not used for cars and only two lane it during an emergency. This could be done by easily by making the second lane a pedestrian space that is signed to only be used by cars only during an emergency. During an emergency, evacuating cars are not going to be driving at high speeds over the bridge so the road does not need to be paved for high speed traffic which would allow it to be for the majority of the time be used by people not cars. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat	George

ID	Submission	Name
	Support the raised intersection, great for improving safety. My only thing would be to please make pedestrians a priority when it comes to designing the light cycles. Do you support the proposed changes to Seaview Road? Yes I don't understand the 30 minute parking outside 171-175 Seaview road. If it is mean for the child care, then would it not be better to lower it to 3-5 minutes parking as it pick up and drop off? And if it's not for the child care but meant for the park (ie 30 minutes at the pocket park), then would it not be better to restrict it to disabled car parking only and limit it to 1-2 spaces as we should be encouraging people to walk or cycle to the pocket park. There are still spaces further down and they can walk 1-3 minutes. I'm not against the parking, I just think that the time length and use does not make sense. The turning radius on the corner outside 140 Seaview road, I assume that is due to the bus, I also assume that it is a tight as you are able to make it while still allowing buses to easily make turn. If it can be made squarer to slow down cars on the corner that would be nice. Also I'd like to see some way to signal to cars drivers that they have to give way to pedestrians, there is some medium density housing going up behind there I believe so it would be nice for families to experience pleasant walking around the neighbourhood of New Brighton. To support that I notice is that the surface of the raised safety platform appears to be asphalt, I think that making it a brick surface (or make it different in some noticeable way) would signal to people driving cars they are entering a different space (especially since it's such a large safety platform) I support the raised crossing outside 129 Seaview road. I request though that it is made a pedestrian crossing (zebra) so it is pedestrian priority. It is a perfect place with multiple businesses on one side of the road and low speed car traffic. Also lots of housing on the other side of the road being built. Further down Seaview road outside 128-116 Seaview road why can't the wide shared pathway continue. Or even better make that area of Seaview road (from 135 Seaview road to new Brighton mall) a shared pedestrian zone (like on Oxford terrace, cars can come in but they are clearly out of place and they drive slowly and carefully. Cars, pedestrians and cyclists can all intermingle at slow speeds and perhaps businesses can use some of the space outside for outdoor dining areas during the summer months when it's hot and the weather is nice. Do you support the proposed changes to Hardy Street? Yes The crossing at the intersection of Hardy and Beresford street seems a little strange as it seems with the safety platform you are encouraging drivers to yield to pedestrians, yet there is not pedestrian crossing there to let drivers and pedestrians know that it is pedestrian priority. This is on top of the fact that there is a refuge island in the middle of the crossing. It's confusing to users and I think that it should be a zebra crossing to signal that pedestrians can have priority. Do you support the proposed changes to Rawson and Pratt Street? Yes Outside 40 and 41 Rawson Street on the corner there is a clear desire line to cross directly across where there is currently grass marked out on the plan. This should be a cut in the grass to allow people to cross directly across. Also the Sinclair street intersection with Rawson street should have a continuous sidewalk so pedestrians have priority. Cars should be slowing down to a safe speed anyway and having the platform there would further encourage that. Do you have any comments on other parts of the plan? I don't understand why the old bridge has to be removed, why cannot it stay and be a dedicated cycling and walking bridge, surely the cost of demolishing it will cost far more than simply allowing it to be pedestrian and cycle only. Then the lack of a wide shared path on the south side of the bridge is not as bad. I have yet to see a good answer as to why the bridge must be removed. It makes no sense and seems like a total waste of money especially when leaving it there could provide a benefit. Even ripping the top off and heaving the supports and building a smaller foot bridge over the current supports would be a better idea than completely demolishing it. Love that cycling and pedestrians are getting lots of space on the bridge but I would prefer that only one lane be used westbound and during emergencies then the full width of the bridge can be used. Having two lanes out is not needed for the levels of traffic out of New Brighton for the MAJORITY of the time. So the majority of the time it should be dedicated to pedestrian access or cycles. It could even be a shared space that cars can drive on, but drivers will obviously want to drive on the paved road, but during emergencies traffic will be slow so they can use the shared space normally used by pedestrians and cycles. This would be if the old bridge cannot be kept. The pocket park is awesome, but I think there should be some more shaded spots or trees for shade and bushes for shelter from the easterly wind. Also please add plenty of benches and places to eat food, could be a lovely place for those getting some food from the businesses in new Brighton to come sit with friends and have some food or during lunch break for workers in the area. Please add high quality bike parking outside businesses where possible.	
7107	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes Do you support the proposed changes to Seaview Road? Yes Do you support the proposed changes to Hardy Street?	Gwendoline Glazzard

ID	Submission	Name
	Yes Do you support the proposed changes to Rawson and Pratt Street? Yes Do you have any comments on other parts of the plan? Please can we have cycle only lanes separated from the road. I like the landscaping and that the palm is being kept.	
7112	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes I support the bridge alignment, the new bridge but do not support the work on surrounding streets in New Brighton Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat Needs to include Owles Terrace and also link to an extension of New Brighton Rd from Pratt St to Hawke St Do you support the proposed changes to Seaview Road? No Not necessary apart from the intersection with Hawke St Do you support the proposed changes to Hardy Street? No Not necessary - waste of money - Keep Owles Tce open Do you support the proposed changes to Rawson and Pratt Street? No Only provides congestion on Keyes Rd and creates difficulties at the Rawson / Keyes Rd intersection Keep Pratt St open. Rawson St and Pratt St proposals - Waste of money. A two way extension of New Brighton Rd across red zone and retention of Owles Tce is a far greater option in terms of emergency egress / safety and use of money. Do you have any comments on other parts of the plan? Complete support of new bridge and alignment with Hawke St. Very disappointed that this plan has been so secretive. No consultation with local people at the outset of the project. Even Community Board kept in the dark, and when told about anything it was in PX. Our elected members have even been gagged Most people in the East are sick to death with Council processes. Consultation is a precontrived exercise / tick box process. Council under the LGA is required to consult but not required to listen / act on the submissions they receive. The feeling is "why bother submitting, they have already made up their mind, nothing will change." Very sad but true. I will submit in person, the main thrust of my submission will be on process. I will bring supplementary information to the submissions hearings.	David East
7139	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Pohutakawa trees are good. Shared path is pointless as it doesn't go anywhere or connect to anything The majority of people cycling will come through the red zone by the bridge. The shared path is pointless and a waste of money, just fix the road and tidy the area up. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No A roundabout worked when there were five roads intersecting, so there is absolutely no reason why a roundabout isn't suitable when there are only 3 roads meeting. To suggest it would be better to have lights when an evacuation is necessary is interesting because in the event of a major earthquake and resultant tsunami there is a high likelihood that electricity supply would be cut and the lack of working traffic light would cause chaos. I have serious doubts that the decision to close New Brighton Rd and Owles Tce was based on optimising evacuation times and not simply because of the cost of keeping them open. Do you support the proposed changes to Seaview Road? No The removal of the majority of parking in Seaview Rd will have a serious detrimental effect on businesses and users of Roy Stokes Hall. Parking is already at a premium near the roundabout for the dentist, Vintage store and Kindergarten. Removing half of it makes no sense and is completely unnecessary. Beresford St is a far better option for the shared path. It is much wider than Seaview Rd and because it is effectively being turned into a cul-de-sac at the river end, the amount of traffic will be greatly reduced. The comment from staff was that the shared path could not go up Beresford St because it would necessitate traffic lights at the Hardy St intersection. This sadly is utter non-sense because how can it be unsafe for a cyclist to cross an uncontrolled intersection and yet it is perfectly safe for pedestrians (many children or elderly) to cross Seaview Rd to access Roy Stokes Hall? In addition the shared path ends at Hardy St with no consideration as to what happens to it after that. Extending it further downSeaview Road at a later date would cause huge issues for the many businesses further up Seaview road whereas an extension up Beresford St would cause few issues. There is ample opportunity to replace some of the removed parking at the river end of Seaview road by adding parking on the south side where the proposed park is. This will have no adverse affect on the amenity of the park or affect pedestrian flow.	Brian Hill

ID	Submission	Name
	Existing trees in Seaview Rd should be removed and replaced with pohutakawa as the existing trees leaf-fall cause huge problems blocking the storm-water drains and exacerbate flooding during heavy rain. This would also continue the theme from Pages Rd. Do you support the proposed changes to Hardy Street? Somewhat Would be good to see this area tidied up but the changes for evacuation purposes is a bit of a non-sense. It will merely change the points of congestion, not eliminate them. Computer modelling is all very well but does not take into consideration human nature. Do you support the proposed changes to Rawson and Pratt Street? No Unnecessary because New Brighton Road is only being closed for economic reasons nothing else. Do you have any comments on other parts of the plan? Once again a project in New Brighton is being looked at in isolation. There has been no consideration as to how these changes will affect the commercial area of New Brighton. I asked for the reports from the retail consultant used to determine the affect these changes would have on the retail area of New Brighton and I was told there weren't any, surprise surprise! Back in the early 2000's the road was put back through the pedestrian mall. The justification at the time was that Seaview Rd needs to be the gateway to New Brighton. People can then drive down the mall, see the shops and then find somewhere to park and then go back to the shops that looked interesting. With the proposed Oram ave extension this finally makes some sense because they can then turn left into Oram Ave and park in the Hawke St carpark. With this plan traffic is channeled down Hawke St and if the Oram Ave extension is completed they cannot turn into Seaview Rd because it is one way easterly only. I think everyone wants to see the retail area of New Brighton reinvigorated but because the planners have not considered the affects this plan will have on retail in the area, it is likely to make the situation worse. Many businesses in New Brighton are just hanging in there, these changes are likely to put many out of business. Seaview Rd needs to be the front window to New Brighton. This plan makes Hawke St the entrance with the view of the ramshackle backs of shops and a moonscape carpark - not very welcoming to visitors..	
7165	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? No If this is in case of emergency it will create bottleneck at intersection approaching bridge. Second lane westbound unnecessary. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No I think the way the roundabout controls traffic is excellent and use of giveaway signs. Maybe make area 30kph from start of bridge to Keyes Road. Do you support the proposed changes to Seaview Road? Somewhat As above bottleneck creation. Do you support the proposed changes to Hardy Street? Somewhat Do you support the proposed changes to Rawson and Pratt Street? I think that closing down options for leaving during an emergency is not the way to go. Once again creating bottlenecks at roading intersections. Do you have any comments on other parts of the plan? I think a reframe is necessary. The new bridge will be good but leave old bridge (100yrs+) for cyclists/pedestrians (join to pages). Keep all roads open and address issues (fix them). Pocket park is another maintenance cost. Further to the points outlined on the feedback form I would like to express some thoughts on the "Gateway" I have lived at this address since 1986 (37 years) through Earthquakes and a Tsunami evacuation so I have real life experience of the area. Hawke Street is a residential area. The plan contains implementation of Broken Yellow Lines on both sides of Hawke Street from the bridge exit to past Keyes Road. Broken Yellow Lines severely restrict owner/occupiers by reducing access to properties from the roadside. Broken Yellow Lines mean "No Stopping". This impacts delivery services (my gas) couriers, health professionals, tradespeople (for property maintenance) friends and family (whanau gatherings). The nearest parking would be around the corner on Keyes Road or much further down Hawke Street across Keyes Road. In the plan there is an on road cycleway as well as a dual use of the Footpath for pedestrians and cycles. The on road cycleway is the reason for the Broken Yellow Lines. As I can see no impediment to sightlines for vehicles I propose that the cycleway make use of the Footpath therefore freeing the roadside for residents or alternatively create some parking bays if the cycleway is on road. The size allocation for the east bound traffic lane seems ample to accommodate this. Once again I emphasise this is a residential street which appears to be morphing into a mini expressway. Traffic will be faster otherwise we wouldn't need a 'hump' to slow them down. Perhaps 30km/hr restriction from the start of the bridge would be helpful. In emergency related issues I think a bigger concern is the bottleneck created at the top of Hawke and Seaview Roads in case of emergency. Also I note the raised island being extended further... another barrier. I have addressed my concerns on my form.	J Bartlett

ID	Submission	Name
	My main 3 concerns are: 1) Access to my property being restricted 2) Evacuation bottleneck Seaview and Hawke Street 3) Bigger picture: Creating cul de sacs and limiting options for evacuation.	
7167	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? No In the event of an emergency evacuation, people will drive on both sides of the road to escape - no one is going to be using the single lane into New Brighton, so second lane out is unnecessary! Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No No! It is an obstacle if evacuation needed! A roundabout is by far the most efficient form of traffic control, coupled with a 30kmph speed restriction on PAGES ROAD from the EXPRESSWAY! Do you support the proposed changes to Seaview Road? No It should be left as it is and connected t the 30kph roundabout as mentioned in #2 above! Do you support the proposed changes to Hardy Street? No WHY CHANGE IT? - Just fix OWLES Terrace as you should have done after the earthquakes 12 years ago! Do you support the proposed changes to Rawson and Pratt Street? No FIX NEW BRIGHTON ROAD - it was two way before the earthquakes - the one way "patch up" job needs to be fixed PROPERLY - many people use this road into New Brighton. Do you have any comments on other parts of the plan? I LIVE AT 140 HAWKE STREET - You are proposing to change a residential section of HAWKE ST from the bridge to Keyes road into an EXPRESSWAY! - No stopping and four cycle lanes to the detriment of the residents of this stretch of road - TOTALLY UNNECESSARY!	Stephen M Bartlett
7171	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Do you support the proposed changes to Seaview Road? Do you support the proposed changes to Hardy Street? Do you support the proposed changes to Rawson and Pratt Street? Do you have any comments on other parts of the plan? COMMENTS RE 'GATEWAY TO NEW BRIGHTON' I live in Seaview Rd and have done now for 4 years, previously I lived in Nth New Brighton for 15 years so know the region well. I am a walker, along the river, in the red zone, down to the estuary. 1. Gateway to New Brighton seems aspirational given the woeful state of the mall and the Hawke St shopping area. People come to New Brighton to visit the beach and the pools, and maybe walk along the pier, or for Matariki celebrations. There is little else to show off. 2. The pocket park looks pretty, however it will be unpleasant most days of the year, fully in the blast of the almost constant easterly, the frequent southerlies and the norwester. I walk along the river from Pages to Wainoni Rd bridges 3 -4 times a week and year round wear a jacket to protect from whichever wind is blowing that day. I can't see who will use this park. 3. Cycle lanes. I am hugely supportive of the Councils efforts to make the streets safer for cyclists, and while shared paths may do this for the cyclist, they make the paths a nightmare for pedestrians, particularly when the shared path is part of a 'commuter' route. I have been shouted at so many times, abused, and physically pushed out of the way by cyclists on shared paths. Somehow it is the responsibility of the pedestrian to know that the cyclist is behind them and apparently the cyclist has the 'right' to continue at road speed on a shared path. Please do not do this. Put the cycle path two way on one side of the road and the pedestrians on the other. Shared paths are problematic for elderly people who may not have perfect hearing, folk with mobility issues, young children, those who are wheeling pushchairs, and people with dogs on leads. 4. I'm amused that these changes are to improve evacuation times – given that for the past two years at Matariki, Seaview Rd and other streets have been closed for up to 5 hours, to allow better traffic management for those attending Matariki, I'd be interested to know how this will be solved.	Helen Egan

ID	Submission	Name
	5. Parking issues – Near the Seaview Rd, Hardy St intersection there is the Roy Stokes Hall where from time to time there are events which are well attended and that part of Seaview Rd is full of cars belonging to those attending. Second the Police St has always used Seaview Rd to exit their car park and Beresford St to enter – how will this work for them if there is no exit from Owles Tce? Additionally there is no of street parking for those visiting the Police Station, and from time to time the Police Station has a lot of visitors. 6. If parking on Seaview Rd is time limited it will effect commercial enterprises and elderly visitors who may not feel up to walking. 7. I'm concerned about the increased traffic on Seaview Rd particularly if there are 'bumps' and a 30 kph limit – I travel through the roundabout several times a week at 8am and see significant numbers of cars turning left into Pages Rd from Owles Tce – presumably these people will now use Seaview Rd – another reason not to slow the traffic on Seaview Rd. My experience of driving on 30kph roads in the central city is that no one takes any notice of the signs, likewise bumps on other suburban streets. If Seaview Rd is an evacuation route, what does that mean for the 30kph and 'bumps' work? 8. It will be wonderful to have landscaping on Pages Rd to aid the wildlife and hopefully the flood mitigation work being undertaken currently will encourage more wildlife in to the area.	
7177	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes This is an excellent improvement of the cycling facilities. Fully support the 4m wide on the north side and the other pedestrian pathway on the south side. I have some concerns about the entry to the proposed carpark in the wetlands and how safe the entrance might be. It is also a pity that the cycling changes do not go all the way to Anzac Drive, particularly on the north side. The Pohutukawa is a nice touch. As usual due to traffic gridlock we waited over an hour on a bus to get out of Brighton after the fireworks despite some roads being blocked off to give the buses priority. This makes it clear that the current setup is unfit for any emergency. Brighton also deserves a better entrance to the suburb. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes Despite living on the other side of town we love the beach and regularly go to Brighton often biking one way and catching the bus with our bikes the other way depending on the wind. There are some good bike rides down the river with a choice of directions. This sometimes means biking from Owles Terrace to New Brighton Road or down Pages Road. Navigating the roundabout safely on a bike is very difficult when there is a lot of traffic. A surprising amount of traffic uses New Brighton Road and exits onto Owles Terrace which together with the hump on the bridge makes it difficult for cyclists and pedestrians to cross. The closing of Owles Terrace and New Brighton Road and the addition of traffic lights will make this much safer and easier to cross. Do you support the proposed changes to Seaview Road? Yes Love the new shared path. Do you support the proposed changes to Hardy Street? Yes Particularly support cutting off Owles Terrace. I did wonder if three raise platforms were a bit much given the volume of traffic and the outcome could be achieved with the speed bumps used in Park Terrace and the proposed visual narrowing. Better to reduce the speed along this road and the whole Brighton area. Do you support the proposed changes to Rawson and Pratt Street? Yes There seems to be little space for cyclists on Rawson Street wanting to turn left into Keyes Road. It is unclear if the volume of traffic currently coming down New Brighton Road will reduce when there is no exit at the end. Currently about 60-70% of the traffic goes straight on to the roundabout. You are removing the refuge that I normally use on the New Brighton Road at Rawson Street and not replacing it with a similar refuge in the centre of the road. The proposed crossing on the bend looks unsafe. I would rather retain the current crossing or move it a bit further west down New Brighton Road and put another crossing in mid-way down Rawson Road for the dairy. Do you have any comments on other parts of the plan? Overall this is an excellent upgrade. I hope these changes will fit in well with the proposed Pages Road cycleway, and with the changes in Owles Terrace through to the end of Southshore.	Anne Scott
7176	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Great to get a 2nd lane outbound for an emergency. Meanwhile Hawke street substrata has clearly been damaged again, where construction trucks enter and exit the old school site. It was damaged after the quakes and we had years of our houses shaking with every bus and truck. That was not fixed until after years of discomfort. But it has started again due to the construction trucks be it not as bad. However if Hawke st is to have all the main traffic the substrata MUST BE FIXED FIRST and thos time such that it can sustain long term denser and heavier traffic!!! Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat See above re Hawke st substrata needing a solid fix Do you support the proposed changes to Seaview Road? Yes Do you support the proposed changes to Hardy Street? Somewhat	Marianne Briels

ID	Submission	Name
	Do you support the proposed changes to Rawson and Pratt Street? No Do you have any comments on other parts of the plan?	
7185	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Instead of a shared path as well as on-road cycle lanes, please consider uni-directional separated cycleways on both sides plus wide footpaths, as these are safer for pedestrians. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes I think the simplified intersection will work well. I’d like to see the traffic modelling for all modes, though. I’d also like to see the bus routes (#5 and potentially #60) modified to stay off narrow/quiet streets as much as possible, as this is where people will be cycling. Please reduce the speed limit on Hawke Street to 40 km/h and Seaview Road to 30 km/h. I support the raised platform to lower travelling speeds. Do you support the proposed changes to Seaview Road? Somewhat I’d prefer to see a separated bi-directional cycleway, so cyclists can travel safely and quickly without endangering pedestrians. I support the narrow slow speed feel, but make it 30 km/h also. Prefer buses not use this road unless there is a separated cycleway for more confident cyclists who won’t use a shared path. Do you support the proposed changes to Hardy Street? Yes I support the raised platforms at all intersections to slow travelling speeds. Please also make all these streets 30 km/h. Please include sharrows on all approaches/exists at these raised intersections as they are too narrow for drivers to pull up alongside cyclists. I support the pedestrian refuge island near Beresford Street. Do you support the proposed changes to Rawson and Pratt Street? Yes I support the raised platforms to slow travelling speeds. Please also reduce the speed limit to 30 km/h and include sharrows. I support the cul-de-sac treatment of Pratt Street. I very much support the retention of walking and pedestrian access along the stop bank/old New Brighton Road alignment through to Hawke Street. Please ensure this shared access is wide enough for cyclists to safely pass pedestrians walking two abreast with prams and dogs. I support planting more trees and shrubs. Please ensure the transition between the closed road and the remaining part of New Brighton Road is easy for cyclists using bikes and trikes of all sizes (including cargo bikes/trikes, recumbents, etc.). Please ensure cyclists are safely able to transition between the road and the path through to Hawke Street, not assuming all cyclists will cross from the road onto the short section of shared path outside #533 New Brighton Road and then cross the road. Do you have any comments on other parts of the plan? I support the cul-de-sac treatment of both ends of Owles Terrace adjacent to the river with pedestrian and cycling access maintained. Please ensure this is suitably wide so cyclists don’t intimidate pedestrians. I support the pocket park. Please ensure a seamless integration of the cycling infrastructure along Pages Road with the existing Please reduce the speed limit on Hawke Street to 40 km/h, and all other side streets to 30 km/h. Support the raised platforms to slow speeds. Would prefer separated cycleway to shared paths. Support cul-de-sac treatments with walking and pedestrian access maintained – please ensure these are as wide as possible so pedestrians feel safe (at least 3 metres). The intersection of Hawke St and Keyes Road is already busy and will likely increase due to the re-routing. Has modelling been done to see whether traffic signals are required here also? Support the no-stopping lines on Hawke St in order to provide an on-road cycle lane and safe egress in case of a tsunami.	Fiona Bennetts
7193	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat	Mylo Dang

ID	Submission	Name
	The new bridge on Pages Road will be the gateway to NB. It should incorporate an interesting/spectacular design that looks and feels like a gateway. The current design is rather bland. In fact, it looks like the type of bridge you would find in an industrial area or highway. It lacks character. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat Do you support the proposed changes to Seaview Road? Somewhat Do you support the proposed changes to Hardy Street? Somewhat The plans show extra landscaping surrounding Nova Montessori school. Our daughter attends this school. Currently, there is limited street parking as it is. The new plan reduces the availability of parking for parents/guardians dropping off their children. The utility for extra parking supersedes the need for aesthetic appeal of extra plants. There also appears to be extra landscaping targeted around Nova school. Please keep landscaping within the raised safety platforms and reduce the length of the platforms at the junction of Hardy and Collingwood streets to allow extra car parks. The landscaping in many parts of Christchurch get quite tall, which affects driver visibility and, subsequently, the safety of other road users. There is a safety issue with plantings opposite the school on Hardy Street and surrounding the school both on Hardy and Collingwood streets. We request that landscaping is done with grass and small plants or trees which support visibility and therefore the safety of young/ small children. The Owles Terrace cul-de-sac, if it proceeds, should be available for parents/guardians to park at drop off and pick up times for Nova school - between 8:15 and 9:15am and 2:30 to 3:30pm with appropriate signage . The same signage is required on Hardy Street pick up and drop off area, signage that is similar to what is there already. Alternatively, a flashing light signage with speed zone/school/ at those times to alert the many additional drivers who will be using Hardy Street. Due to the volume of traffic that is likely to come down Hardy Street, there needs to be School Zone sign surrounding the school, particularly on Hardy street. Do you support the proposed changes to Rawson and Pratt Street? Somewhat Do you have any comments on other parts of the plan? This is an opportunity to, not only improve safety, but to grow NB as a destination for visitors to Christchurch. We already see many marketing pieces use the hot pools and the pier to represent "Christchurch". The gateway can be another notch in that belt. The designers could come up with something spectacular for the gateway and I hope they do!	
7229	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No Do you support the proposed changes to Seaview Road? Yes Do you support the proposed changes to Hardy Street? Yes Do you support the proposed changes to Rawson and Pratt Street? No Do you have any comments on other parts of the plan? There will not be enough roadside parking on Rawson Street.	S Reardon
9077	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat Do you support the proposed changes to Seaview Road? No Do you support the proposed changes to Hardy Street? Somewhat Do you support the proposed changes to Rawson and Pratt Street? No Do you have any comments on other parts of the plan? <i>See attachment</i>	Deidre Jones

ID	Submission	Name
9075	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes Yes to traffic lights. If the intention is to slow traffic make it 40kmph before the new bridge through to Seaview Rd, Hawkes & Owles. Do you support the proposed changes to Seaview Road? No Do you support the proposed changes to Hardy Street? No Do you support the proposed changes to Rawson and Pratt Street? Yes Do you have any comments on other parts of the plan? <i>See attachment</i>	John + Philippa Grant

SUBMISSION TO: Christchurch City Council

ON: Gateway to New Brighton – Pages Road and Surrounding Streets

BY: Waitai Coastal-Burwood-Linwood Community Board

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1. INTRODUCTION

The Waitai Coastal-Burwood-Linwood Community Board appreciates the opportunity to make a submission to the Christchurch City Council on the Gateway to New Brighton – Pages Road and Surrounding Streets project.

The Board wishes to be heard in support of this submission.

2. SUBMISSION

Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?

Yes

Do you have any comments about the proposed changes to Pages Road?

- Strongly support the second lane out (west).
- Emphasise the importance of the upgrade/replacement and future proofing of the road surface and the flooding remediation.
- It will be important that the landscaping and trees are properly maintained for the gateway to live up to its promise as well as to take into account any future widening for public transport lanes.
- We assume the tree species will be selected to ensure the root systems do not disrupt the hard surfaces or infrastructure.
- The Board suggests that the wastewater system underneath the centre of the road be moved so that any issues can be more easily addressed and works are less disruptive.
- In order for it to function as a gateway, there needs to be wayfinding signs (including for local attractions).
- Residents are keen to maintain access to the Bexley Red Zone. Without roadside parking, the Council will need to consider providing adequate local parking.

Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?

Somewhat

Do you have any comments about the proposed T-intersection?

- The effective diversion of New Brighton Road may not be popular, especially with residents of Rawson Street.
- However, the Board has no choice but to accept the modelling which has been extensively reviewed and is estimated to be 40 minutes faster than the current layout and 25 minutes faster than a cross intersection.
- If wayfinding signage could be included at each of the intersections.

Do you support the proposed changes to Seaview Road?

Somewhat

Do you have any comments on the proposed changes to Seaview Road?

- More dialogue is needed with local businesses and with groups who use the Roy Stokes Memorial Hall to develop, in partnership, options for parking and access to the central mall area.
- Priority, however, should be given to the safety of vulnerable road users.

Do you support the proposed changes to Hardy Street?

Somewhat

Do you have any comments on the proposed changes to Hardy Street?

- Conditionally on whether FENZ and NZ Police are in support.

Do you support the proposed changes to Rawson and Pratt Street?

Yes

Do you have any comments about the proposed changes to Rawson and Pratt Street?

- Provided that Pratt Street surface, footpaths and infrastructure are fully renewed.
- The Board requests a footpath between the cul-de-sac and the river (New Brighton Road).
- The Board also requests that the footpath on New Brighton from the proposed T intersection to Rawson Street is upgraded.
- Work needs to be undertaken with Rawson Street residents to address their concerns.
- Work needs to be done with Annabel's Educare to reduce parking congestion around the intersection.
- Increased traffic at the Rawson/Keyes/Pratt intersection is a safety concern.

Do you have any comments on other parts of the plan?

- We support the closure of the end of the Owles Terrace intersection but think there should have been a question about it in the consultation document.
- The Board emphasise its wish for the Council to work with all key stakeholders to ensure that this project is a success.
- The sooner this project can start the better.

A handwritten signature in blue ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Paul McMahon
Chairperson, Submissions Committee
WAITAI COASTAL-BURWOOD-LINWOOD COMMUNITY BOARD

21 August 2023



29 August 2023

Christchurch City Council

Email: letstalk@ccc.govt.nz
BY EMAIL ONLY

To whom it may concern,

Gateway to New Brighton - New Brighton Road and Rawson Street

We act for Zenaida Cargill, the owner of Beachcomber Dairy at 47 Rawson Street, New Brighton.

Our client has some concerns with respect to the planned changes to New Brighton Road and Rawson Street and has instructed us to address these concerns. We understand that submissions were due to Christchurch City Council on 28 August 2023, but hope that our submission can still be accepted.

Our client understands that New Brighton Road will be closed from Rawson Street to the bridge and that the section along the river will become pedestrian/cyclists only. Our client has some concerns regarding the closure of New Brighton Road and the changes that will be made to Rawson Street. Our client's concerns are as follows:

1. That if New Brighton Road is closed and works on Rawson Street are undertaken this could impact our client's business and significantly decrease the amount of foot-traffic the Beachcomber Dairy receives;
2. Due to point 1 above, sales and profits would substantially decrease to a point where our client could no longer operate her business;
3. That the changes proposed would isolate our client's business;
4. That there would be minimal street lighting along the Avon River, making the path along the river dark and dangerous at night time.

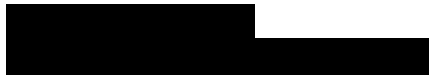
We wish to request the following:

1. That New Brighton Road is not permanently closed, but that perhaps other alternatives are explored;
2. That traffic from New Brighton Road is not redirected through Rawson Street;



-
3. That the street lighting currently in place along New Brighton Road be kept and maintained or that new lighting be installed so that walking along the Avon River at night will be safe.
 4. That care be taken to minimise the risks and the impact the changes will have to our client's business;
 5. That access to the Beachcomber Dairy is not restricted;
 6. That one-way systems be considered first and foremost before total (permanent) closure of New Brighton Road.

If you require any further information our client can be contacted by the following methods:



We hope that our requests are considered.

Yours faithfully

PIER LAW
Northwood

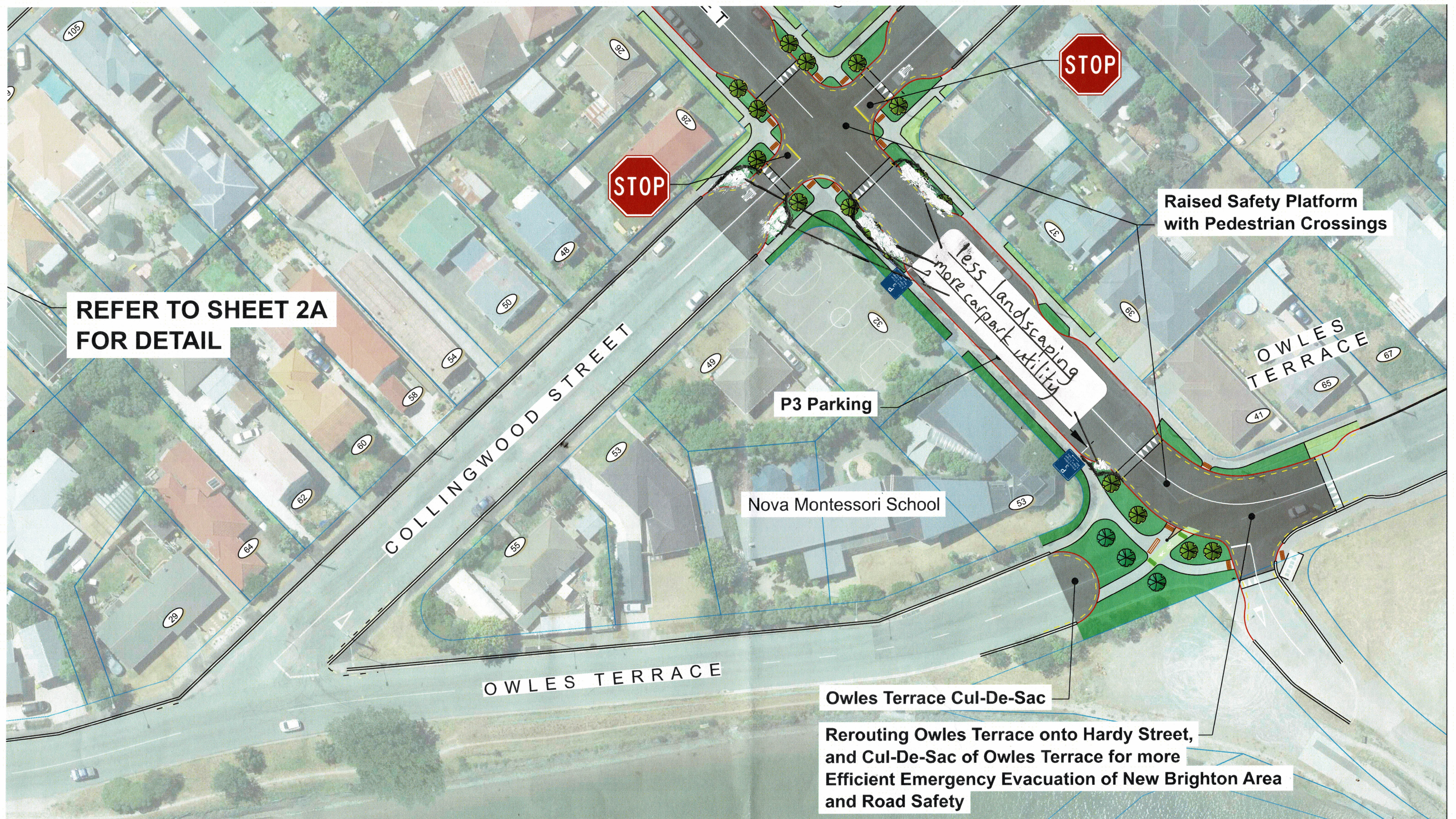
A handwritten signature in black ink, appearing to read 'Alice Wood'.

ALICE WOOD

Solicitor

AW: AW

E-Mail: alice@pierlaw.co.nz





Nova Montessori Centre Charitable Trust

From:

Trustees Nova Montessori Centre Charitable Trust
Nova Montessori Children's House and School
53 Owles Tce
New Brighton
Christchurch - 8061

Updated Submissions - Gateway to New Brighton

Background to our original submissions

- The submissions that were originally provided by Nova in August 2023, were submitted on the basis that the proposed changes were a fait accompli; that the public was being asked for feedback on the proposed design being implemented. This was the representation made to Nova back in July 2023
- However, the school was not consulted before the proposed designs were put to the public for feedback. No korero took place prior to the public feedback request.
- We acknowledge and appreciate that the designs are driven by a desire to "improve road safety, make emergency evacuation more efficient and provide space for future flood protection measures," however, we ask that this is balanced against the safety of our community who use these roads every day - including very young children.
- For this reason, and following further consideration with our school community, we are submitting this addendum to our original submission.

**How the area around Owles Terrace, Hardy Rd and Collingwood St
is used day-to-day**



Nova Montessori Centre Charitable Trust

- The school is accessed by 100 children and approximately 200 parents and 10 staff members, up to 300 days in a year. The age of our children range from as young as 2.5 year to 13 year. Further more there are parents with babies getting in and out of cars in order to drop their children off.
- This community is probably the most frequent users of Owles Terrace, Hardy Road and Collingwood St - and the surrounding streets.
- We have children who come and go from school on foot, bike, scooters and cars.
- We feel that our community's use and input has not been taken into consideration in the proposed design as we were not consulted prior to the designs being made public and feedback sought.
- We and the school community strongly oppose the proposed changes around the Owles Terrace.

How the proposed changes affect our community

- In particular, the school currently has 3 access points, which are served by 3 streets that have 2-way access: Owles Terrace, Hardy St and Collingwood St. The main school entrance is on Hardy St.
- The proposed changes will result in:
 1. Substantial increased traffic to the school's main entrance on Hardy Road - yet very limited parking spaces. Currently, there are spaces for 16 cars on Hardy Road. This is limited as is. The proposed changes reduce this down to 8. This will mean more children and parents with babies crossing a busier street - at least two times a day.
 2. Substantial increased school traffic to Collingwood St, given the limited parking on Hardy St. Given that Owles Terrace/Hardy Road will be blocked, there will likely be more cars doing u-turns on this street - compromising safety



Nova Montessori Centre Charitable Trust

3. Possibly very limited access to the Owles Terrace entrance as parents will not be able to see their children entering the Hardy Road entrance - meaning increased traffic to Hardy St and Collingwood St.

- From a safety perspective, the proposed changes DO NOT improve the safety of the roads for our school community.
- In the case of an emergency evacuation, we will be forced to manoeuvre approximately 100 children - many of them very young - along Hardy St, with its increased traffic. Again, this is not safe or efficient.
- Therefore, we strongly believe that the proposed changes DO NOT meet the goals of the improving road safety or making emergency evacuation more efficient - for our community.

What our community would like

- Therefore, we respectfully ask that you DO NOT block off the Owles Terrace / Hardy Street and you DO NOT block off the access from Pages Rd to Owles Terrace. The safety of our community should take priority over street aesthetics and given more consideration in the overall goals of the new designs.

Thank You.

Yours Sincerely,

Mark Matsis, Shubha Narayan and Pauline Matsis

(For Nova Montessori Centre Charitable Trust)

Dated: 22nd March 2024



Nova Montessori Centre Charitable Trust

Nova Montessori School and Children's House
53, Owles Tce
New Brighton
Christchurch - 8061

Submission re Gateway to New Brighton

Pages Road Bridge and surrounding streets

Thank you for the opportunity to comment on the plans for a new Gateway to New Brighton.

Along with thousands of other coastal residents we are absolutely thrilled that the New Brighton Pages Road Bridge is to be rebuilt. An older bridge, damaged in the 2011 earthquakes and repaired to 67% of code, has felt unsafe for many residents. The new bridge will give residents reassurance that their need for a safer and wider structure is finally progressing.

Overall, we agree with many components of the plan.

This submission focuses mainly on the northern part of the plan i.e., Hawke Street north. We are residents of Keyes Road so this plan directly affects us.

We wish to speak to our submission.

Comments re Pages Road and the new bridge

We support:

The one lane in two lane out, bridge. The plan, at this stage, looks simple and effective.

- The Pages Road entry is much more suitable for visitors to our highly profiled and internationally featured suburb e.g., amazing beach, He Puna Taimoana, New Brighton Pier etc.
 - The median strip with Pohutukawa trees makes an attractive entry, Pohutukawa providing height to an otherwise flat landscape.
 - The side planting is appropriate and attractive.
- The alignment with Hawke Street provides better flow in and out of New Brighton and is the route most commonly used now.
- The cycleways and foot paths along Pages Road are brilliant.
- We wholeheartedly support the Gateway artwork proposed and for this to be done in collaboration with manu whenua.

We have concerns:

- This section of Pages Road sunk significantly with the quakes. It is obviously still very low lying and subject to flooding since the decommissioning of the pre-existing pumping stations.

We request:

- That this section of road be elevated significantly to enable it to be safely crossed in the event of flooding of surrounding land and tsunami inundation up the river and across low lying red zone land.

Comments re the eastern side of the bridge

We appreciate the fact that the area where currently Owles Terrace meets the roundabout is, and has been, problematic for decades with frequently flooding. The distance between houses and river is very narrow.

New Brighton Road has been one way from Pratt Street for some time post-earthquakes. The one-way option has not been widely supported by adjacent residents and those feeding into Wainoni Road or travelling to The Palms (in times of normalcy). There is flooding across sections of this road particularly between Rawson and Pratt Streets on high tides which is understood to be largely due to dysfunctional operation of the back flow mechanism from the river.

We support:

- The pocket park in essence
- The retention of the Palm tree if possible
- Turning Pratt Street into a cul-d-sac

We have concerns:

That the removal of New Brighton Road from Rawson Street to the bridge

- creates a problem that there didn't need to be,
- doesn't sufficiently factor in 'crowd behaviour',
- removes another option of escape from possible congestion at the bridge,
- increases risk at the Rawson Street/Keyes Road intersection.

The problem is this; in order to manage the possible congestion/bottle neck at entry to the bridge, traffic lights are proposed.

Time is of the essence if successful evacuation is to take place. We are very aware that modelling shows delayed evacuation if New Brighton Road is open, but that is only because more traffic light phases would need to be added. (The roundabout at the Pages Road bridge has never been problematic and traffic flows freely in all directions.)

Crowd behaviour does not appear to have been adequately factored into this proposal. This behaviour is compounded by the fact that in a near source tsunami evacuation, approximately 12,000 people from South Shore to New Brighton will be attempting to exit the area (most by car, the distance to safety being too far to walk) over only two bridges; the South Brighton and Pages Road bridges. The river is an impenetrable barrier for most. Potential damage to roads etc would further add to the chaos. During such extreme urgency and pressure people do not behave as they would ordinarily. There is ample research on this subject.

"The loss of life due to tsunami events can be minimised by comprehensively understanding what would happen and predicting the evacuees' behaviour choices"¹

It would seem to us that the crowd behaviour has not been sufficiently incorporated into the proposal.

"Numerous studies have shown that evacuees may have different evacuation behaviors during tsunami threats (Takabatake et al., 2017). Various characteristics have been thoroughly studied, such as age, gender, previous disaster experiences (not just tsunamis), the presence of children or seniors, etc., showing that human behaviors are quite complex and subject to circumstances

¹ [Tsunami evacuation modelling via micro-simulation model](#)

Azin Fathianpour a,* , Barry Evans b, Mostafa Babaeian Jelodar a, Suzanne Wilkinson a

a School of Built Environment, College of Sciences, Massey University, Auckland 0745, New Zealand

b College of Engineering, Mathematics and Physical Sciences, Harrison Building, University of Exeter, North Park Road, Exeter, EX4 4QF, UK 2023

(Dash and Gladwin, 2007; Lachman et al., 1961; Marín et al., 2010; Mori et al., 2011; Suppasri et al., 2013; Yeh, 2010).”²

An additional route Previous disaster experience in this New Brighton area in 2011 showed considerable care and consideration was demonstrated but many rules were broken. A ‘needs must’ approach was taken. People need to be given the option to travel along New Brighton Road to the Bower Bridge and cross the river onto Wainoni Road if they see that the Pages Road route is congested.

Increased risk The proposed route from New Brighton to the Bower Bridge is to enter/exit New Brighton Road from the Rawson Street/Keyes Road intersection, a very dangerous corner (Keyes Road being angled at this point thereby preventing full vision along the road). There have been numerous crashes³ and multiple deaths at this intersection e.g., two reported deaths in 2010.⁴ Annabel's Educare is located at this intersection.

The value of fully reinstating New Brighton Road and creating a roundabout at the bridge

Reinstating New Brighton Road

- would provide the choice of a second route for evacuees,
- would likely be cheaper,
- would avoid problems if light malfunctioned,
- could be monitored for effectiveness during times of high traffic events such as fireworks displays,
- could be changed should it be considered that the roundabout and reinstatement of New Brighton Road wasn't working (if would be more difficult to reverse the traffic light proposal).

Japan a country not known for roundabouts began removing traffic lights and installing roundabouts following the devastating tsunami in 2011.

A city government official said, "As [all vehicles] reduce speed at the intersection, many residents have said it has become safer."

Roundabouts can also reduce maintenance and electricity costs for traffic lights, which have a service life of about 20 years.

As vehicles do not need to wait for traffic lights to turn green before advancing, the city estimates that carbon dioxide emissions at such intersections can be reduced by about 10 per cent. (Reported In Stuff 2013)⁵

² [Tsunami-induced traffic evacuation strategy optimization](#)

Zhenning Lia, Hao Yua, Xiaofeng Chenb, Guohui Zhanga,*^a, David Maa. ^a Department of Civil and Environmental Engineering, University of Hawaii at Manoa, 2540 Dole Street, Honolulu, HI 96822, United States ^b School of Automation, Northwestern Polytechnical University, Xi'an 710129, China. 2019

³ <https://www.chrislynchmedia.com/news-items/Newbrightoncrash-f24y8-edh9w>

⁴ <https://www.nzherald.co.nz/nz/two-killed-in-motorcycle-crash/OJ7CQHV3ESBPA25MKEMPMX4K7A/>

⁵ [In Japan Roundabouts hit the streets](#)

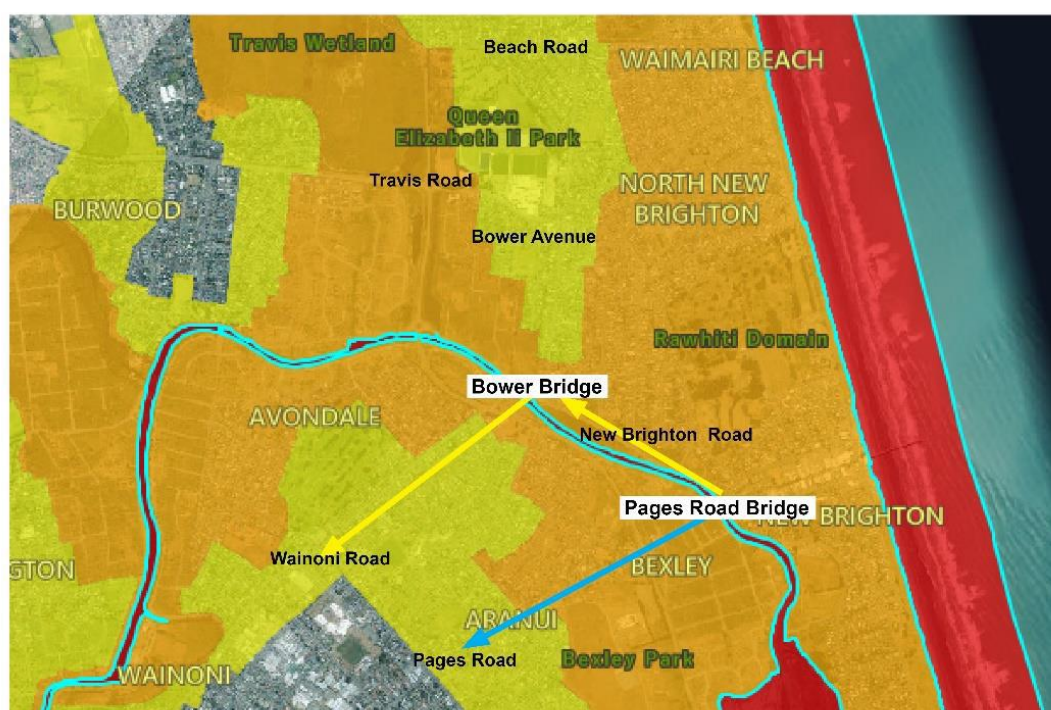
We request:

- that the traffic light proposal be reconsidered and further information about a roundabout sought and investigated,
- that New Brighton Road be fully reinstated to join the two-lane roundabout. This would likely require ramping the road up from Rawson Street to the bridge so further engineering would be required. Again, this option could be reversed if, it was shown to be ineffective or, if required. It would be far more difficult to reverse if the road was closed.

New Brighton Road has always been seen as an important road for those in New Brighton. Implementation of the above will give residents a greater sense of resilience in the event of an emergency evacuation.

Pedestrian and cycle access to Rawhiti Domain

We also request that an additional pedestrian crossing be placed on Keyes Road adjoining the substation. This would lead directly into a very popular paved walkway in Rawhiti Domain which provides access to two children's play areas, The Canopy, sports fields, and Golf Club beyond. The vast majority of park users accessing the domain from this entrance must cross Keyes Road to do so. A pedestrian crossing would also serve to remind drivers to stay within the speed limit. (Speeding is common on Keyes Road.)



Pages and Wainoni Roads exit routes - Map: From Canterbury Evacuation Zones 2022

Finally:

Thank you for your consideration and deliberation. We trust this submission will be displayed, in full, on the Council website.

Gavin and Eleanor Bodger 23-08-23

Pages Road Bridge and surrounding streets feedback form additional information

Q1 Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?

- I support the two lanes westbound.
- The trees down the middle of Pages Road look lovely as long as they don't impede a drivers view, and we can still get into and out of the Mechanic and whatever is going in the current red zone between the mechanic and the bridge from both the east bound and westbound lanes.
- I don't understand why you wouldn't also make the full stretch of road from Anzac Drive to the lights at the proposed T-intersection 2 lanes eastbound to help daily traffic congestion coming into New Brighton (especially at peak hour traffic times) when it is already two lanes at Pages Road and Anzac Drive. Also see my comments on Q2.

Q2 Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?

- With blocking off access to Beresford Street and Owles Terrace there is going to be a lot more traffic needing to turn right at the proposed lights. I believe the proposal will congest traffic more coming into New Brighton especially at peak traffic times. You have not provided enough room in the right turning lane for the cars turning right not to impede eastbound traffic going straight ahead towards Hawke Street and Keyes Road. At minimum there would be a 50/50 split between traffic going down Hawke St and Traffic wanting to turn right due to the proposed changes. In my experience there is a pretty even amount of eastbound traffic that take the current 3 routes, so a 1/3 split.
- It is hard enough to turn right from Keyes Road onto Hawke Street, or right from Hawke Street onto Keyes Road now, and placing lights at the proposed new T-intersection at the bridge, Hawke Street and Seaview Road will only make matters worse with vehicles backed up at the lights, meaning vehicles trying to turn right from Keyes onto Hawke Street, will not be able to turn until the lights go green, at which point they will have to wait for the traffic coming east from the lights to clear before turning, and may or may not have enough time to complete their turn before the traffic backs up at the red light again. The Keyes Road Hawkes Street T-intersection needs lights, with free left turns, whether or not the proposed new T-intersection lights go ahead at the bridge, Hawke Street and Seaview Road.
- Where there is proposed new green planting on the Hawke Street Keyes road corner, this area should be used for a free left turning lane as with New Brighton Road blocked off this is currently the only way to North New Brighton from Pages Road. Wouldn't it make sense to fix a congested traffic corner rather than make it worse, which the proposed changes would do as they stand?
- I understand you are focused on helping get traffic out of New Brighton in the case of an emergency or after a big event that happen maybe 2-3 times a year. But I'm not sure that you have correctly assessed how the roads are used every day for both residents and employees or businesses in New Brighton.
- I am unsure why this intersection would need to be raised. And I'm really not sure how practical all these proposed raised intersections are throughout the whole plan. Why do they

need to be raised? If it is to slow traffic down, why would you need a raised intersection at lights?

Q3 Do you support the proposed changes to Seaview Road?

- The main flow of traffic on Seaview Road is east and west. The intersection at Hardy Street doesn't reflect this. I see the proposal is to change Hardy Street to the main flow of traffic, but Seaview Road is full of shops and the reality is that a good amount of traffic flow is still going to be east to west and west to east. The current proposal of the Hardy Street Seaview Road corner looks dangerous for traffic travelling east to west or west to east.
- There is currently not enough parking outside the businesses on that Seaview Road and Hardy Street corner. The fish and chip shop, laundromat and Pizza Hut are all very busy businesses and putting yellow lines on the north side of the road opposite them just so you can put planting and a cycle way is completely unrealistic for how busy those businesses are and how difficult it already is to get a park there. Services like Uber Eats and Door Dash have only exacerbated the lack of parking and they take up the current parking that is showing as 10 minute parking on the plan. The proposal will make this even worse. There needs to be parking on both sides of Seaview Road retained. Plus you have yellow lines outside that whole block of shops on the east side of Hardy Street. Further cutting alternative parking for those same busy businesses.
- This is the same with the businesses, preschool, and residents on the whole stretch of Seaview Road to Hardy Street.

Q4 Do you support the proposed changes to Hardy Street?

- As above, I do not support the proposed change to the Hardy Street, Seaview Road corner.
- I support the proposed changes to the intersections at Beresford Street and Collingwood Street as long as the plantings don't impede driver vision of oncoming traffic.

Q5 Do you support the proposed changes to Tawson and Pratt Street?

- I do not support any of the changes to Rawson Street. I own, live and work from 40 Rawson Street which is right on the right angle bend. Coming from Keyes Road instead of going around the bend towards New Brighton Road I can currently, very carefully, drive straight up my drive. I have lived in the property since February 2015.
 - In that time the road/corner outside my house, has been resurfaced at least 3-4 times and the intersection at Rawson Street and Keyes Road was changed once.
 - The corner outside my house currently has a wide road because it needs it. This is a blind corner and approximately 90% of the traffic cut the blind corner coming from New Brighton Road going towards Keyes Road. There have been so many 'near miss' head on collisions I can't count them. Plus we have had cars coming from Keyes Road miss the corner and end up up both mine and my neighbours (number 42) driveways. Cars take this corner way too fast, mostly coming from New Brighton Road going towards Sinclair Street or Keyes Road. For this reason **I support efforts to reduce the speed that cars are able to travel around that corner as well as visual aids, ie mirrors to be able to see what is coming from both directions.**
1. I work from home as an Accountant. As such I have clients come to see me and I have a staff member that works for me, as well as suppliers (couriers, stationery, mobile storage units, document destruction trucks) that need to pick up and drop off from time to time. The couriers and trucks currently stop outside the driveway (there is currently enough room to do this safely because the corner is wide) and the clients and staff park on the street. The current

proposal means none of these (staff, clients, suppliers) will have anywhere to park. The supplier trucks cannot come into my driveway because it is too narrow, after repeated requests, when the road and footpath were being redone, to widen the entrance to my driveway were not carried out. I got agreement but it was never done.

- Parking outside number 41 and number 43 as proposed is dangerous due to the blind corner. Pulling out from those parks is very dangerous. It would be safer to have dedicated parking on the other side of the street outside number 42 and the current red zone.
- If you want to make the road look pretty with trees and plantings, put the plantings on the fence line of the red zone on the inside of the footpath and please keep our parking in that stretch of road from number 36 Rawson to New Brighton Road.
- The proposed tree planting on the corner outside numbers 36-40/42 is completely impractical due to the angle of our driveways especially at number 38 and number 40. The owners of number 38 own a landscaping business and often back trailers or trucks or trucks with trailers into their driveway. I often back trailers or trucks in and out of my driveway for landscaping supplies etc. The proposed planting will severely impede this, as well as my ability to even get in and out of my driveway.
- With the proposed plantings on that corner, where are we meant to put our rubbish bins out? The truck won't be able to get to the footpath and it will be dangerous to put them on the road.
- When big events are on in New Brighton, Rawson Street is always completely full with visitors/attendees parking their cars and walking the rest of the way to the event.
- I do not support New Brighton Road being closed from Rawson Street. There is a lot of traffic that still use New Brighton Road constantly. It is very rare to not see traffic on the stretch of New Brighton Road between Rawson Street and Pages Road roundabout. I propose a better plan than using Rawson Street as a main access out of New Brighton would be to utilise the red zone between Rawson Street and Hawke Street to move the current problem area of New Brighton Road slightly further away from the river, make it fully two way again and link it in with the proposed lights at Hawke Street, Seaview Road and Pages Road. This would make for a much better traffic flow out of New Brighton in an emergency or after big events.
- The Rawson Street, Pratt Street and Keyes Road intersection has been dangerous since I moved into Rawson Street in early 2015, and likely before that.
- I do not support your proposed changes to this intersection because in my view it would make this intersection even more dangerous and problematic than it already is.
- The issues for this corner are;
 1. drivers travelling south on Keyes Road missing the veer and going through the fence on the property in the corner of Keyes Road and Pratt Street (this has happened 3 times since I have lived here.
 2. traffic getting from Keyes Road in and out of Pratt Street especially for drop off and pick up of children from Annabelle's Preschool.
 3. turning right into Keyes Road from Rawson Street
- In regards to 1. and 2. in my opinion the proposed changes actually make these issues worse. As well as adding an extra issue of turning left into Rawson Street from Keyes Road (4.). In the proposal, vehicles travelling north on Keyes Road and turning into Rawson Street (4.) will need to travel further around the proposed planting and turn on a much tighter angle (almost back on itself) to get into Rawson Street. While at the same time vehicles travelling south on Keyes Road turning into Pratt Street and vehicles turning right from Rawson Street onto Keyes Road will be sitting in the median strip at the same point as the road has been made narrower for the planting.
- The proposed trees could obstruct driver views especially between drivers sitting at Pratt Street or Rawson Street needing to pull out into Keyes Road. On this corner it is crucial that drivers on Pratt Street and Rawson Street can see each other.

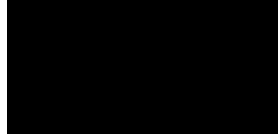
- While I think the footpath upgrading is a good idea in that area due to preschoolers and parents, if it is not accompanied by either a crossing or lights to make crossing Rawson Street or Pratt Street safer then it actually makes no difference.
- It would be safer to remove the grass planting at the end and keep the footpaths the same.
- Removing the parking outside the preschool by planting trees and narrowing the road is also not practical. On the proposed plan it doesn't show as a no parking area but the trees narrow the road to the extent that it is problematic to park on the road and still have clearance to drive safely.
- It is already a problematic and somewhat dangerous corner. In my opinion this makes it an extremely dangerous corner. The proposal of then making this a main thoroughfare is incomprehensible.
- I do not completely support the closing of the New Brighton Road end of Pratt Street. See my comments in Q5 point 8. I believe if New Brighton Road was moved slightly north of its current location into red zone, Pratt Street would still be able to safely be linked into New Brighton Road. Or if New Brighton Road couldn't be taken all the way to the proposed Seaview, Pages Road, Hawke Street lights then utilising some of the red zone and linking New Brighton Road into Pratt Street, but also moving New Brighton Road slightly north to combat the current flooding issue would be a better option than using Rawson Street as a traffic thoroughfare.
- I do not support Rawson Street being used as a main traffic route.

Q6 Do you have any comments on other parts of the plan?

- Overall I don't support the closing of Owles Terrace as it is the main route I take between North New Brighton and South Brighton. However I am resigned to the fact that the council want it closed from north of where Owles Terrace intersects with Hardy Street and the balance of my submission answers are based on that fact that I will now have to drive through the middle of New Brighton in some way shape or form to get to Doctors/Physio etc in Union Street or anywhere south of Hawke Street rather than missing the balance of traffic by taking Owles Terrace and Collingwood Street from the current roundabout.
- Please see my earlier point regarding the intersection between Keyes Road and Hawkie Street.
- Please see my earlier point regarding New Brighton Road and utilising the red zone to connect New Brighton Road two ways to the proposed new traffic lights at Hawke St, Seaview Road and the new bridge.

Submission for

Deidre Jones & Thrive Business Accountants Ltd



QUESTION 1 - Do you support changes to Pages Road?

Answer: Somewhat

Pages Road - West Bound lane. - Regarding faster evacuation. You will still have the problem of bottlenecking continuing west along Pages after Anzac Drive.

At present Westbound traffic with 2 lanes merge into one lane again just past the Anzac Drive/Pages Road intersection.

We have a property at 598 Pages Rd and it is extremely dangerous turning into it coming from New Brighton as some traffic races to beat other traffic off the intersection to get ahead when it merges just after our property. Even when we indicate way in advance with hand signals as well we get abused and blasted with horns because we are slowing down road ragers.

Solution Please

There needs to be a double lane for at least another 150 metres or until the end of the housing on the left.

QUESTION 2 – Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes.

Suggestion

Yes to Traffic Lights. If the intention is to slow traffic make it 40kmph before the bridge through to Seaview Road, Owles Terrace and Hawke streets.

QUESTION 3

Do you support changes to Seaview Road? No.

The Pre-School on Seaview Road needs parking both sides of the road for picks and drop offs. If you have ever had e.g. two kids in tow and/or a baby to contend with being able to park outside without any hassle and having to walk a distance to your car is not satisfactory. Today I drove past at pick time and both sides of the road was busy with parents and children. Please take into consideration the people that actually live in this area. It's all very nice to be pretty looking but if it's not functional, you have missed the brief.

The Roy Stokes Hall when in use, there would be no parking on that side of the street, also if any of those homeowners and businesses have visitors or clients there is no parking for them on the street.

Cycleway - We would suggest that the cycleway goes up the lefthand side of Seaview Road where the current footpath is between the trees and the boundary fences, leaving the current parking as is.

The Footpath - The opposite side of the road, would be designated as a footpath only and could be widened to the trees.

Pedestrian Crossing - There would need to be a pedestrian crossing outside the Roy Stokes Hall.

QUESTION 4 – Do you support changes to Hardy Street? No

Drove down Hardy Street today. It doesn't need all this Kerb planting.

Don't narrow this road. Think about trucks and large vehicles trying to maneuver around these narrowed intersections. You will need to cross the center line on other side of the road. A lowered speed limit is fine.

Any shrubbery would have to be no more than 600mm high.

We do not agree with the narrowing of the street using abutments at Seaview Road corner and midway between Beresford and Collingwood streets. If there are no parked cars this would become a difficult to see hazard

QUESTION 5 Do you support changes to Rawson & Pratt St? **Yes**

QUESTION 6

Keys Rd/Hawke St – There will be increased traffic coming into New Brighton from Keyes Rd that would normally have used the one way New Brighton road to the roundabout. As it is now traffic has to wait at Keyes Road for some time to be able to get out on to Hawke street especially at Peak hours and on the weekends. This change will only make it worse.

Shaw Ave where it meets Seaview T-intersection is narrow. Turning Left off Shaw ave into Seaview Road is narrow.

If you want to turn right at the start of the mall this is too narrow. Uneven road surface which was never fixed after the earthquake. Travelling either way on this section of the road is dicey. Cars parked parallel and on the other side is normal car parks. Two way traffic is tight for all involved. It is not well designed and bushes at the end of that section are getting overgrown again the line of sight is being compromised.

Not in your draft plan but relevant to the overall plan. - All about traffic/people movement

Union Street by the medical center used to be a wide road and was fine, it is a very busy area. A lower speed limit could apply and the layout of the road wider and serviceable. The center-line does not line up with the center line at the stop sign.

Lastly

The carparks in the mall. We are sure that these carparks have attracted a lot of criticism over the years and rightly so. They were designed by an absolute clown! Instead of being a commonsense rounded design they are a square high buttress that would have resulted in millions of dollars of damage to vehicles since their inception. These need to be sorted.!!!!