

Hearings Panel
ATTACHMENTS - UNDER SEPARATE COVER

Date: Thursday 4 April 2024
Time: 9:30 am
Venue: Pages Road Bridge Renewal Project
Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

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ADDENDUM SUBMISSIONS – GATEWAY TO NEW BRIGHTON

NAME: MY-LINH DANG

EXECUTIVE SUMMARY

We, the parents of Nova Montessori Children’s House and School and local community, ask the following of Christchurch City Council:

1. DO give the safety of our children and community priority in the consideration of your plans for Gateway to New Brighton. This community uses the area 300 days each year. This should be balanced against the lower risk of an emergency event.
2. DO NOT make Hardy Street a main arterial road / thoroughfare for traffic.
3. DO NOT block off access from Pages Road to Owles Terrace.
4. DO NOT block off Owles Terrace / Hardy Street.

BACKGROUND TO ORIGINAL SUBMISSIONS

I made my original submissions in August 2023. Those submissions were made on the basis that the Gateway to New Brighton plans were a fait accompli; that the public was being asked for feedback on the proposed design being implemented – with no other design and planning options available.

These submissions are an addendum to those original submissions. Furthermore, these submissions are in support of a petition on behalf of the Nova Montessori Children’s House and School parents and local community. The petition has been live for 1.5 weeks and has garnered approximately 100 signatures.

No korero took place with our community prior to the plans being drawn up and public feedback request. The parents and legal guardians of children who attend that school, are key stakeholders in the Gateway to New Brighton plans. The Gateway to New Brighton project team should have met with us to discuss how we use the local area and the Council’s plans for the area.

By representing the proposed changes as a fait accompli, the basis of the feedback request and any feedback provided to date, at least in our case, do not represent our views and preferences.

Furthermore, the decision-making process is not consistent with section 78(1) Local Government Act. In particular, the school community is made up of parents of school-aged children. A significant number have more than one young child. The method of consultation should take into consideration this demographic. A face-to-face meeting would be appropriate to properly canvass the views of this demographic.

Furthermore, the plans shared online during the consultation process did not include the zoomed in images of Hardy Street around Nova school. The zoomed in images show parking reduced to about 8 spaces. The feedback that was originally provided, therefore, did not take into consideration this information. Failure to provide the zoomed in image means the information provided was not a fair representation of the proposal as contemplated under section 83AA.

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 streets every day – including very young children.

For this reason, and following further consideration with our school and local community, we are submitting this addendum to the original submission.

HOW THE AREA AROUND OWLES TERRACE, HARDY RD AND COLLINGWOOD ST IS USED DAY-TO-DAY

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 ranges from as young as 2.5 years to 13 years. Parents with babies get in and out of cars to drop off their children at the school. Children come and go from school on foot, bike, scooters and cars.

This community is probably the most frequent users of Owles Terrace, Hardy Road and Collingwood St – and the surrounding streets.

Our community's use and input has ***not*** been taken into consideration in the proposed design.

We strongly oppose the proposed changes around the Owles Terrace and Hardy Street.

HOW THE PROPOSED CHANGES AFFECT OUR COMMUNITY

The school currently has 3 access points, which are served by three s-way streets: Owles Terrace, Hardy Street and Collingwood Street. The main school entrance is on Hardy Street.

The proposed changes will result in:

1. Substantial increased traffic to the school's main entrance on Hardy Street – yet very limited parking spaces. Currently, there are spaces for 16 cars on Hardy Street. As it is, this is quite limited parking already. The proposed changes reduce this to 8. This will mean more children and parents crossing a busier street – at least two times a day.

2. Increased safety risks created by the “raised safety platforms”. There are a number of these platforms around New Brighton. As a local who uses the streets around New Brighton every day, it is clear the raised safety platforms already in place do not improve safety. They cause a lot of confusion between pedestrians and vehicles. Furthermore, many vehicles speed up in between the platforms to “make up time”. Under the plans, the school will be bookended by a couple of safety platforms. This will likely result in cars speeding up directly in front of the school gate to make up time. There is no evidence that raised safety platforms increase safety or help in the case of an emergency.
3. Substantial increased school traffic to Collingwood Street, given the limited parking on Hardy Street. Given that Owles Terrace/Hardy Road will be blocked, there will likely be more cars doing u-turns on this street – compromising safety.
4. Possibly very limited access to the Owles Terrace entrance from the North end as parents will not be able to see their children entering the Hardy Street entrance – meaning increased traffic to Hardy Street and Collingwood Street.

THE PROPOSED CHANGES DO NOT MEET THE GOALS

From a safety perspective, the proposed changes DO NOT improve the safety of the roads for our community. This must be taken into consideration as our community use these streets every day.

In the case of an emergency evacuation, the school will be forced to manoeuvre 100 children – many of them very young – along Hardy Street, with its increased traffic. Again, this is not safe or efficient.

We strongly believe that the proposed changes DO NOT meet the goals of improving road safety or making emergency evacuation more efficient. For our community, these proposals are detrimental for our day-to-day.

EVIDENCE TO SUPPORT THE PROPOSED PLANS

We have not been provided access to any analysis of the advantages and disadvantages of closing the Owles Terrace access point to Pages Road or of the proposed changes around Hardy Steet (section 77(1)(a) Local Government Act 2002).

In the Council’s afternoon webinar session, posted to your website, Mr Peter Lavelle stated that the changes to the access point to Bridge Road (closing the Owles Terrace access point) would cut emergency evacuation times by approximately 40 minutes. **We have not been provided any evidence** to support this claim.

Furthermore, does this proposal consider what happens if an emergency closes or affects that one exit?

We have not been provided an explanation as to why closing Owles Terrace and re-routing traffic through Hardy Street the most efficient way to get traffic out of the area. We have not seen any risk/benefit analysis.

Has this taken into consideration the day-to-day uses of Owles Terrace and Hardy Street by frequent users, such as the school and local community?

There is increasing evidence that raised safety platforms cause damage to vehicles – in particular, emergency vehicles, such as fire trucks, that carry water in the case of an emergency. Is there any independent evidence to support the use of raised safety platforms and how they will assist in the context of the New Brighton landscape?

WHAT OUR COMMUNITY WOULD LIKE

Therefore, we respectfully ask that the Council:

1. DOES give the safety of our children and community priority in the consideration of its plans for Gateway to New Brighton.
2. DO NOT make Hardy Street a main arterial road / thoroughfare for traffic.
3. DO NOT block off access from Pages Road to Owles Terrace
4. DO NOT block off Owles Terrace / Hardy Street

ANNEXURE – PETITION

[see separate document]

Secretarial note: Please note that the petition was not available at the time of publishing this attachment. The petition will be provided in the minutes attachments document following the meeting.