

Hearings Panel

Pages Road Bridge Renewal Project

AGENDA

Notice of Meeting:

A Hearings Panel meeting will be held on:

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

Panel

Members

Councillor Kelly Barber
Councillor Celeste Donovan
Councillor Sara Templeton

28 March 2024

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

Our focus this Council term 2022–2025

Strategic Priorities



Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection.



Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.



Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Adopted by the Council on 5 April 2023



Reduce emissions as a Council and as a city, and invest in adaptation and resilience, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.



Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.



Actively balance the needs of today's residents with the needs of future generations, with the aim of leaving no one behind.

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.



Green and liveable

Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

To be adopted by the Council as part of the Long Term Plan 2024–2034



A cultural powerhouse

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.



Thriving and prosperous

Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

Our intergenerational vision

A place of opportunity for all.

Open to new ideas, new people,
new investment and new ways
of doing things – a place where
anything is possible.



Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

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1. Apologies Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Election of a Chairperson Te Whakatū Poumua

At the start of the meeting a Chairperson will be elected.

3. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

4. Pages Road Bridge Renewal Project

Reference / Te Tohutoro: 23/2120549

Report of / Te Pou
Matua:

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Jane Parfitt, Interim General Manager Infrastructure, Planning and
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1. Purpose and Origin of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to advise the Hearings Panel on the outcomes of the consultation and engagement process, and to inform the Hearings Panel of the staff recommended design before it considers the views of submitters.
- 1.2 This report also requests that the Hearings Panel make a recommendation to the Council to approve the staff recommended scheme design.
- 1.3 This is a staff-initiated report.
- 1.4 The decisions in this report are of high significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by undertaking a significance assessment which indicated that this project would have a significant impact on the residents of New Brighton due to the very high level of community interest in the project, the location related environmental and social impacts and the costs/risks to the Council, ratepayers and wider community of implementing the decision.

2. Officer Recommendations Ngā Tūtohu

That the Hearings Panel:

1. Receive the information contained in this Pages Road Bridge Renewal project report, and consider the submissions received as part of the public consultation process.
2. Recommend that the Council approves the staff recommended scheme design (**Attachment A**) and tree removal plan (**Attachment B**) for the Pages Road Bridge Renewal project, which includes:
 - a. The installation of a new bridge structure over the Ōtākaro-Avon River and the removal of the existing Pages Road bridge;
 - b. The installation of a new signalised T-intersection at Pages Road, Hawke Street and Seaview Road intersection;
 - c. The Pages Road westbound carriageway lane change from one lane to two lanes;
 - d. No vehicle access (except maintenance vehicles) along Owles Terrace from Beresford Street to the Pages Road, Hawke Street and Seaview Road intersection;
 - e. No vehicle access (except maintenance vehicles) along New Brighton Road from Rawson Street to the Pages Road, Hawke Street and Seaview Road intersection;
 - f. No vehicle access (except maintenance vehicles) along Pratt Street from 19 Pratt Street to New Brighton Road;
 - g. Intersection modifications, including kerb build outs, as listed below:

- i. Rawson Street and New Brighton Road intersection,
 - ii. Keyes Road, Rawson Street and Pratt Street intersection,
 - iii. Hardy Street and Owles Terrace intersection,
 - iv. Hardy Street and Collingwood Street intersection,
 - v. Hardy Street and Beresford Street intersection,
 - vi. Hardy Street and Seaview Road intersection,
 - vii. Owles Terrace and Beresford Street intersection;
 - h. The installation of a cul-de-sac on Pratt Street and Owles Terrace;
 - i. The minor relocation of one bus stop on Seaview Road;
 - j. Pedestrian refuge crossings on Pages Road and Keyes Road;
 - k. The installation of time restricted parking on Rawson Street, Seaview Road, Hardy Street and Beresford Street;
 - l. The removal of parking, as detailed in Attachment A:
 - m. Other works, as listed below:
 - i. Midblock renewal works on Rawson Street, Pratt Street, Seaview Road, and Hardy Street,
 - ii. Renewal works on Hawke Street from the proposed new T-intersection to east of Keyes Road,
 - iii. Renewal works on Pages Road from the proposed new T-intersection to Anzac Drive,
 - iv. A new pocket park with landscaping and artwork elements on the site of the existing 5-leg roundabout
3. Recommend that the detailed traffic resolutions required to implement the Pages Road Bridge Renewal project, are brought back to Council for approval at the end of the detailed design phase, prior to construction.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 In 2010 and 2011 Christchurch suffered a sequence of devastating earthquakes resulting in a significant amount of damage to the city's horizontal infrastructure, including bridges, roads, three water assets and retaining walls.
- 3.1.1 In 2015 short term repairs were completed on the Pages Road bridge extending the life of the bridge by an estimated 10 years.
- 3.1.2 The bridge repairs are now nearing the end of their repair life. While additional repairs could be carried out to further extend the life of the bridge, this would not address the many issues with the existing bridge, including low earthquake resilience, current speed restrictions, inadequacy as a key emergency evacuation route, and existing flooding issues on the approaches.
- 3.2 It is proposed to replace Pages Road bridge with a new resilient bridge, as it is critical infrastructure for;
- Connecting New Brighton to the city.

- Emergency egress and access after a natural disaster for the New Brighton area.
 - Carrying other lifeline infrastructure to the New Brighton area.
- 3.3 The approach roads are below standard and need replacement.
- 3.3.1 Pages Road has an undulating carriageway and kerbs creating drainage issues.
- 3.3.2 The 5-leg roundabout immediately east of the bridge has vertical and horizontal geometric deficiencies and is inefficient in an emergency evacuation of the New Brighton area.
- 3.4 To replace the 5-leg roundabout, a signalised T-intersection is proposed at the Pages Road, Hawke Street and Seaview Road intersection.
- 3.4.1 To enable this new intersection to be operational, safe, and provide the most efficient emergency evacuation route, it is proposed that Owles Terrace and New Brighton Road have no vehicle connection to the intersection.
- 3.4.2 In removing these connections, traffic must have an alternative route that is safe and with efficient traffic flow.
- 3.4.3 It is therefore proposed to carry out intersection upgrades and street renewals along Hardy Street, Seaview Road, Rawson Street and Pratt Street to provide connectivity.

Project Objectives

- 3.5 The scheme design as shown in **Attachment A**, is recommended by staff as it meets the project objectives as detailed below:
- 3.5.1 *Resilient bridge replacement.*
- The new bridge would provide improved resilience to seismic events, increased evacuation capacity, and be constructed at a higher level taking into account sea level rise due to climate change and tying into future stop bank levels.
- 3.5.2 *Restore level of service for vehicular access to pre-earthquake level.*
- Construction of a new bridge would allow removal of the current heavy vehicle 30km/h speed restriction, imposed to minimise the exacerbation of earthquake damage to the existing bridge.
 - The renewal of Pages Road between Anzac Drive and the Ōtākaro-Avon River would remove the undulating carriageway and kerbs caused by earthquake damage.
- 3.5.3 *Improve pedestrian connectivity and cycling access.*
- New cycling and walking facilities along Pages Road and Seaview Road.
 - A raised signalised T-intersection to replace the existing roundabout, providing safer access and crossing points for cyclists, pedestrians and vulnerable users.
 - New cycling and walking facilities that would connect to the proposed City to Sea Pathway and other paths along the river.
- 3.5.4 *Address the existing vertical and horizontal road profile deficiencies.*
- The signalised T-intersection and associated realignment of Hawke Street and Seaview Road would replace the existing roundabout and be realigned for improved visibility.

- Pages Road between Anzac Drive and the Ōtākaro-Avon River would be realigned with the new bridge location and be fully reconstructed, thereby resolving current drainage and earthquake damage issues.

3.5.5 *Improve New Brighton's emergency evacuation efficiency and capacity across the Pages Road bridge.*

- Removal of the existing roundabout that is inefficient during emergency evacuations.
- The signalised T-intersection increases evacuation capacity by adding a second lane through the intersection and increases efficiency by reducing the signal phases through design and queue detection loops and radar.
- The inclusion of a second westbound lane along Pages Road from the signalised T-intersection to Anzac Drive, designed to increase evacuation capacity.
- No vehicle connection from Owles Terrace and New Brighton Road to the Pages Road, Seaview Road and Hawke Street intersection further increases the evacuation efficiency of the new signalised T-intersection.
- Reprioritisation of the Give Way and Stop controls at three of the Hardy Street intersections also increases the evacuation efficiency of the main traffic flow.

4. Detail Te Whakamahuki

- 4.1 Pages Road bridge was opened in 1931, connecting the city to the coastal suburb of New Brighton. The bridge is a key piece of infrastructure for emergency egress and access after a natural disaster. The bridge also carries lifeline infrastructure including wastewater, water supply, power, and telecommunications over the Ōtākaro-Avon River.
- 4.2 During the 2011 Christchurch earthquakes, Pages Road bridge suffered significant earthquake damage. The existing bridge is currently operating at 15% - 20% of the New Building Standard (NBS), it is therefore currently classified as earthquake prone. Replacement of the bridge would improve resilience to earthquakes, floods, tsunamis and rising sea levels.
- 4.3 The purpose of the (Stronger Christchurch Infrastructure Rebuild Team (SCIRT) Alliance was to repair and replace earthquake damaged infrastructure. SCIRT developed a renewal design for the bridge focused on replacing both it and the damaged Pages Road between Anzac Drive and Ōtākaro-Avon River. The design did not however consider the wider transport network and need for emergency evacuations, and it did not progress to construction. 'Short-term' repairs were completed by SCIRT on the earthquake damaged bridge in 2015, extending its life by 10 years.
- 4.4 There is currently a 30km/h heavy vehicles speed restriction imposed on the bridge to prevent exacerbating existing earthquake damage.
- 4.5 Council has allocated funding in the 2021-2031 Long Term Plan for the replacement of the bridge with construction funding in FY26 to FY28. For further details on funding refer to section 10.
- 4.6 A preliminary 'Present Value End of Life' (PVEoL) assessment was undertaken as supporting evidence for the NZ Transport Agency funding subsidy, Point of Entry process.
 - 4.6.1 The assessment follows the NZ Transport Agency template at a high level, focusing on bridge condition, and compares the option of bridge renewal now versus bridge repairs with bridge renewal in 10 years' time.

- 4.6.2 The preliminary PVEoL assessment shows, from a condition perspective, that the bridge should be maintained in the short term by undertaking repairs and renewing in 10 years' time.
- 4.6.3 The bridge replacement need is, however, driven by level of service deficiencies and the need for other improvements, including access, resilience, flood capacity, earthquake vulnerability, emergency evacuation, active travel, etc.
- 4.7 In 2021 and 2022 staff developed the scheme design, investigated various options, modelled the emergency evacuation needs of the area, and defined the project scope. In doing so, staff undertook seven briefings and workshops with the Waitai Coastal-Burwood-Linwood Community Board. These kept the Community Board informed and involved in developing a scheme design that best suited the community and addressed emergency evacuation concerns. On 2 May 2023, a project presentation was given to the Council and the Waitai Coastal-Burwood-Linwood Community Board prior to public consultation outlining the project objectives, scheme design, early engagement, project costs and the next steps.
- 4.8 On 2 May 2023 and prior to public consultation, a project presentation was given to the Council and the Waitai Coastal-Burwood-Linwood Community Board outlining the project objectives, scheme design, early engagement, project costs and the next steps.
- 4.9 In June and July 2023, early engagement was undertaken with key community groups, key transport stakeholders, emergency services, residents and businesses directly affected.
- 4.10 Public consultation was open from 31 July 2023 until 28 August 2023, this included several presentations to community groups, online webinars, drop-in sessions at the New Brighton library and market and door knocking affected residents and businesses.
- 4.11 A public hearing is scheduled to commence on 04 April 2024, followed by a Council decision with the date yet to be confirmed.
- 4.12 Following Council's approval of the scheme design, the project team will commence the detailed design phase. This phase includes design, site investigations, land purchase and statutory approvals, and is planned for 2024 to 2025.
- 4.13 It is anticipated that construction will commence in 2026 to 2028, subject to Council decision, land purchase, statutory approvals and funding approvals.
- 4.14 The decision is of Metropolitan Significance and affects the following wards/community board areas: Waitai Coastal-Burwood-Linwood Community board.

5. Details of the Scheme Design

- 5.1 The staff recommended scheme design is for a new bridge over the Ōtākaro-Avon River immediately north of the existing bridge. The proposal creates an improved route from Anzac Drive along Pages Road over the new bridge towards Hawke Street, with the existing roundabout being replaced by a signalised T-intersection connecting with Seaview Road.
- 5.2 As part of the proposed design, Hardy Street, Seaview Road and Rawson Street require upgrading in order to provide New Brighton Road and Owles Terrace traffic a safe alternative route and to protect residential amenity.
- 5.3 The scheme design that is recommended by staff is shown in **Attachment A**, broken down into sections in **Attachment C** and visually reflected by artist impressions in Figure 1 to Figure 5 of this report.

New Bridge



Figure 1 – New Pages Road bridge (artist impression)

5.4 A new resilient bridge would improve:

- Transport connectivity between New Brighton and the city
- Emergency egress and access during a natural disaster
- The reliability of lifeline infrastructure for New Brighton
- Walking and cycling access and connectivity

5.5 The new bridge would be constructed on a new alignment just north of the existing bridge. This has the following advantages and disadvantages:

5.5.1 Advantages:

- Allows the existing bridge to be retained and remain operational during construction of the new bridge
- Retains existing emergency egress and access during construction of the new bridge
- Reduces construction risk, with expected time, cost, safety and quality benefits
- Reduces impact to residents and road users during construction
- No need for temporary relocation of existing services on the bridge

5.5.2 Disadvantages:

- Unable to retain the existing roundabout and road network layout
- Higher operational cost associated with traffic signals

5.6 Staff recommend the proposed new bridge design as it offers improved resilience to seismic events, increased capacity during emergency evacuations, is at a higher level allowing for sea level rise, and ties into future stop banks.

Existing Bridge Removal

5.7 Following construction of the new bridge, the existing bridge would be removed for the following reasons:

- It is earthquake damaged and there is no recommended long-term method of repair to the lateral spreading that occurred to the abutments during the 2011 earthquakes.
- The existing bridge is further deteriorating due to the earthquake damage, and would require significant ongoing maintenance costs to keep it operational.
- With two bridges in close proximity there would be conflicting requirements in terms of river hydraulics and additional hazards for river users as the piers may not align.
- The existing bridge is not compatible with future stop bank levels as it is lower than the future level intended to protect against predicted sea level rise.

New Signalised T-Intersection



Figure 2 – Proposed signalised T-intersection (artist impression)

5.8 During the workshops with the previous Coastal-Burwood Community Board, issues relating to the roundabout during an emergency evacuation of the area were raised.

5.8.1 Staff undertook further research into the evacuation of the New Brighton area triggered by the 2016 Kaikoura earthquake. It was clear that the location of the roundabout and bridge is a 'bottleneck' for New Brighton's evacuation, largely due to inefficiencies in the intersection layout.

5.8.2 Furthermore, existing roundabout crash data strongly correlates to road profile deficiencies, and there is poor pedestrian and cyclist connectivity.

5.9 At the intersection of Pages Road, Hawke Street and Seaview Road, it is proposed to remove the existing 5-leg roundabout and construct a new signalised T-intersection.

5.10 Five intersection options were analysed, these included:

- Roundabout
 - Priority control with one westbound lane
 - Priority control with two westbound lanes
 - Signalised T-intersection with one westbound lane
 - Signalised T-intersection with two westbound lanes
- 5.11 A multicriteria analysis was conducted which determined that the signalised T-intersection with two westbound lanes was the preferred intersection layout.
- 5.11.1 The analysis criteria included safety of all users, emergency evacuation capacity and efficiency, alignment with neighbouring projects, property access and green space.
- 5.11.2 In undertaking traffic modelling, staff carried out research to determine appropriate inputs. This included literature from the Kaikoura 2016 tsunami evacuation of the New Brighton area and consultation on the assumptions with subject matter experts from Civil Defence, University of Canterbury and Oregon State University.
- 5.11.3 As an input to multicriteria analysis, traffic modelling in an emergency evacuation scenario was undertaken to test different road layouts and determine which intersection layout would be the most efficient and have the greatest capacity in an evacuation.
- 5.11.4 A signalised T-intersection with two westbound lanes was the most efficient option, making it approximately 40 minutes faster for the area to evacuate compared to the existing road layout.

Pages Road Renewal and Realignment (between Anzac Drive and Ōtākaro-Avon River)



Figure 3 - Pages Road looking towards New Brighton (artist impression)

- 5.12 Pages Road between Anzac Drive and Ōtākaro-Avon River is a key stretch of road that connects New Brighton to the city and a primary evacuation route for the coastal suburb of New Brighton. This section is earthquake damaged with undulating carriageway and kerbs creating regular drainage issues.

- 5.13 Pages Road between Anzac Drive and Ōtākaro-Avon River is proposed to be renewed and realigned to:
- Meet all five project objectives
 - Accommodate the new bridge location
 - Remove the existing undulating carriageway and kerbs
- 5.14 The existing Pages Road carriageway regularly floods, therefore it is proposed to raise most of it approximately 0.5m above the existing road level to improve road drainage. Nearer the river there will be further raising of the road to meet the new bridge level, and to tie into the proposed stop banks (constructed by others).
- 5.15 The renewal of Pages Road includes the following features:
- One eastbound lane into New Brighton and two westbound lanes out of New Brighton.
 - On-road cycle lanes and no stopping lines on each side of Pages Road, a new footpath on the south side of Pages Road, as well as a four-metre-wide shared path for walking and cycling along the north side of the road.
 - Two pedestrian refuges in the median, one just west of the bridge and one nearer to Anzac Drive, linking to paths from Bexley to the Waitaki wetland and the City to Sea Pathway.
 - At the back of the footpaths along Pages Road native coastal forest planting will be established to tie into adjacent future wetlands. Mixed plant heights allows views through to the wetlands.
 - The central median along Pages Road from Anzac Drive to Ōtākaro-Avon River will be planted with Pōhutukawa trees. The native coastal forest trees and Pōhutukawa trees will encourage birds to fly to the wetlands at a safer height across the road and create a welcoming gateway to New Brighton. Without the planted median, Pages Road would feel like a wide-open road, potentially encouraging higher speeds.

Second Westbound Lane

- 5.16 A proposed second westbound lane along Pages Road meets the project objective to *improve New Brighton's emergency evacuation efficiency and capacity across Pages Road bridge*.
- 5.17 The second westbound lane (along with the signalised T-intersection) reduces the evacuation time by 23 minutes compared to one westbound lane (with priority control intersection).
- 5.18 This will also have the additional benefit of significantly improving traffic flows after large events in New Brighton, such as the winter fireworks spectacular.

Cycling and Walking Facilities

- 5.19 A proposed shared path meets the project objective of *improving pedestrian connectivity and cycling access*.
- 5.20 The shared path will be 4m wide along the northern edge of Pages Road and across the bridge, allowing pedestrians and cyclists to cross Hawke Street at a safe crossing point on the signalised T-intersection, before leading to a 3.5 metre wide shared path along the northern side of Seaview Road.
- 5.21 The shared path will connect the proposed pathways along the river to access points to the proposed neighbouring wetlands and the proposed City to Sea Pathway (separate project).
- 5.22 To future proof for a potential Major Cycle Route, the shared cycling and walking facilities would be designed to Major Cycleway Route standards.

Hawke Street Renewal

- 5.23 The proposed Hawke Street renewal includes the northern footpath, line marking and carriageway pavement. This work will allow the road to align with the new signalised T-intersection, accommodate two westbound lanes through the intersection, and resolve existing pavement issues.

Integration with Ōtākaro-Avon River Corridor (OARC) Projects

- 5.24 The design has been co-ordinated with neighbouring Ōtākaro-Avon River Corridor (OARC) projects, allowing for stopbank levels, access to pathways, maintenance access and integration of landscaping.
- 5.25 A stopbank (Three Waters funded) beneath the proposed Pocket Park is proposed to future proof the tie-in to the future stopbank. This has the benefits of a one pass approach, limiting disruption to the community, and reducing the cost to council by not requiring rework of the newly-created Pocket Park at a later date.

No Vehicle Connection from Owles Terrace to the Signalised T-Intersection

- 5.26 To meet the project objectives a signalised T-intersection is proposed as outlined in sections 0 to 0 above. In order to implement this design, it is proposed that Owles Terrace has no vehicle connection to the Pages Road, Hawke Street and Seaview Road intersection as it has at present. This allows:
- The proposed alignment and location of the new bridge and new intersection (as a road is being removed from the 5-leg intersection)
 - Simplification of the above intersection, with associated safety benefits
 - Improved emergency evacuation time of the surrounding area by 10 minutes
 - Space along Owles Terrace for future river flood protection measures
- 5.27 Owles Terrace traffic from east of Hardy Street would need to be rerouted via Hardy Street and Seaview Road.
- 5.28 Owles Terrace residents between Hardy Street and Seaview Road would retain access to their properties via Beresford Street and Collingwood Street. An accessway to the property at 5 Owles Terrace would be shared with active users connecting to the pocket park.
- 5.29 Active users would retain access from Owles Terrace to the proposed signalised T-intersection via paths through the pocket park.

Hardy Street Intersections Upgrade

- 5.30 Traffic from Owles Terrace must have an alternative route that is safe and efficient, therefore it is proposed that Hardy Street intersections be upgraded as follows:
- 5.30.1 Changing three of four intersection priority controls (swapping the Give Way or Stop controls).
- 5.30.2 Safety improvements to the intersections including raised platforms and kerb build outs with no parking restrictions. The design is to cater for a future 30km/h speed limit that will be implemented by the Speed Management Plan project for the Nova Montessori School (corner of Owles Terrace and Hardy Street).

- 5.31 It is proposed to cul-de-sac Owles Terrace at the intersection of Owles Terrace and Hardy Street, to make the intersection safer, enable a pedestrian crossing point at the intersection, and to landscape the intersection to visually reinforce the proposed new corner to motorists.
- 5.32 Active users (pedestrians and cyclists) would retain access to Owles Terrace on paths through the cul-de-sac.

Hardy Street Midblock Street Renewals

- 5.33 Between the Hardy Street intersection upgrades, it is proposed to renew midblock street sections for the following reasons:
- The poor condition / ride quality of the existing pavement and the expected increase in traffic volumes. Midblock sections along the full length of Hardy Street would be reconstructed. If this work is not carried out, it is likely that the pavement would need to be reconstructed anyway within five years of the reconfigured roading network being implemented.
 - A pavement upgrade and heavy-duty asphaltic concrete surface for the midblock between Seaview Road and Beresford Street to cater for future loading from electric buses.
 - Removal of the deep-dish drainage channels and replacement with kerb and channel for access and safety reasons.
 - Design and construction efficiency in renewing the street midblock at the same time as the intersection work is being completed.
- 5.34 To improve public transport infrastructure, a new bus shelter is proposed on the northwest corner of the Hardy Street and Beresford Street intersection; along with a new bench for the bus stop on the northeast corner beneath the building canopy.

Seaview Road Midblock Street Renewal

- 5.35 Renewal of the Seaview Road midblock section, between Hardy Street and the new signalised T-intersection, is proposed for the following reasons:
- To allow continuation of the shared path from the signalised T-intersection past Hardy Street towards Brighton Mall.
 - To upgrade the pavement to a heavy-duty asphaltic concrete surface to cater for future loading from electric buses.
- 5.36 No stopping road markings are included on the north side of Seaview Road, to accommodate the shared path and to retain the existing mature trees.
- 5.37 Moving the bus stop on the north side of Seaview Road slightly east to prevent the road being blocked if there are two buses in either direction at the bus stops. This is caused by the road narrowing to create space for the shared path.
- 5.38 A new bus shelter on the south side of Seaview Road for those heading towards the city.

No Vehicle Connection from New Brighton Road to the Signalised T-Intersection

- 5.39 To be able to meet the project objectives a signalised T-intersection is proposed as outlined in 0 to 0 above. In order to implement this design, it is proposed that New Brighton Road has no vehicle connection to the Pages Road, Hawke Street and Seaview Road intersection. This allows:
- Improved emergency evacuation time of the area by 25 minutes.
 - Space along New Brighton Road for future river flood protection measures and more space for stormwater facilities.

- Improved active users' connectivity and safety through simplification of the intersection.
- 5.40 New Brighton Road traffic will need to be rerouted via Rawson Street and Keyes Road.
- 5.41 The neighbouring land along New Brighton Road between Rawson Street and Pages Road is red zone, thus no residential or business properties will be affected.
- 5.42 Active users will still retain access along New Brighton Road to the proposed signalised T-intersection.

Rawson Street and Pratt Street Intersections Upgrade

- 5.43 The removal of the exit from New Brighton Road to the signalised T-intersection is expected to cause changes in traffic flows in the local area. To mitigate the impacts, an upgrade of the Rawson Street intersections is proposed. This includes:
- Creating a corner at the intersection of New Brighton Road and Rawson Street outside the Beachcomber Dairy to direct traffic onto Rawson Street. A raised safety platform will slow vehicles to an appropriate speed for the tight corner and the nearby corner slightly north.
 - Separating the two give-way controls at Keyes Road, Pratt Street and Rawson Street intersections which are situated close together. Pratt Street control will change from a Give Way to Stop control to improve road safety.
 - Changing Pratt Street to a cul-de-sac, as there will be no need for vehicles to access the closed section of New Brighton Road via Pratt Street. Maintenance vehicles, cyclists and pedestrians will still have access through the cul-de-sac.
 - Installing a pedestrian crossing island outside 370 Keyes Road, to assist pedestrians travelling between the red zone and Rawhiti Domain.

Rawson Street and Pratt Street Midblock Street Renewals

- 5.44 It is proposed to renew midblock sections between the Rawson Street and Pratt Street intersection upgrades, for the following reasons:
- Reconstruction of mid-block sections along the full length of Rawson Street, due to the existing poor pavement condition / ride quality and the expected slight increase in traffic volumes. If this work is not carried out, it is likely that the pavement would need to be reconstructed within three to seven years of the reconfigured roading network being completed.
 - The pavement condition and ride quality of Pratt Street are classified as poor, suggesting a need to renew the pavement. However, since a cul-de-sac is proposed a decrease in traffic volumes is expected, there is an opportunity to defer this renewal.
 - Removal of the deep-dish drainage channels and replacement with kerb and channel for access and safety reasons.
 - Design and construction efficiency and reduced resident disruption, by renewing the street midblock at the same time as the intersection work is being completed.

Pocket Park, Artwork and Landscaping



Figure 4 - Pocket Park (artist impression)

- 5.1 With the removal of the existing roundabout there is the opportunity to turn this area into green space, named on the project as the “Pocket Park.” This would include a viewing platform over the river, seating, cycle stands, water fountain, landscaping, path connections along the river, and retain the iconic existing palm tree which is currently located in the roundabout.
- 5.2 To celebrate this area as the gateway to New Brighton, space has been reserved on either side of Pages Road, east of the bridge, for artworks. The artwork would be developed in collaboration with Mana Whenua during the detailed design phase. There is also an opportunity for artwork to be incorporated in other built and landscape elements such as bridge handrails and paving patterns.
- 5.3 Where there is an opportunity along the streets additional landscape planting, trees and grass will be provided.

6. Alternative Options Considered Ētahi atu Kōwhiringa

Do Nothing Option

- 6.1 The do-nothing option would be to leave the existing Pages Road bridge and road network in the current condition and layout.
- 6.2 Advantages of the Do-Nothing Option:
 - Short-term capital cost saving in not undertaking the work.
- 6.3 Disadvantages of the Do-Nothing Option:

- The Pages Road bridge is earthquake prone (15%-20% of the New Building Standard). It would not adequately fulfill its function in connecting New Brighton to the city, for emergency egress and access after a natural disaster, and for carrying lifeline infrastructure to the New Brighton area.
 - By delaying bridge replacement, the structure would continue to deteriorate and likely require unplanned maintenance, with associated cost and level of service implications.
 - The bridge would continue to have a 30km/h speed restriction for heavy vehicles to prevent or minimise the exacerbation of existing earthquake damage.
 - Pages Road would continue to have flooding issues arising from the undulating carriageway and kerbs.
 - The 5-leg roundabout immediately east of the bridge would continue to be inefficient in an emergency evacuation, and there would continue to be adverse safety implications relating to vertical and horizontal road profile deficiencies.
 - Poor pedestrian and cycling access for those using the bridge and the 5-leg roundabout, also contributing to adverse safety implications.
 - Community concerns and fears relating to emergency evacuation of the area over the Pages Road bridge and through the 5-leg roundabout.
 - The perception of neglect within the eastern community is likely to persist.
- 6.4 The Do Nothing option of not maintaining the assets associated with the earthquake damaged Pages Road bridge and Pages Road between Anzac Drive and Ōtākaro-Avon River would present serious risks relating to future unplanned maintenance costs and/or adverse impacts on levels of service.

Do Minimum Option

- 6.5 The do-minimum option would be to undertake another set of short term repairs (10 year life span) to the existing Pages Road bridge, and to only remove the undulating carriageway and kerbs on Pages Road (between Anzac Drive and Ōtākaro-Avon River).
- 6.6 Advantages of the Do-Minimum Option:
- Short-term capital cost saving by undertaking lower cost repair work.
 - Extends the bridge asset life by another 10 years.
- 6.7 Disadvantages of the Do-Nothing Option:
- The Pages Road bridge is earthquake prone (15%-20% of the New Building Standard). It would not adequately fulfill its function in connecting New Brighton to the city, for emergency egress and access after a natural disaster, and for carrying lifeline infrastructure to the New Brighton area.
 - The repairs would only maintain the current structural condition of the bridge and would not address seismic and structural deficiencies.
 - The bridge would continue to have a 30km/h speed restriction for heavy vehicles to prevent or minimise the exacerbation of existing earthquake damage.
 - The 5-leg roundabout immediately east of the bridge would continue to be inefficient in an emergency evacuation, and there would continue to be adverse safety implications relating to vertical and horizontal road profile deficiencies.
 - Pages Road wouldn't be raised and would therefore continue to flood from the neighbouring low lying red zone land.

- Poor pedestrian and cycling access for those using the bridge and the 5-leg roundabout, also contributing to adverse safety implications.
 - Community concerns and fears of emergency evacuation of the area over Pages Road bridge and through the 5-leg roundabout.
 - The perception of neglect within the eastern community is likely to persist.
- 6.8 The do-minimum option of repairing the existing earthquake damaged bridge and partial renewal of Pages Road to remove the undulations would not remove the bridge earthquake defects and the road flooding issue.

Various Alternative Options to the Preferred Scheme Design

- 6.9 During scheme design development prior to public consultation, staff considered options other than the preferred scheme design.
- 6.10 The following options were considered; however, they were discounted from progressing further as noted in the table below.

Option	Description	Reason Discounted
Replace the bridge only	Replace the bridge on the same alignment as the existing bridge.	<ul style="list-style-type: none"> • Replacing the bridge “as is” will only achieve one project objective, <i>Resilient bridge replacement</i>. • Therefore, the existing intersection or similar layout would remain which would not meet the following project objectives as in Section 3 and 5: <ul style="list-style-type: none"> ○ <i>Improve pedestrian connectivity and cycling access.</i> ○ <i>Address the existing vertical and horizontal road profile deficiencies.</i> ○ <i>Improve New Brighton’s emergency evacuation efficiency and capacity across Pages Road Bridge.</i> • Building the bridge on the same alignment also has the following disadvantages: <ul style="list-style-type: none"> ○ More time and cost to construct the bridge. ○ Limited egress in an emergency for New Brighton. ○ Temporary relocation of existing services on the bridge. ○ Disruptive to road users and community.
Retain the existing bridge for pedestrians and cyclists.	Retain the existing bridge for pedestrians and cyclists with new bridge slightly north of existing bridge.	<ul style="list-style-type: none"> • Existing bridge is earthquake damaged and earthquake prone. There is no recommended way of bringing it up to current standards. • Deteriorating earthquake damaged bridge requires significant annual maintenance budget to keep it operational. • Close proximity of the two bridges with likely different pier alignment resulting in issues for river hydraulics and hazards for river users. • Interferes with new stopbank levels.

Option	Description	Reason Discounted
Alternative intersection options	A range of possible options for the Pages Road, Hawke Street and Seaview Road intersection.	<ul style="list-style-type: none"> Multi-criteria analysis determined that a signalised T-intersection with two westbound lanes was the best intersection layout. The analysis criteria used was safety of all users, emergency evacuation capacity and efficiency, alignment with neighbouring projects, property access and green space. The signalised T-intersection is the most efficient option for an emergency evacuation. The intersection with dual lanes out has a saving of 12 minutes compared to the give way control with dual lanes out.
Three westbound lanes	An additional westbound lane to assist with evacuation during emergency events.	<p>A third lane would increase the project cost with minimal additional benefit for the following reasons:</p> <ul style="list-style-type: none"> Three lanes out would merge into one lane past Anzac Drive intersection, which would be the 'bottle neck,' discounting the value of adding the third lane. Property purchase would be required east of Pages Road bridge. Additional lane likely to require greater bridge cost (i.e. additional piles to approximately 40 metre depth). Anzac Drive / Pages Road intersection would require new layout to accommodate three lanes including property purchase. This intersection is not within CCC ownership. NZTA confirmed they have no plans to do significant works to this intersection, thus CCC would likely have to fund this intersection upgrade.
Omit the second westbound lane (evacuation lane)	One westbound lane instead of dual westbound lanes.	<ul style="list-style-type: none"> Emergency evacuation of the area would increase by 23 minutes with a single lane out and give way control compared to the two west bound lanes option.
No tree lined median on Pages Road	No tree lined median on Pages Road between Anzac Drive and Ōtākaro-Avon River.	<ul style="list-style-type: none"> Increase of traffic speed due to the perception of a wide open road. Birds likely to fly lower between future wetlands on either side of Pages Road, increasing the risk of birds being struck by vehicles. Active users could cross at non-designated crossing points with poor visibility and no refuge median – potential safety concern. Loss of gateway and landscape amenity coming into New Brighton.

Option	Description	Reason Discounted
Exclusion of shared path on Seaview Road to allow parking to be retained	Retain the existing 1.5 metre footpath instead of the 3.5 metre shared path on Seaview Road from Pages Road to Hardy Street.	<ul style="list-style-type: none"> There would be no off-road cycling facilities on Seaview Road from signalised T-intersection towards the Brighton Mall which wouldn't meet objective, <i>improve pedestrian connectivity and cycling access</i>. Probable rework and future disruption to the community if a future Major Cycle Route is constructed along Seaview Road.
Exclude midblock street renewals for Hardy Street, Rawson Street and Seaview Street	Retain the existing street midblock instead of the proposed renewals for Hardy Street, Seaview Road and Rawson Street.	<ul style="list-style-type: none"> Hardy Street and Rawson Street pavements are currently in poor condition and it is anticipated the pavements will require upgrading anyway within three to seven years of the reconfigured road network being implemented. Seaview Road pavement would not be upgraded to accommodate heavier electric buses. Removal of the deep-dish channels and replacement with kerb and channel for access and safety reasons would not occur. Design and construction efficiencies in renewing the street midblock at the same time as the neighbouring intersections would not be achieved.
Exclude midblock street renewals for Pratt Street	Retain the existing Pratt Street midblock instead of the proposed midblock street renewals.	<ul style="list-style-type: none"> Design and construction efficiencies in renewing the street midblock at the same time as the neighbouring intersections and cul-de-sac would not be achieved. Removal of the deep-dish channels and replacement with kerb and channel for access and safety reasons would not occur. Pavement condition and ride quality are classified as poor, however this short street would have low vehicle speeds thus less likely to deteriorate and renewal work could be deferred.
Removal of abandoned New Brighton Road	Removal of New Brighton Road between Rawson Street and Pages Road.	<ul style="list-style-type: none"> When the red zone is developed into a stormwater management area with stopbanks, it is proposed that the existing road be used as a construction access road. Cyclists, pedestrians and maintenance vehicles can continue to use the road. Additional cost of removing the road, with potential coal tar issues, and establishing path or road with drainage for cycling, pedestrian and maintenance vehicle access, which will be removed when the red zone area is developed in the future (rework).

Option	Description	Reason Discounted
Basic Pocket Park	Create a pocket park that is more basic (i.e. just grass with no street furniture).	<ul style="list-style-type: none"> Loss of amenity value for community and recreational users to use. It would not create the gateway feel when entering the New Brighton area.

Table 1 – Various alternative options to the preferred scheme design

7. Community Views and Preferences

Public Consultation Te Tukanga Kōrerorero

Early engagement

- 7.1 Early engagement with key community groups, key transport stakeholders and directly affected businesses and residents started in June 2023.
- 7.2 Staff contacted key transport stakeholders: Road Transport Association, NZ Trucking Association, Automobile Association, Heavy Haulage and met with Spokes, Environment Canterbury public transport and Emergency Services (including the local Police Station).
- 7.3 On 29 June 2023 staff met with the owners of Beachcomber Dairy. On 30 June staff visited the retail unit at 175 Seaview Road who were not available. A letter was left and after a follow-up phone call, staff met with the owners on 7 August 2023.
- 7.4 On 30 June 2023 staff visited three directly impacted residential properties; 5 Owles Terrace, 176 Seaview Road, and 177 Seaview Road. Staff spoke with the resident at 5 Owles Terrace at the time, 177 Seaview Road a week later and left a letter for 176 Seaview Road. Staff later met with the owners of 176 Seaview Road during the consultation period.
- 7.5 In early July, staff met with the New Brighton Residents Association, Renew Brighton, New Brighton Project, Sustain South Brighton, Te Waka St Faiths, Nova Montessori School. Staff also contacted Grace Vineyard Church, who did not respond to the offer to meet.
- 7.6 Staff also met with ChristchurchNZ, Seaview Road Development, and Robbie Harris (New Brighton mall redevelopment).
- 7.7 At early meetings staff shared the proposed plans for the Gateway to New Brighton project. Stakeholder feedback influenced how we reached the community during consultation and in informing minor consequential design changes, see section 8.2.

Consultation

- 7.8 Consultation started on 31 July 2023 and ran until 28 August 2023. An email was sent to 150 key stakeholders, including transport stakeholders and local community groups.
- 7.9 The consultation was posted on [Kōrero mai | Let's Talk](#) which had 4,857 views throughout the consultation period. A flythrough video of the proposed changes was created and posted on the Council's [Youtube channel](#) which had over 6,500 views.
- 7.10 The consultation page and flythrough were shared on the Council's Facebook page on 31 July which reached 11.4K people, and by 23 August it had reached 30.5K people.
- 7.11 A range of marketing tactics were used to promote consultation to the community including digital and newspaper ads, bus shelter posters and digital billboards. Signs were erected on poles on the affected streets and around Brighton Mall.
- 7.12 Throughout the consultation period, the flythrough played in the New Brighton Library where there were also physical brochures and a large plan of the proposed changes for people to view.

- 7.13 Staff door-knocked 70 properties on affected streets to discuss the consultation. The consultation brochure was left for those that weren't home. An additional 120 properties within the project area received a flyer about the consultation in their mailbox. A letter was also sent to absentee owners of properties within the project area.
- 7.14 Staff attended the following community meetings/events:
- New Brighton Residents Association AGM.
 - Meeting with a group of New Brighton businesses (hosted by Switch Café)
 - New Brighton Market on 12 August 2023.
 - Presentation to the Burwood/Christchurch East Seniors.
 - Renew Brighton Connect meeting.
- 7.15 Staff hosted two webinars on 10 August 2023. The afternoon session was attended by 22 people and the evening session was attended by six.
- 7.16 Drop-in sessions were held at New Brighton Library on 15 August 2023, attended by five people and 21 August, attended by seven people.

Summary of Submissions Ngā Tāpaetanga

- 7.17 Submissions were made by 17 recognised organisations/businesses, and 244 individuals. All submissions are available [online](#) or in the Hearings Panel agenda. We were unable to count an additional ten submissions due to incomplete personal details and/or abusive content.
- 7.18 The tables of submission feedback are available in the "Volume of Submissions" section of this agenda.
- 7.19 Submitters were asked whether they supported the proposed changes across each section of the project. The majority of submitters supported all the proposed changes, as shown in Figure 5.
- 188, 75% of submitters supported the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation.
 - 170, 69.1% of submitters supported the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads.
 - 167, 69.3% of submitters supported the proposed changes to Seaview Road.
 - 172, 71.7% of submitters supported the proposed changes to Hardy Street.
 - 167, 70.5% of submitters supported the proposed changes to Rawson Street and Pratt Street.

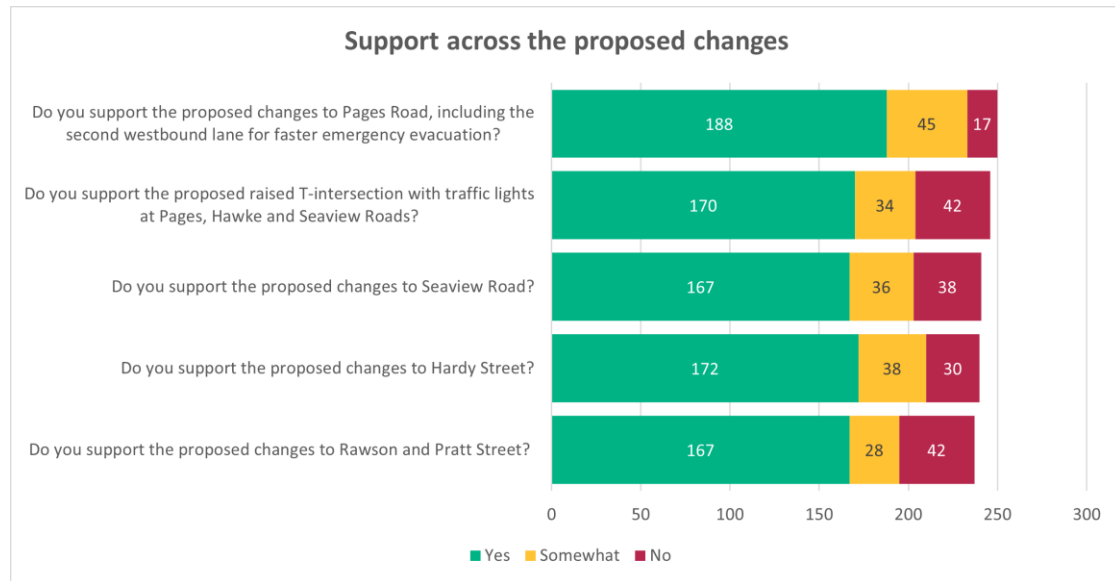


Figure 5 – Graph showing support across all proposed changes.

7.20 A full analysis of submissions, including a breakdown of common themes is available in **Attachment D**.

8. Design Post Consultation

8.1 A scheme design was issued for both early engagement and public consultation as outlined in section 7. Post early engagement and post public consultation, staff read and analysed the submissions to take on board the feedback and, where appropriate, changes were made to the scheme design. A large portion of submission suggestions had already been addressed in the design, or designers had considered the issues raised during scheme design development, as detailed in **Attachment E**.

Design Changes Resulting from Early Engagement

8.2 *Table 2* summarises the design changes resulting from early engagement and prior to public consultation:

Request From	Design Item Changed
Beachcomber Dairy (corner of Rawson Street and New Brighton Road)	The time restricted car parking on Rawson Street outside the Beachcomber Dairy was changed from P30 to P10.
	Table area removed from the design outside Beachcomber Dairy to prevent public congregating (concerns of theft).
	Low landscaping added to design on footpath outside Beachcomber Dairy to prevent vehicles parking on the footpath area (theft).
5 Owles Terrace	New gravel path along the top of the stopbank included in the design to connect the pocket park to the existing track on the Owles Terrace stopbank to help separate pedestrians/cyclists following the river from the vehicles using the accessway to 5 Owles Terrace.
Spokes	Cycling markings and access across the intersection of New Brighton Road and Rawson Street (by Beachcomber Dairy).
	On road cycling space at Hardy Street build outs.
Owner of retail unit at 175 Seaview Road – design changed post public consultation	Time restricted car park outside 175 Seaview Road changed from P30 to P60.

Request From	Design Item Changed
	Three carparks outside 171 Seaview Road (Kidsfirst Kindergarten) currently have P10 (all times). It is proposed to make this P10 between 8.00am to 9.30am and 2.30pm to 3.30pm and P60 at all other times to assist the retail unit with parking. To assist the kindergarten with this change one carpark on Beresford Street is proposed to have time restricted parking of P10 from 8.00am to 9.30am and 2.30pm to 3.30pm.
Nova Montessori School (corner of Owles Terrace and Hardy Street) – design changed post public consultation	One more carpark was created opposite the school, on the east side of Hardy Street between Owles Terrace and Collingwood Street. Car park was created from changing the kerb build outs and associated no stopping lines from outside 37 and 39 Hardy Street to over the driveways of 39 and 41 Hardy Street.

Table 2 – Design Changes Resulting from Early Engagement

Design Changes Resulting from Public Consultation

8.3 Table 3 summarises the design changes resulting from public consultation.

Submitters Feedback	Design Item Changed
More bus shelters	Added a bus shelter to Seaview Road for westbound bus (to city).
Backup power for traffic signals in an emergency (e.g., earthquake cuts mains power)	Added an uninterruptible power supply (UPS) with batteries to the traffic signals design, to keep them operating during an evacuation arising from a natural disaster.
More carparking outside Seaview Road shops	Reintroduced two perpendicular car parks outside 123 Seaview Road for businesses in the area.
More cycle stands	Added cycle stands in appropriate locations throughout the project area. Location of cycle stands are Pocket Park, 131 Seaview Road and outside the Beachcomber Dairy.
162 Seaview Road driveway adjustment	162 Seaview Road is redeveloping the property including the driveway location. Design now reflects the new driveway location.

Table 3 – Design Changes Resulting from Public Consultation

Design Changes made by Staff Post Public Consultation

8.4 Post public consultation, staff continued developing the scheme design for disciplines other than transport and landscaping which were consulted on. The other design disciplines that were further developed included; pavement, stormwater, wastewater, water supply, urban design, bridge, utilities, construction methodology, consent strategy, survey and design interface with neighbouring projects.

8.5 Table 4 summarises the design changes made by staff post consultation.

8.6 The changes made to the design as detailed in Table 4 are minor and do not result in major changes to the public consultation material.

Design Item Changed	Details
Improve tie-in to existing driveway entrances	Small amendments to the design layout were made to improve the tie-in to existing driveway entrances and accessways, based on the recently completed topographical survey.

Design Item Changed	Details
Vehicle tracking check	Minor amendments to kerb locations / radii resulting from the vehicle tracking design check
Adjustments to the Hardy Street and Beresford Street intersection	Design layout changes to the Hardy Street and Beresford Street intersection for road safety reasons. The revised layout includes a flush median through the intersection, realigned kerbs to provide a better road alignment, additional pedestrian refuge island, landscaping changes and extension of no stopping lines for pedestrian sight distance (two carparks removed from outside 14 Hardy Street).
Adjustments to tree locations	Trees have been locally relocated throughout the project area to avoid clashes with existing underground utility services. Tree symbols within the coastal forest are now shown on the drawing for clarification.
Added the second driveway 134 Hawke Street	Access to an existing residential driveway (second driveway) at 134 Hawke Street has been added to the design layout. This was inadvertently missed on the public consultation plan and picked up in the topographic survey.
Further adjustments to landscaping outside Beachcomber Dairy	Further adjustments to landscaping and hardstand area outside the Beachcomber Dairy to help indicate the new corner on the road and to address business owner concerns about shop safety (theft).
Realignment of footpath along Rawson Street and Pratt Street	Rawson Street and Pratt Street footpaths have been realigned to avoid clashes with existing underground utility services.
Priority Control changed to 'Stop' at Pratt Street and Keyes Road intersection	For road safety reasons the Pratt Street and Keyes Road intersection priority has been changed from 'Give Way' to 'Stop' to avoid a clash with the Rawson Street and Keyes Road intersection that has a 'Give Way' priority.
Added no stopping lines for Keyes Road bus stop	Standard length of no stopping lines has been added at the existing bus stop near 383 Keyes Road.

Table 4 – Design changes made by staff post public consultation

Public Feedback Considered However Not Implemented

8.7 Post public consultation all the feedback was considered. [Table 5](#) summarises the submissions that were considered, however not implemented following staff feedback.

Submitters Feedback	Staff feedback
Reduction in the no stopping restrictions on Hawke Street	Between 117 to 129 Hawke Street there is potential space to be created for six carparks by indenting the kerb into the footpath, removing the berm and reducing the footpath to two metres against the property boundary. However, the disbenefits include a narrower footpath, loss of green space, and a higher cost option requiring undergrounding of services and relocation of existing services.
	Between 176 Seaview Road and 133 Hawke Street there is potential space for two carparks along Hawke Street by indenting the kerb into the footpath, however this would require purchasing an area of private property with an uncertain chance of sale (disbenefit).

Submitters Feedback	Staff feedback
Reduction in the no stopping restrictions on the northside of Seaview Road	To install the proposed 3.5-metre wide shared path on the north side of Seaview Road, a no parking restriction has been proposed. To retain the parking on the north side of Seaview Road would require either omitting the 3.5-metre shared path or removing eight mature trees on the southern side of Seaview Road. Other disbenefits include a narrower footpath, no off-road cycling facilities and additional service clashes (higher cost).
Parking space opposite the retail unit at 175 Seaview Road	Parking spaces were investigated in the planted berm outside 176 Seaview Road (opposite 175 Seaview Road). There is only space for one carpark and the shop visitor would have to walk approximately 90 metres to get safely from the car to the shop via the signalised intersection crossing. The close proximity of the intersection to this potential car parking space is not ideal from a safety perspective due to the limited available sight distance to traffic travelling through the intersection onto the Seaview Road.
Safety concerns from increase in traffic flow at Keyes Road and Hawke Street intersection	Typical traffic flows on Keyes Road are not expected to increase significantly: the traffic modelling shows peak hour flows might increase by 18 vehicles in the morning peak hour and 34 vehicles in the afternoon peak hour. In the last five years, there has been only one injury crash at or within 50 metres of this intersection which was a minor injury crash and involved a vehicle failing to give way. This is unlikely to be worsened by the preferred scheme design.
Safety concerns from increase in traffic flow at Keyes Road and Rawson Street intersection	Traffic flows on Rawson Street will increase, however this is not significant as the traffic modelling shows an additional 30 vehicles using Rawson Street in the morning peak and 70 vehicles in the afternoon peak. There were two crashes recorded at this intersection in the last five years. One of those was a serious injury crash and one a non-injury crash. Both crashes involved vehicles losing control on the bend in the road while travelling along Keyes Road, they did not involve vehicles turning into either Rawson Street or Pratt Street. The existing layout is likely to contribute to these loss of control crashes. The intersection is located on the bend and is poorly defined with a wide-open space. The preferred scheme design is to separate Pratt Street and Rawson Street into two separate intersections delineated with kerbs, this will improve guidance around the Keyes Road bend.

Table 5 - Public feedback considered however not implemented.

Public Feedback Items that were Already in the Design

- 8.8 During analysis of the submissions, it became evident that a large proportion of the submissions had already been addressed in the design, or staff had already considered the issues during development of the scheme design as detailed in **Attachment E**.

9. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 9.1 The recommendation is consistent with the current Council desired community outcomes of achieving a liveable city and healthy environment, with a prosperous economy and resilient communities.
- 9.2 The recommendation is also consistent with the draft Council's desired community outcomes of a green liveable city and a thriving prosperous city.
- 9.3 The scheme design is consistent with the Council's strategic priorities; to be an inclusive and equitable city, champion Ōtautahi-Christchurch, build trust and confidence in the Council, reduce emissions as a Council and as a city, and actively balance the needs to today's residents.
- 9.4 The recommendation is consistent with council policies and has followed best practice transport associated design guidelines.
- 9.5 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 9.6 Transport
 - 9.6.1 Activity: Transport
 - Level of Service: 16.0.3 Improve resident satisfaction with road condition - >=30% resident satisfaction

Policy Consistency Te Whai Kaupapa here

- 9.7 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 9.8 The decision is a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture and traditions.
- 9.9 The decision involves a matter of interest to Mana Whenua and could impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.
- 9.10 The project includes constructing a new bridge over the Ōtākaro (Avon River - body of water), and removing the existing Pages Road bridge, with a strong likelihood that some work will need to be undertaken in the water.
- 9.11 The design has been discussed with representatives of Mahaanui Kurataiao (MKT) and Ngā Hau e Whā (National Marae) and staff will continue these discussions during detailed design and construction phases of the project.
- 9.12 The landscape design has been based on the Cultural Design Intent and Artwork report by Matapopore dated May 2020.
- 9.13 Space has been reserved at the signalised T-intersection for artworks. Mana Whenua consider the site an important place for cultural artworks next to Ōtākaro (Avon River). Therefore, the artwork will be developed in collaboration with Mana Whenua.
- 9.14 During the detailed design phase, staff will engage Mahaanui Kurataiao (MKT) and Whiti-Ora for their cultural services and inputs.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 9.15 The decisions in this report are likely to:
 - 9.15.1 Contribute positively to adaptation to the impacts of climate change.

- 9.15.2 Contribute positively to emissions reductions.
- 9.16 The preferred scheme design supports the Council's role in encouraging active travel and public transport.
- 9.16.1 The design encourages use of active modes through providing cycling and walking facilities throughout the project, including connecting the paths along the river and providing safe crossing points.
- 9.16.2 The design future proofs for a section of the Avon-Ōtākaro Major Cycleway Route. Once constructed this will support mode shift and therefore help to reduce emissions.
- 9.16.3 The design is proposing two new bus shelters on Seaview Road and Hardy Street to encourage public transport use.
- 9.17 The landscape design actively looks to incorporate increasing tree coverage in the area and additional landscaping.
- 9.18 The proposed new bridge will be at a higher level in consideration of predicted sea level rises.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 9.19 The preferred scheme design outlined in the report has been fully aligned to meet with the needs of persons of all abilities and accessibility needs. These design elements include, but are not limited to, crossing widths, kerb heights, tactile pavers, pedestrian path alignments and grade of paths.

10. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 10.1 Cost to Implement - The rough order cost estimate to complete implementation is in the order of \$80 million. This is broken down into:
- 10.1.1 Estimated \$39 million – Bridge structure (including ground improvements and removal of existing bridge).
- 10.1.2 Estimated \$22 million – Bridge approaches (including Pages Road renewal and signalised T-intersection).
- 10.1.3 Estimated \$19 million – Surrounding street renewals and intersection upgrades (Hardy Street, Rawson Street, Pratt Street, Seaview Road, Hawke Street).
- 10.1.4 Staff are continuing to refine the costs as more information becomes available on the requirements of the design.
- 10.2 Maintenance/Ongoing costs - The overall maintenance costs of these assets are anticipated to decrease as this project is proposing to renew the earthquake damaged Pages Road Bridge, renew the earthquake damaged and flood prone Pages Road (between Anzac Drive and the Ōtākaro-Avon River), and remove vehicle access to the earthquake damaged and flood prone New Brighton Road (between Rawson Street and Pages Road). During the detailed design stage staff will continue to work with maintenance teams to ensure the future operational costs of the area are represented in OPEX budgets.
- 10.3 Funding Source – CAPEX
- The funding for the project is listed in the Long Term Plan(s) as '27273 -Pages Road Bridge Renewal (OARC).'

- The project scope required to meet the project objectives exceeds the current budget. Additional funding for the project will have to be sought through the 2024 to 2034 Long Term Plan process.
- The draft 2024/34 Long Term Plan has a total project budget of \$65.7 million.

Other He mea anō

- 10.4 Spent to date – The amount spent to date on the project is approximately \$2.06 million (March 2024) which was mainly for; defining project scope, project management, traffic modelling, cost estimation, consenting strategy, risk analysis and management, property investigation, topographic survey, principal bridge inspection, co-ordination with neighbouring projects, consultation material, marketing for consultation, procurement of detailed design services and scheme design of bridge, geotechnical, transport, stormwater, wastewater, water supply and utilities.
- 10.5 Funding Subsidy – The Council is following the NZTA standard business case processes for this project. This will continue as the project progresses. The standard 51% National Land Transport Fund (NLTF) subsidy on eligible items is the potential rate for this project.
- 10.5.1 Funding subsidy remains a significant risk, due to constrained budgets (local and central government), change in central government, change in government policy statement and the ranking of this project at a regional level (currently ranked 12th in the Regional Land Transport Plan).
- 10.6 Integrated Projects – These are other projects within the Pages Road Bridge Renewal project area, and which can be more efficiently included in the construction works providing a one pass approach. Integrated projects include; 3W asset renewals, stopbanks tie-in and major cycle route. The rough order estimated cost to implement the integrated projects is anticipated to be \$14 million. This is subject to funding being available for the separate projects in the appropriate Activity Plan as part of the 2024/34 Long Term Plan.

11. Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 11.1 Council has the statutory power and is the decision-making authority for Pages Road Bridge Renewal project as the project is of Metropolitan Significance (Council Resolved Substantive Motion CNCL/2020/00034). It is the role of the Hearings Panel to consider and hear submissions from the community and information provided by Council officers, deliberate on the matters raised, and make recommendations to the Council as the final decision-maker.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 11.2 There is no other legal context, issue, or implication relevant to this decision.

12. Risk Management Implications Ngā Hīraunga Tūraru

- 12.1 The risks associated with this project and the decision-making process are considered to vary between moderate and high as detailed below.

Risk	Rating	Consequence	Mitigation
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Unable to obtain NZTA subsidy	High	Higher than expected ratepayer contribution Delay of project delivery. Reduction in project scope delivered and unable to achieve all project objectives.	Staff at both Christchurch City Council and the NZ Transport Agency are working together to ensure the point of entry and associated business case have all the correct information, and that the assumptions built into the analysis are robust, this will support the application for funding.
Proceeding with the detailed design phase before the business case is drafted and accepted by NZTA for central government subsidy	High	Business case could conclude that an alternative option is more economical than the preferred scheme design, causing programme delays, re-litigation of project scope and redesign (additional cost). Unable to claim NZTA subsidy for designs done before business case.	Accept the risk and proceed with the detailed design phase in parallel to drafting the business case and seeking the NZTA subsidy.
Unable to obtain the additional funding required to undertake the preferred scheme design in order to meet the project objectives.	High	Significant delays, higher than expected ratepayer contribution, need to re-litigate scope, unable to meet project objective(s) and/or unable to proceed with project.	Local Government Funding: Additional funding is being sought through the Long Term Plan 2024 – 2034 process. Central Government Subsidy: As above for risk “Unable to obtain NZTA subsidy”.

Decision not to proceed or partial delivery only.	High	<p>Bridge would remain earthquake damaged. New Brighton would not have a resilient lifelines bridge.</p> <p>Road profile deficiencies, poor pedestrian and cycling access would remain.</p> <p>Emergency evacuation time would not be improved.</p> <p>Detour inefficiencies and safety issues.</p> <p>Criticism from community and media.</p> <p>Expectations are set by consultation and community are seeking investment in the east.</p>	Staff to provide comprehensive report to Hearings Panel in order that Councillors can make an informed decision.
No space for future stopbanks if Owles Terrace and New Brighton Road diversions don't get approved with the preferred scheme design.	High	The type and location of future stopbanks would need to be revised, likely resulting in greater cost for council and a less resilient stopbank.	Staff to provide comprehensive report to Hearings Panel in order that Councillors can make an informed decision about Owles Terrace and New Brighton Road diversions.
Problems with statutory approvals including obtaining consents to work in/over/adjacent to a tidal river.	High	Programme delay and additional costs. Unable to proceed with project or aspects of project.	Staff to work closely with CCC planners and ECan planners. Take time to ensure a robust consent application.
Key partner influence on the project including Ōtakaro-Avon River Corridor (OARC) Co-Governance, Mana Whenua and Utilities.	Medium	Programme delay and additional costs.	Staff to consult with key partners and keep them updated.

13. Next Steps Ngā Mahinga ā-muri

- 13.1 Following the Hearings Panel's consideration of this report and submissions received, the Panel may seek further information of the project team, if it considers it necessary, and then report to the Council for a decision on the recommended option.
- 13.2 Upon Council approval of the preferred scheme design, the project team will commence detailed design.
- 13.3 It is anticipated that construction of this project will commence in 2026 – 2028 subject to Council approval, in Q1 of 2024, statutory approvals and funding approvals.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Preferred Scheme Design Plan for Council Decision (General Overview Drawing)	23/2128612	34
B  	Tree Removal Plan for Council Decision (on General Arrangement Drawing)	23/2128613	35
C  	Project Scope Breakdown for Hearings Report	23/2128614	36
D  	Full Submission Analysis - Gateway to New Brighton	23/2091819	37
E  	Submitter Ideas and Issues with Staff Responses	23/2111873	45

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
<ul style="list-style-type: none"> Kōrero mai Let's Talk (Consultation webpage): https://letstalk.ccc.govt.nz/pagesroadbridge Please note, higher resolution images of the Preferred Scheme Design Plan are available through the above link. Fly through video: https://www.youtube.com/watch?v=5Aszl-98Yec& Newsline Article: https://newsline.ccc.govt.nz/news/story/gateway-to-new-brighton-plan-for-christchurchs-east-revealed

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

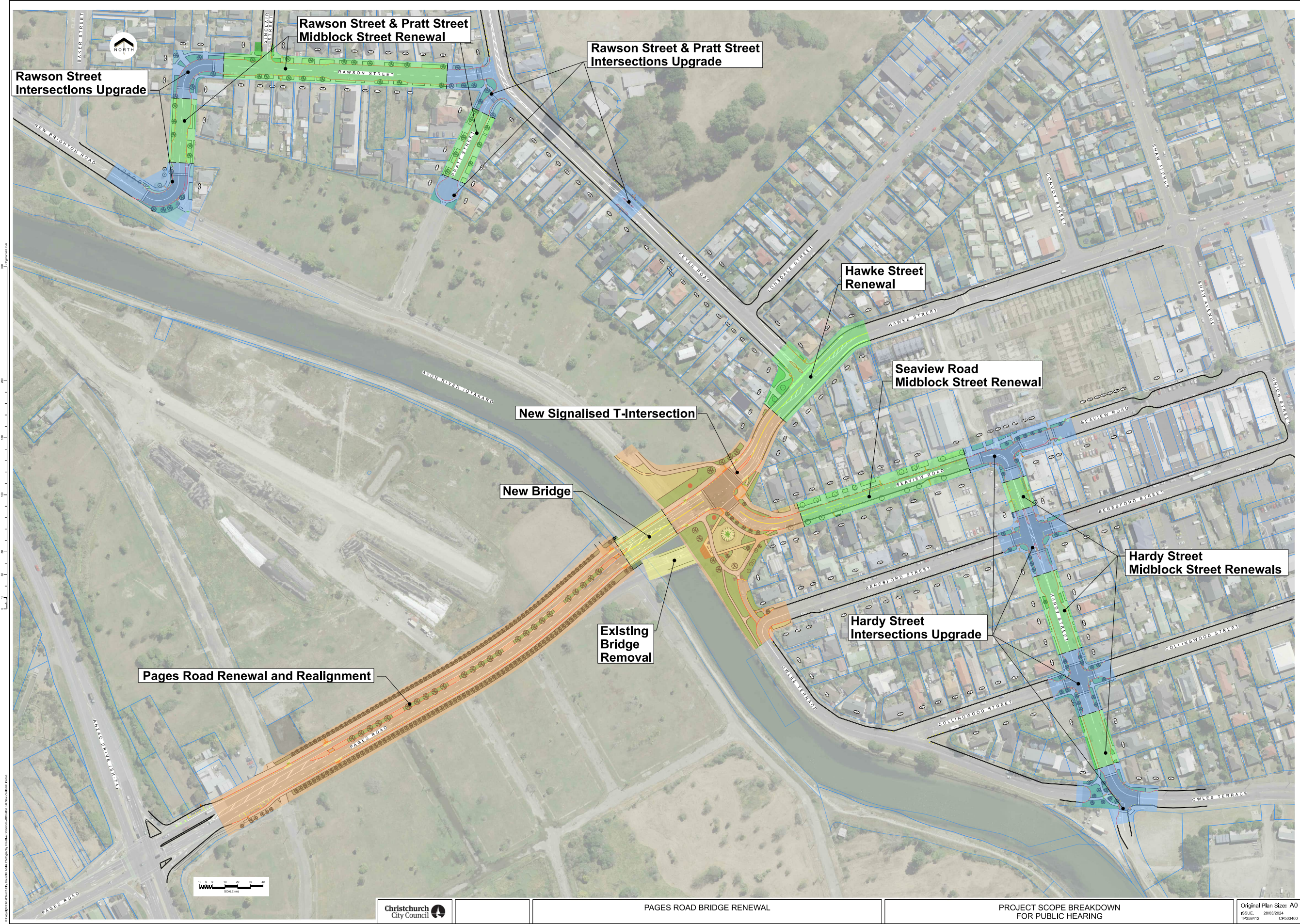
Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains: <ul style="list-style-type: none"> (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories Ngā Kaiwaitohu

Authors	Nathan Sidwell - Project Manager Krystle Anderson - Engagement Advisor
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management Jane Parfitt - Interim General Manager Infrastructure, Planning and Regulatory Services







Gateway to New Brighton, Pages Road bridge and surrounding streets

Submitter profile

Between 31 July and 28 August 2023, 261 groups and individuals made submissions on the Gateway to New Brighton project.

Submissions were made by 17 recognised organisations including the following:

Stakeholder type	Name
Transport	<ul style="list-style-type: none">• Ia Ara Aotearoa Transporting NZ• Disabled Persons Assembly• Living Streets Aotearoa• Te Whatu Ora Health NZ• Spokes• Canterbury Automobile Association
Local community groups	<ul style="list-style-type: none">• New Brighton Residents Association• Southshore Residents Association• Sustain South Brighton• New Brighton Project
Businesses	<ul style="list-style-type: none">• Beachcomber Dairy• New Brighton Dental
Education facilities	<ul style="list-style-type: none">• Kidsfirst Kindergartens Nuffield• Nova Montessori Children's House and School
Community Boards	Waitai Coastal-Burwood-Linwood Community Board

The transport stakeholders and local community groups were generally in support of the project as a whole. Transporting NZ and Canterbury Automobile Association both questioned the need for raised safety platforms. The submissions from Kidsfirst Kindergartens Nuffield and Nova Montessori Children's House and School focused primarily on their parking needs.

Both Beachcomber Dairy and New Brighton Dental were concerned the proposed changes will have an effect on their businesses.

Police, Fire and Emergency NZ (FENZ) and St John did not put in formal submissions. They provided informal feedback in a meeting with staff. All were generally supportive of the project however, FENZ were concerned about the ongoing use of raised safety platforms.

Where submitters live

Most submitters live in the New Brighton area (New Brighton, North New Brighton, South Brighton, Southshore):

- 54 live on the streets affected by the proposed changes.
- 114 live within the New Brighton area but not on the affected streets.
- 94 live outside of New Brighton.

Demographic information

Providing demographic information was optional. 245 submitters provided their age which showed we received feedback from a good range of ages, including those under the age of 35.

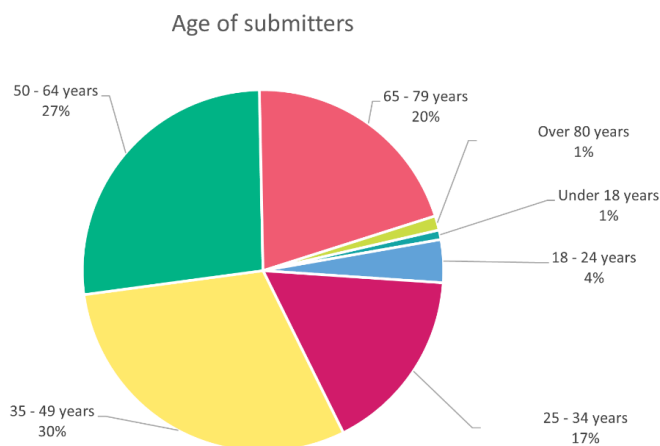


Figure 1 – Submitter ages.

245 submitters provided their gender which is roughly representative.

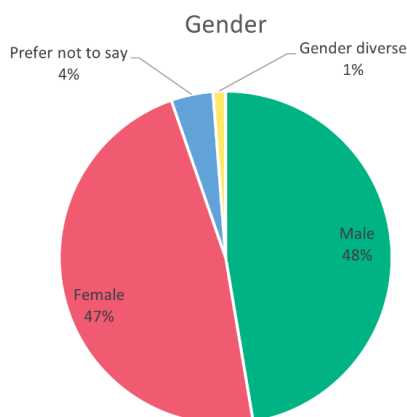


Figure 2 - Submitter genders.

236 submitters provided their ethnicity. Submitters were able to select more than one ethnicity.

Ethnicity	Count
NZ European / Pakeha	212
Māori	19
Pacific Peoples	3
Asian	11
Other European	12
Middle Eastern	1
Latin American	1
African	1
Other	20

Submitter feedback

Feedback on the proposed changes to Pages Road

Submitters were asked 'Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?' 250 submitters answered this question, of which 188, 75.2% said they supported the proposed changes.

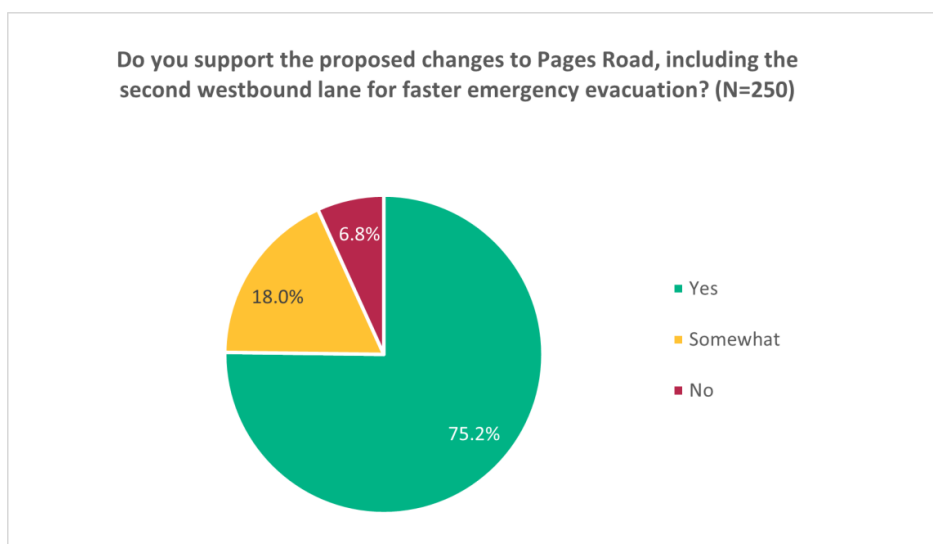


Figure 3 - Support for proposed changes on Pages Road.

The following graph shows whether submitters supported the proposed changes for Pages Road, based on where they live. This shows that residents on all affected streets were slightly less likely to support the changes (12% answered 'no') compared to those not living on the affected streets (2.7% and 8.9%)

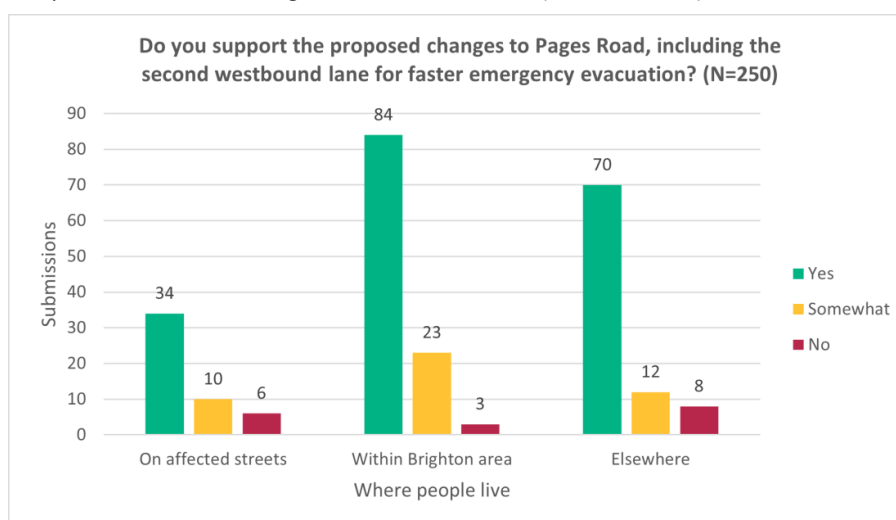


Figure 4 - Support for proposed changes to Pages Road, based on where people live.

Common themes from submitter comments about Pages Road were:

- Would support a separated cycle lane (14)
- Support the second westbound lane (11)
- Support the shared path (10)
- Support the landscaping (9)
- Do not support the New Brighton Road closure (8)
- Do not support the shared path (6)

Feedback on the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads

Submitters were asked 'Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?' 246 submitters answered this question, of which 170, 69.1% said they supported the proposed changes.

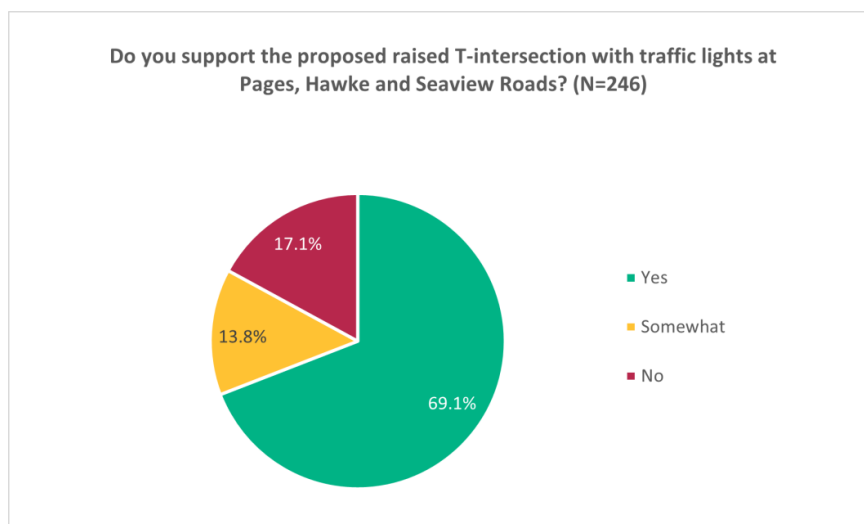


Figure 5 - Support for the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads.

The following graph shows whether submitters supported the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads, based on where they live. Here submitters living on all affected streets were significantly more likely to oppose the proposed changes (31.3%, as opposed to 17.3% and 9.1%). However, even those directly affected were almost twice as likely to support the changes as oppose them.

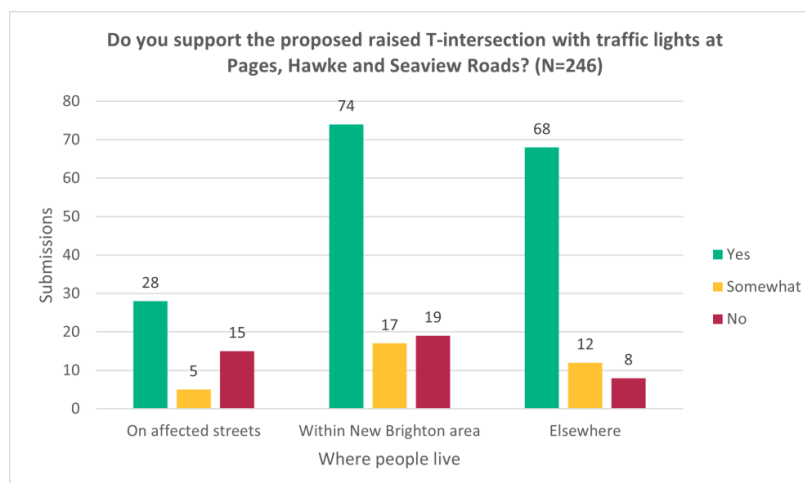


Figure 6 - Support for the proposed raised T-intersection with traffic lights, based on where people live.

Common themes from submitter comments about the proposed raised T-intersection were:

- Supported the raised safety platforms/traffic calming (15)
- Would prefer a different intersection type or don't like the idea of traffic lights (14)
- Do not support New Brighton Road closure (13)
- Do not support Owles Terrace closure (12)
- Do not support raised safety platforms/traffic calming (9)
- Support the pedestrian/cycling improvements (8)

Feedback about the proposed changes to Seaview Road

Submitters were asked 'Do you support the proposed changes to Seaview Road?' 241 submitters answered this question, of which 167, 69.3% said they supported the proposed changes.

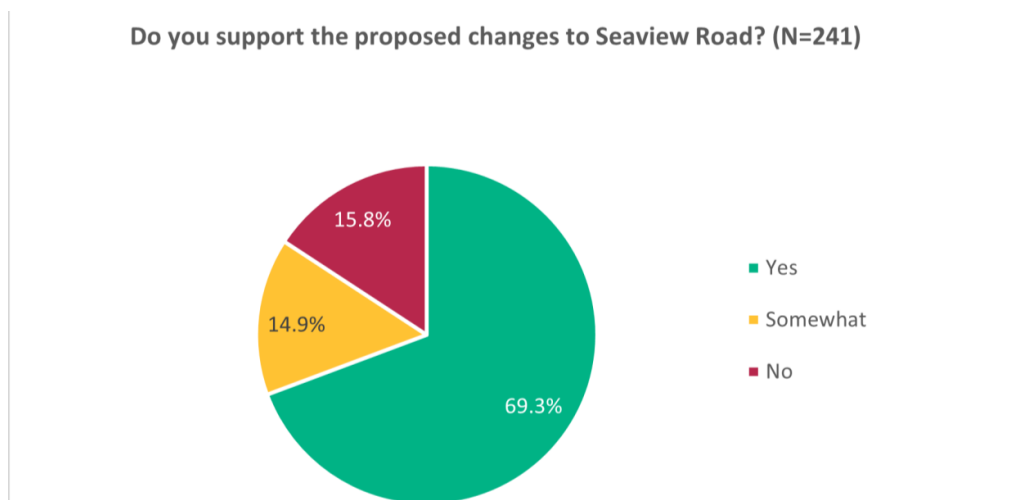


Figure 7 - Support for the proposed changes to Seaview Road.

The following graph shows whether submitters supported the proposed changes to Seaview Road, based on where they live. Here again submitters living on all affected streets were somewhat more likely to oppose the proposed changes (22.4%, as opposed to 14.8% and 13.1%). However, those directly affected were more than twice as likely to support the changes as oppose them.

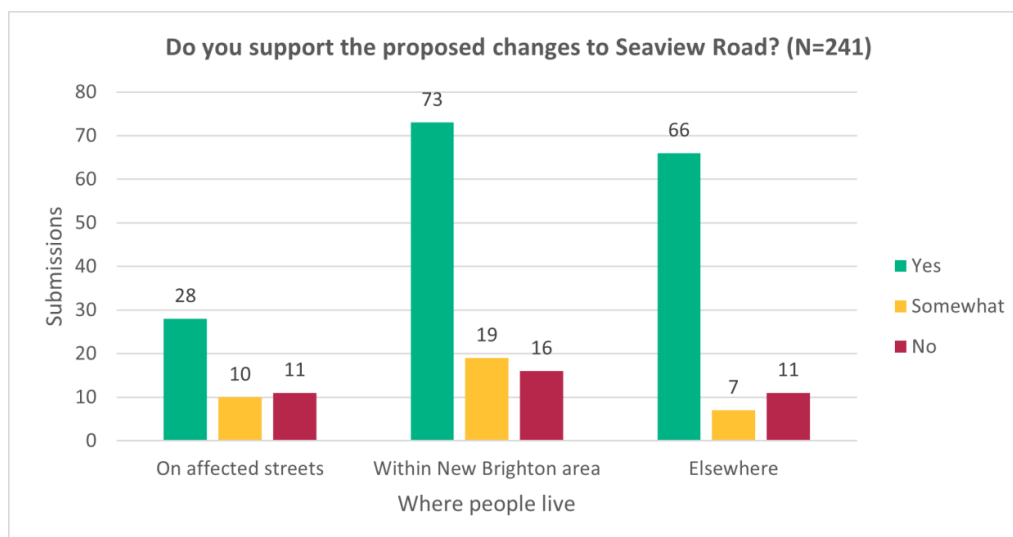


Figure 8 - Support for proposed changes to Seaview Road, based on where people live.

Common themes from submitter comments about the proposed changes to Seaview Road were:

- Concerns about the availability of parking (27)
- Like the shared path (5)
- Happy with lower speeds (4)
- Would like a separated cycleway (4)
- Would prefer the shared path was shifted to Beresford Street (3)

Feedback about the proposed changes to Hardy Street

Submitters were asked 'Do you support the proposed changes to Hardy Street?' 240 submitters answered this question, of which 172, 71.7% said they supported the proposed changes.

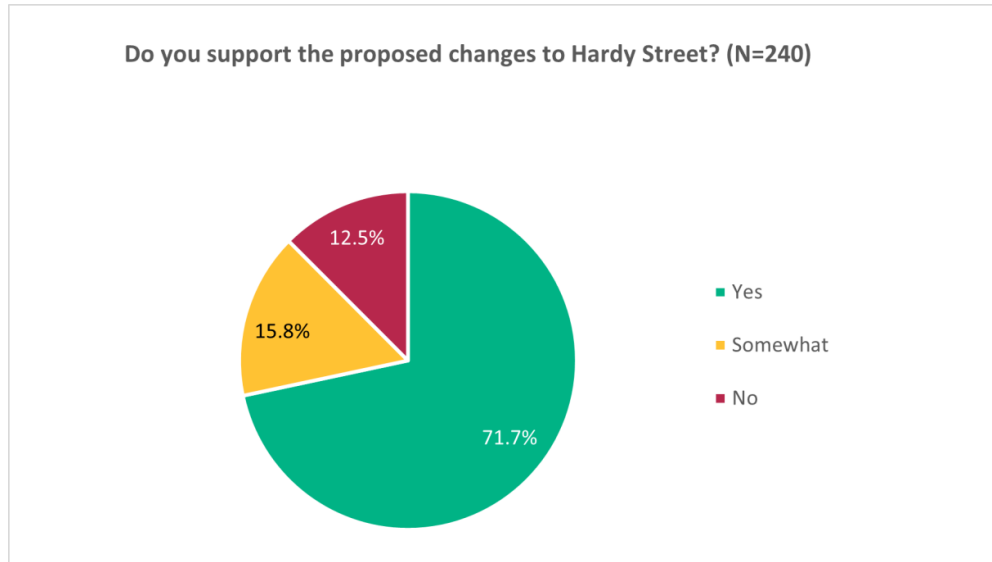


Figure 9 - Support for the proposed changes to Hardy Street.

The following graph shows whether submitters supported the proposed changes to Hardy Street, based on where they live. Here submitters living on all affected streets were no more likely to oppose the proposed changes but were more likely to 'somewhat' support the changes.

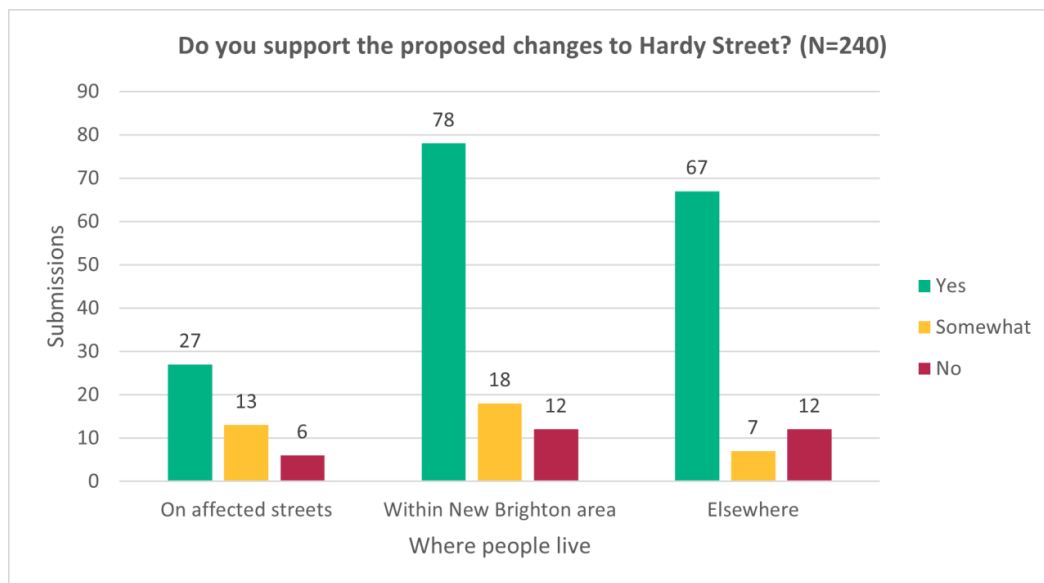


Figure 10 - Support for proposed changes to Hardy Street, based on where people live.

Common themes from submitter comments about Hardy Street were:

- Like the raised safety platform/traffic calming (9)
- Concerns the changes may slow evacuation (6)
- Concerns about the loss of car parking on Hardy Street (6)

Feedback about the proposed changes to Rawson Street and Pratt Street

Submitters were asked 'Do you have any comments about the proposed changes to Rawson and Pratt Street?' 237 submitters answered this question, of which 167, 70.5% said they supported the proposed changes.

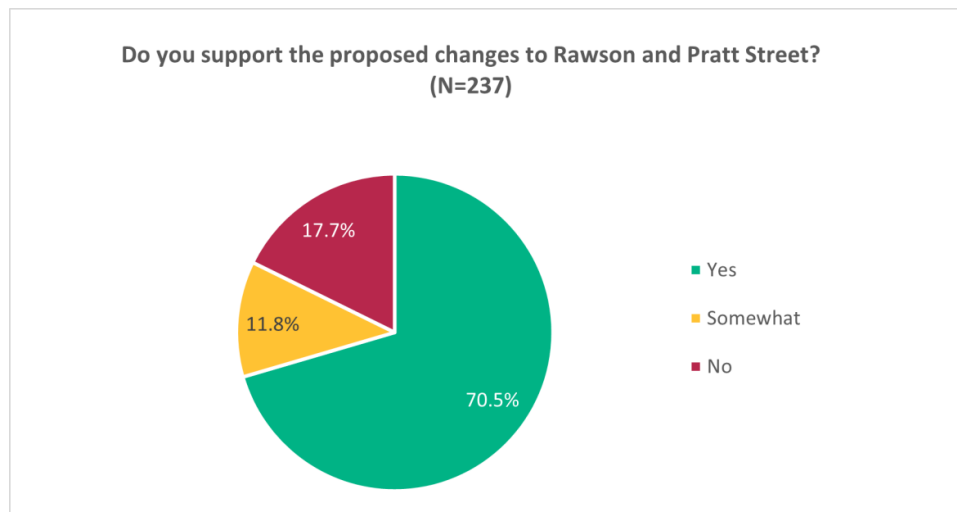


Figure 11 - Support for the proposed changes to Rawson and Pratt Street.

The following graph shows whether submitters supported the proposed changes to Rawson and Pratt Street, based on where they live. Here submitters living on all affected streets were almost as likely to oppose the proposed changes as support them (37.8% and 48.9% respectively).

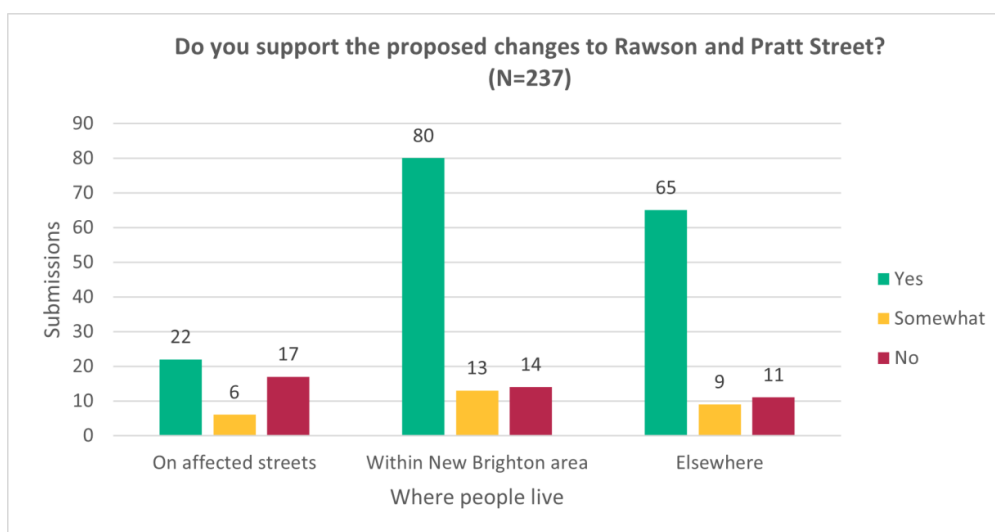


Figure 12 - Support for proposed changes to Rawson and Pratt Street, based on where people live.

Common themes from submitter comments about Rawson and Pratt Street were:

- Oppose the New Brighton Road closure (12)
- Concerned about the Rawson/Pratt/Keyes intersection (10)
- Oppose parking loss (6)
- Support the raised safety platform/traffic calming (6)
- Concerned about the increase in traffic down Rawson Street (5)

Feedback across the entire survey

There were some common themes from submitters across the entire survey. These were:

- Oppose parking loss (40 submitters)
- Oppose New Brighton Road closure (39 submitters)
- Oppose Owles Terrace closure (20 submitters)
- Concerned about the Keyes Road and Hawke Street intersection (17 submitters)

There were several ideas or issues raised by submitters. These ideas and issues are collated together with responses from the project team in **Attachment E** of the Hearings Report.

Gateway to New Brighton - Ideas and issues raised by submitter(s) and staff responses

Area of project	Issue/idea raised by submitter(s)	Staff response
Pages Road	Request for separated cycle lanes	<p>The proposal includes on road cycles across the bridge as well as a 4 metre wide shared path. This allows confident cyclists to use the road, but the less confident to use a space that is separated from general traffic. This design has been discussed with the team responsible for delivering the Major Cycle Routes around the city.</p> <p>The decision to use a shared path is in recognition that this is not just a commuter route, but one that is likely to be popular for recreational users visiting the beach, hot pools, or the adjacent Waitaki Wetland. The 4-metre-wide shared path provides a safe route the opportunity for groups such as families to cycle together and at their own pace while interacting with each other.</p>
	Option to provide under pass at the bridge	An underpass has not been considered. This will be prohibitively expensive and would be susceptible to flooding resulting in a reduced level of service through parts of the year. A signalised T-intersection has been provided which provides safe crossing of Pages Road for active users.
	The crossing on Pages Road is too close to car park access	In the consultation material, it does appear that the crossing is adjacent to the proposed future car park. However, the car park access will be off the old Bexley Road and located 40m west of the crossing. Mindful of the commercial access to Bexley Garage, this is the most appropriate location for the crossing.
	Question regarding the car park access	The car park access has not yet been designed and will form part of the Waitaki Wetland development. This will be passed on to the Waitaki Wetland team.
	Request for a bus lane	The project team discussed this option at length, however decided not to make it a bus lane at this stage. A key objective of this project was to make emergency evacuation faster for New Brighton. The feedback gained through working with international experts identified that it was difficult to predict how people respond during an evacuation. In some instances, people drove along medians or on both sides of the road and in others civil defence had to send pilot vehicles out to encourage people to drive in ways that would otherwise have not been permitted. Therefore, the project team designed the evacuation route to be used as a driver would use it on any other day. This is considered the safest option as we don't require a change in the driver behaviour. It should also be noted that there would only be a very marginal benefit to bus travel times through making this a bus lane. There is not the congestion requirements to warrant a bus lane.
	Request for a tram line	Installing a tram line is outside the scope of this project.
	Request for changes to bus routes	Bus routes are determined by ECan and are outside the scope of this project.

T-Intersection	Request for change to Keyes Road	Keyes Road upgrades are outside the scope of the project.
	Question over potential delays for buses at T intersection	The number 5 bus route is unlikely to experience a noticeable delay as a result of this project. In off peak periods the signalised intersection will likely add some delay as it requires vehicles to stop if the lights are red whereas a roundabout would not if there is no other traffic. However, in the peak periods the traffic signals are likely to reduce delays as it will provide more balance than having to give way to the right.
	Request to move the bus routes away from Seaview Road	Bus routes are determined by ECan and are outside the scope of this project. It's important the bus route is close to key destinations, such as the mall. Moving the bus away from Seaview Road and Hardy Street would be detrimental to its patronage.
	Request for pedestrian crossings on all arms of the intersection	A third pedestrian crossing has not been included. It is typical in Christchurch to provide only two crossings at T intersections. Adding a third was considered however would have a detrimental impact on intersection efficiency during business as usual operations and during an evacuation.
	Request for separated cycle lanes	<p>The proposal includes on road cycles across the bridge as well as a 4 metre wide shared path. This allows confident cyclists to use the road, but the less confident to use a space that is separated from general traffic. This design has been discussed with the team responsible for delivering the Major Cycle Route.</p> <p>The decision to use a shared path is in recognition that this is not just a commuter route, but one that is likely to be popular for recreational users visiting the beach, hot pools, or the adjacent Waitaki Wetland. The 4-metre-wide shared path provides a safe route the opportunity for groups such as families to cycle together and at their own pace while interacting with each other.</p>
	Question regarding potential signal phasing of the traffic lights	The current proposed signal phasing provides fully protected phases for the pedestrians and cycles using the shared paths, so that they will not come into conflict with vehicles. The signal phasing has been designed to provide a high level of service to pedestrians and cyclists by minimising their delays.
Seaview Road	Question over the berm width on the northern side	Wide berms are required to allow for existing mature trees. It's also reduces volume of stormwater that needs to be conveyed and treated.
	Request for a wider shared path	A wider shared path would be ideal. However, it is important to balance the needs of the residents and businesses and the wider road network. It would not be reasonable to remove all on-street parking to create a wider shared path.
	Suggestions for cycle lane on Beresford Street	<p>This was considered; however, it does not link directly with the village centre and would require the crossing to be on river side of the Pages Road / Hawke Street / Seaview Road intersection. Placing the crossing on that side would have an adverse effect on the operation of the intersection both during business as usual and during an evacuation.</p> <p>Moving the cycles onto Beresford Street would also require a signalised crossing with the intersection of Hardy Street.</p>

	Request for separated cycle lanes	The use of a bi-directional separated facility would require all the trees and berms to be removed on the north side of Seaview Road and would result in a material change in the look and feel of the local environment. It would also result in conflict at the bus stop. The shared path is located 3 metres from the driveways which allows a reversing vehicle to observe any cyclists before crossing the cycle lane.
	Request for speed limit to be reduced	The speed limit will be reviewed as part of a future project and will form part of an area wide proposal. These comments will be passed on to that team.
	Request for way finding	Way findings will be an important feature of the project. This will be determined as part of the detailed design stage.
Hardy Street	Request for parking on Owles Terrace	Owles Terrace will remain available for parking.
	Request for right angle parking	Right angle parking on Hardy Street would not be safe, as it would require vehicles to reverse out of the car parks across two lanes of traffic.
	Question over the length of buildouts	The buildouts have been intentionally provided to create opportunities for landscaping to enhance the look and feel of the street, reduce vehicle speeds and provide environmental benefits by reducing the amount of hardstanding.
	Request for lower speed limits	The speed limit will be reviewed as part of a future project and will form part of an area wide proposal. These comments will be passed on to the relevant team.
	Pedestrian crossing outside Nova Montessori	Crossing have been provided at either end of the street block.
	Request for sharrows	Hardy Street wouldn't be suitable for sharrows, however the width of the corridor allows for cycle lanes to be installed in the future. Owles Terrace and Union Street are both likely to be more attractive routes for cyclists. Hardy Street has traffic lanes which are at least 5m wide, which is sufficient for cycles and vehicles to travel side by side.
Rawson Street & Pratt Street	Question over Keyes / Pratt / Rawsons intersection control	The traffic modelling shows an addition 30 vehicles using this road in the AM peak and 70 in the PM peak. The traffic flows are not high enough to justify installing traffic lights at this intersection.
	Request for pedestrian crossing to Rawhiti Domain	A pedestrian refuge is included in the design to provide access to the park.
	Request for more pedestrian priority	The intersection designs aligns with current best practice. While it does require pedestrians to give way it is the safest layout for them.
	Concern raised over cycle safety at raised tables	The traffic lanes on the raised tables are wide enough to allow cycles and vehicle to safely share the lane.
	Concern raised over pedestrian crossing outside Beachcomber dairy	The pedestrian crossing outside the dairy is located on a raised platform where operating speeds will be 30 km/h or less. The pedestrian visibility is better than what is required under the NZTA Waka Kotahi <i>pedestrian network guidance</i> making it easy for them to see a safe crossing gap. The pedestrians are also in a prominent and clearly visible for drivers to see.

	Concern raised over cycle safety at Keyes Road	Traffic flows on Keyes Road are not expected to increase significantly. As a result of the proposal peak hour flows might increase by 18 vehicles in the AM peak hour and 34 vehicles in the PM peak hour. However, this is not sufficient in scale to reduce cycle safety from the existing layout. An upgrade to this intersection is outside the scope of this project.
	Concern raised over cycle safety at New Brighton Road	Traffic flows on New Brighton Road are expected to drop by around 150 vehicles in both the AM and PM peak periods, making it significantly safer.
	Request for lower speed limits	The speed limit will be reviewed as part of a future project and will form part of an area wide proposal. These comments will be passed on to that team.
Other (Transport related)	Request for alterations to Rocking Horse Road	Rocking Horse Road is outside the scope of this project.
	Questions regarding with cycle network and tying into the city centre	A link to the city is outside the scope of this project. However, two cycle routes will connect New Brighton to the city centre, the City to Sea cycleway is a recreational route that goes through the red zone following the Otakaro-Avon River. The Avon-Otakaro Route will be a Major Cycleway Route and will connect key destinations between New Brighton and the city centre.
	General request for separated cycle lanes as part of the project	<p>The proposal includes on road cycles across the bridge as well as a 4 metre wide shared path. This allows confident cyclists to use the road, but the less confident to use a space that is separated from general traffic. This design has been discussed with the team responsible for delivering the Major Cycle Route.</p> <p>The decision to use a shared path is in recognition that this is not just a commuter route, but one that is likely to be popular for recreational users visiting the beach, hot pools, or the adjacent Waitaki Wetland. The 4-metre-wide shared path provides a safe route the opportunity for groups such as families to cycle together and at their own pace while interacting with each other.</p>
	Queries over impact of road closures on traffic flows	<p>There will be reasonably large increases on Seaview Road and Hardy Street north of Beresford. These sections of the network will see additional vehicle flows of around 200 vehicles in each of the peak hours. However other roads on the network see comparable reductions, such as Owles Terrace and New Brighton Road.</p> <p>Roads such as Rawsons Street and Keyes Road see low double digit increases in the region 10 - 30 vehicles in the peak hours.</p>
	Request to maintain old bridge for pedestrians and cyclists	Maintaining the old bridge is not an option due to significant repairs being required to make it meet current building standards and it is at the end of its design life. It is unlikely to be useable if there was another earthquake.
	Question over the impact of closing New Brighton Road on other roads	Traffic flows on Keyes Road are not expected to increase significantly. As a result of the proposal peak hour flows might increase by 18 vehicles in the AM peak hour and 34 vehicles in the PM peak hour. On Rawson Street the impact is larger although still not significant, the traffic modelling shows an addition

		<p>30 vehicles using Rawson Street in the AM peak and 70 in the PM peak. The majority of the traffic that was using New Brighton Road is expected to divert to the Pages Road / State Highway 74 corridor.</p> <p>The inclusion of New Brighton Road into the traffic signals has been considered and discounted during the design process as it has an adverse effect on the operation of the intersection during an evacuation scenario.</p>
	Question about impact of project on Keyes Road	Traffic flows on Keyes Road are not expected to increase significantly. As a result of the proposal peak hour flows might increase by 18 vehicles in the AM peak hour and 34 vehicles in the PM peak hour.
	Request for path under the bridge	A path under the bridge would be subject to frequent flooding and so has not been included.
	Request for way finding	Way finding will be an important feature of the project. This will be determined as part of the detailed design stage.
	Existing poor pavement condition issues at the entrance to the old school site (out of project extents)	The section of Hawke Street outside the old school site is outside the project area and any issues with the pavement there will not be addressed as part of this project. This issue been highlighted to the road maintenance team in Council. The pavement along the section of Hawke Street between the intersection with Keyes Road and the new bridge will be investigated during the detailed design phase and remediated as part of this project.
	Retain bridge and connect with Owles Terrace for additional evacuation options	It is not a viable option to retain the existing bridge. The existing bridge is nearing the end of its design life, has experienced significant earthquake damage and there is no recommended long-term method of repair.
	Roadside footpath levels are higher than garden levels, how will flooding of residential garden be prevented.	The design will be developed during the detailed design phase to take account of footpath levels relative to neighbouring properties
	Request to fix potholes in car park	Outside of the scope of this project.
Landscaping	Requests to "exclude cabbage trees from the proposal"	No cabbage trees will be included, as they create ongoing increased maintenance costs and cause drain blockages.
	Requests "Don't go light on the planting"	Trees will be planted where possible, within the constraints of existing and proposed above ground and under-ground services. Species selection will be site specific, and appropriate for their proposed location.
	Pohutukawa Trees - Not native to this area	Although these Pohutukawa are not native to the area, they are a NZ Native, and have been selected in favour of an exotic tree which would be more commonly seen as a street tree. An arborist and ecologist have been and will continue to be involved going forward. Pohutukawa's are a suitable species with the changing climate, high water table and rising levels of salinity in the soil.
	Bridge Design Request "Local designs or Māori patterns should be woven into the side/path/barrier though sand blasting	Bridge and paving artwork will be included in the detailed design phase as part of the culture design through Whiti Ora.

	or some precast patterns set into the sides. How has local iwi and their connection with the land and sea been considered or shown in this design.	
Other Design Disciplines (outside of Transport / Landscaping)	Diluted sewage overflowing manholes during flooding events on Pages Road	Pages Road will be raised approx. 0.5m above existing road level. Manhole cover specifications will be considered during the detailed design phase.
	Can waka's travel under the bridge during high/king tide	Yes, the new bridge level will be higher than existing taking account of predicted sea level rise and will accommodate watercraft beneath the bridge during high/king tides.

5. Volume of Submissions - Pages Road Bridge Renewal Project

Reference / Te Tohutoro: 24/397974

Report of / Te Pou
Matua: Simone Gordon, Democratic Services Advisor,
simone.gordon@ccc.govt.nz
Senior Manager /
Pouwhakarae: Lynn McClelland, Assistant Chief Executive Strategic Policy and
Performance

1. Purpose Te Pūtake Pūrongo





- 1.1 The purpose of this report is to provide the Hearing Panel considering the Pages Road Bridge Renewal Project with:
 - 1.1.1 All submissions received on the Pages Road Bridge Renewal Project.
 - 1.1.2 A schedule of submitters who wish to speak to their submission during the hearings.
- 1.2 **Attachment A** – Contains a schedule of submitters who will speak to their submission during the hearings and a copy of their submission.
- 1.3 **Attachment B** – Contains a table of submitters who do not wish to be heard (including those submitters who originally wished to be heard, but no longer wish to be heard). Also included (in corresponding order) is a table with their submissions.
- 1.4 Note, that the Local Government Act 2002 requires, as one of the principles of consultation, that “the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration” (section 82(1) (e)).
- 1.5 When deliberating on submissions, the Hearings Panel should keep in mind the Council’s decision-making powers and the scope of the consultation materials. Significant changes from the original proposals may require further consultation.

2. Officer Recommendations Ngā Tūtohu

That the Hearings Panel:

1. Accepts the written submissions, including any late submissions, received on the Pages Road Bridge Renewal Project.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Schedule of submitters who wish to be heard	24/516400	52
B  	Schedule of submitters who do not wish to be heard	24/516618	94

Pages Road Bridge Renewal Project – Hearing Thursday 4 April 2024		
Time	Name	Submission Number
9.30am	Apologies and Election of a Chair	
9.35am	Staff presentation	
10.20am	Paul McMahon - Waitai Coastal Burwood Linwood Community Board	7054
10.30am	Shubha Narayan - Nova Montessori	7162
10.40am	Carina Duke - Living Streets Aotearoa	7169
10.50am	John Mowat - New Brighton Residents Association	9559
11.00am	Break	
11.10am	Drucilla Kingi Patterson – TOA Rail	6843
11.20am	Brian Hill	7139
11.25am	Rosee Hodgson	3382
11.30am	Laurence Fairley	3550
11.35am	Jo Zervos	3573
11.40am	Ashley Campbell	4187
11.45am	Break	
11.50am	Lyndall O'Loughlin	6931
11.55am	Zelda MacKenzie	6953
12.00pm	George Laxton	7060
12.05pm	Marianne Briels	7176
12.10pm	Nick Van Haandel	6970
12.15pm	Lunch break 12:15pm - 1:00pm	
1.00pm	Zenaida Cargill - Beachcomber Dairy	7212
1.10pm	Fiona Bennetts	7185
1.15pm	Mylo Dang + petition	7193
1.20pm	Michelle Hollis - Spokes Canterbury	7146
1.30pm	Deidre Jones	9077
1.35pm	Break	
1.40pm	Nikki Griffin	4486
1.45pm	John Grant	9075
1.50pm	Sue Reardon	7229
1.55pm	Anne Scott	7177
2.00pm	Gavin Bodger	6985
2.05pm	Break	
2.10pm	David East – North Beach Residents Association	Nil
2.20pm	David East	7112
2.25pm	Stephen Bartlett	7167
2.30pm	Julie Bartlett	7165
2.35pm	Helen Egan	7171
2.40pm	Gwendoline Glazzard	7107
2.45pm	Break	
3.00pm	Panel Questions for staff and deliberation	

Organisations to be heard:

ID	Submission	Name - Organisation
7054	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <ul style="list-style-type: none">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. <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Somewhat</p> <ul style="list-style-type: none">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. <p>Do you support the proposed changes to Seaview Road?</p> <p>Somewhat</p> <ul style="list-style-type: none">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. <p>Do you support the proposed changes to Hardy Street?</p> <p>Somewhat</p> <ul style="list-style-type: none">Conditionally on whether FENZ and NZ Police are in support. <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <ul style="list-style-type: none">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. <p>Do you have any comments on other parts of the plan?</p> <ul style="list-style-type: none">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. <p>See attachment</p>	<p>Paul McMahon Waitai Coastal- Burwood-Linwood Community Board Submissions Committee Chairperson</p>

ID	Submission	Name - Organisation
9559	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>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.</p> <p>Do you support the proposed changes to Seaview Road? Somewhat Would like the cycleway up Beresford Street, not Seaview Road.</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>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.</p>	John Samuel Mowat New Brighton Residents Association Chair
7212	See attachment	Zenaida Cargill Beachcomber Dairy Owner
7169	<p>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.</p> <p>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).</p> <p>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?</p> <p>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.</p> <p>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.</p> <p>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.</p>	Carina Duke Living Streets Aotearoa Executive Member

ID	Submission	Name - Organisation
7162	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Somewhat</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? <i>See attachment</i></p>	<p>Shubha Narayan Nova Montessori Children's House and School Co-Head of Nova Montessori</p>
7146	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>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.</p> <p>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.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>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.</p> <p>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</p> <p>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.</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>The ideal would be a separated bi-directional cycleway, so cyclists can travel safely without interfering with pedestrians.</p> <p>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.</p> <p>Support the narrow slow speed feel, including the raised platforms, but make it 30 km/h also.</p>	<p>Michele Hollis Spokes Canterbury Cyclists Association Biketober Coordinator</p>

ID	Submission	Name - Organisation
	<p>Prefer buses not use this road unless there is a separated cycleway for more confident cyclists who won't use a shared path.</p> <p>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.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>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.</p> <p>We support the pedestrian refuge island near Beresford Street.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>We support the raised platforms to slow travelling speeds. Please also reduce the speed limit to 30 km/h.</p> <p>We support the cul-de-sac treatment of Pratt Street.</p> <p>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.</p> <p>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.</p> <p>Do you have any comments on other parts of the plan?</p> <p>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.</p> <p>We support the pocket park.</p> <p>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.</p> <p>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.</p>	
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	<p>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.</p>	Rose Maree Hodgson
3550	<p>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?</p>	Laurence Fairley
3573	<p>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.</p>	Joanne Marie Zervos

ID	Submission	Name
	<p>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.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Somewhat</p> <p>Not happy about the Parking restrictions which will affect businesses, residents and hall users</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Somewhat</p> <p>Love that this is being upgraded but I see issues with the intersection narrowing proposals.</p> <p>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.</p> <p>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.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Somewhat</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>Rawson St residents are not happy with the diversion and street narrowing. Traffic calming measures will be required but on a lesser scale."</p> <p>Do you have any comments on other parts of the plan?</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Lastly - Community is important and so are the links between our communities.</p> <p>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.</p> <p>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</p>	

ID	Submission	Name
	<p>not get any input into this? It's disappointing, sad, disheartening and is not doing any favours to improved residents satisfaction.</p> <p>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.</p> <p>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.</p>	
4187	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat</p> <p>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 that to retrofit it.</p> <p>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.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Somewhat</p> <p>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.</p> <p>Do you have any comments on other parts of the plan?</p>	Ashley Campbell
4486	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>It looks fabulous and we need to get on with it.</p> <p>I would like to see the works pulled forward in the ltp</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>It will be better than the one that is there now</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Somewhat</p> <p>Seaview road is used for many activities in the hall.</p> <p>I have concerns about how people will manage kinds 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</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Somewhat</p> <p>My concern is around speed limits from Rawson and keys Road.</p> <p>This intersection is not used by many as we know it is dangerous.</p> <p>Do you have any comments on other parts of the plan?</p> <p>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.</p>	Nikki Griffin

ID	Submission	Name
	<p>I would also like to see the project pulled forward in the ltp.</p> <p>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.</p>	
6931	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>No</p> <p>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.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>As above, this will worsening the traffic situation for New Brighton as a whole.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>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.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Somewhat</p> <p>All road in and out of New Brighton could do with upgrading.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Somewhat</p> <p>These changes will assist in safe access to the both Hawke and Keye's street.</p> <p>Do you have any comments on other parts of the plan?</p> <p>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.</p>	Lyndall O'Loughlin
6953	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>This work is essential as the current system just doesn't work with the amount of traffic using this road every day.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Somewhat</p> <p>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.</p> <p>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.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>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.</p> <p>I think Owles Tce should remain open and perhaps the old bridge retained for emergency exit for light vehicles and pedestrians only?</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>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.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p>	Zelda MacKenzie

ID	Submission	Name
	<p>Somewhat</p> <p>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.</p> <p>Do you have any comments on other parts of the plan?</p> <p>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.</p>	
6970	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>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.</p> <p>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.</p> <p>For the plants plant heaps of pōhutukawa and remove the phoenix palm and replace with a grove of nikau palms.</p>	Nick
6985	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Somewhat</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>Do you have any comments on other parts of the plan?</p> <p><i>See attachment</i></p>	Gavin and Eleanor Bodger
7060	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Somewhat</p>	George

ID	Submission	Name
	<p>Support the raised intersection, great for improving safety.</p> <p>My only thing would be to please make pedestrians a priority when it comes to designing the light cycles.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>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?</p> <p>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.</p> <p>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.</p> <p>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)</p> <p>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.</p> <p>Further down Seaview road outside 128-116 Seaview road why can't the wide shared pathway continue.</p> <p>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.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>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.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Outside 40 and 41 Rawson Street on the corner there is a clear desire line to cross directly scores 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.</p> <p>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.</p> <p>Do you have any comments on other parts of the plan?</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Please add high quality bike parking outside businesses where possible.</p>	
7107	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p>	Gwendoline Glazzard

ID	Submission	Name
	<p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>Please can we have cycle only lanes separated from the road. I like the landscaping and that the palm is being kept.</p>	
7112	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>I support the bridge alignment, the new bridge but do not support the work on surrounding streets in New Brighton</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Somewhat</p> <p>Needs to include Owles Terrace and also link to an extension of New Brighton Rd from Pratt St to Hawke St</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>Not necessary apart from the intersection with Hawke St</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>Not necessary - waste of money - Keep Owles Tce open</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>Only provides congestion on Keyes Rd and creates difficulties at the Rawson / Keyes Rd intersection</p> <p>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.</p> <p>Do you have any comments on other parts of the plan?</p> <p>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</p> <p>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.</p>	David East
7139	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat</p> <p>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.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>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.</p> <p>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.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>The removal of the majority of parking in Seaview Rd will have a serious detrimental effect on businesses and users of Roy Stokes Hall.</p> <p>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.</p> <p>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.</p>	Brian Hill

ID	Submission	Name
	<p>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.</p> <p>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 that into consideration human nature.</p> <p>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.</p> <p>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..</p>	
7165	<p>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.</p> <p>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 giveway signs. Maybe make area 30kph from start of bridge to Keyes Road.</p> <p>Do you support the proposed changes to Seaview Road? Somewhat As above bottleneck creation.</p> <p>Do you support the proposed changes to Hardy Street? Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>I think that closing down options for leaving during an emergency is not the way to go. Once again creating bottlenecks at roading intersections.</p> <p>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.</p>	J Bartlett

ID	Submission	Name
	<p>My main 3 concerns are:</p> <ol style="list-style-type: none">1) Access to my property being restricted2) Evacuation bottleneck Seaview and Hawke Street3) Bigger picture: Creating cul de sacs and limiting options for evacuation.	
7167	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>No</p> <p>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!</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>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!</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>It should be left as it is and connected t the 30kph roundabout as mentioned in #2 above!</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>WHY CHANGE IT? - Just fix OWLES Terrace as you should have done after the earthquakes 12 years ago!</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>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.</p> <p>Do you have any comments on other parts of the plan?</p> <p>██████████ 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!</p>	Stephen M Bartlett
7171	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan?</p> <p>COMMENTS RE 'GATEWAY TO NEW BRIGHTON'</p> <p>I live ██████████ and have done now for 4 years, previously I lived in Nth New Brighton for 15 years so know the region well.</p> <p>I am a walker, along the river, in the red zone, down to the estuary.</p> <ol style="list-style-type: none">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
	<p>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.</p> <p>6. If parking on Seaview Rd is time limited it will effect commercial enterprises and elderly visitors who may not feel up to walking.</p> <p>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?</p> <p>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.</p>	
7177	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>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.</p> <p>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.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>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.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Love the new shared path.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>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.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>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.</p> <p>Do you have any comments on other parts of the plan?</p> <p>Overall this is an excellent upgrade.</p> <p>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.</p>	Anne Scott
7176	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat</p> <p>Great to get a 2nd lane outbound for an emergency.</p> <p>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!!!</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Somewhat</p> <p>See above re Hawke st substrata needing a solid fix</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Somewhat</p>	Marianne Briels

ID	Submission	Name
	<p>Do you support the proposed changes to Rawson and Pratt Street? No</p> <p>Do you have any comments on other parts of the plan?</p>	
7185	<p>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.</p> <p>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.</p> <p>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.</p> <p>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 theses 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.</p> <p>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.</p> <p>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.</p>	Fiona Bennetts
7193	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat</p>	Mylo Dang

ID	Submission	Name
	<p>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.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat</p> <p>Do you support the proposed changes to Seaview Road? Somewhat</p> <p>Do you support the proposed changes to Hardy Street? Somewhat</p> <p>The plans show extra landscaping surrounding Nova Montessori school. [REDACTED]</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>We request that landscaping is done with grass and small plants or trees which support visibility and therefore the safety of young/ small children.</p> <p>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.</p> <p>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.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Somewhat</p> <p>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!</p>	
7229	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No</p> <p>Do you have any comments on other parts of the plan? There will not be enough roadside parking on Rawson Street.</p>	S Reardon
9077	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat</p> <p>Do you support the proposed changes to Seaview Road? No</p> <p>Do you support the proposed changes to Hardy Street? Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No</p> <p>Do you have any comments on other parts of the plan? <i>See attachment</i></p>	Deidre Jones

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

Submission ID: 7054

SUBMISSION TO: Christchurch City Council

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

BY: Waitai Coastal-Burwood-Linwood Community Board

CONTACT: Paul McMahon
Chairperson, Submissions Committee
C/- PO Box 73023
CHRISTCHURCH 8154
021 184 1072
paul.mcmahon@ccc.govt.nz

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.

Submission ID: 7054

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?

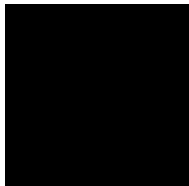
- Provided that Pratt Street surface, footpaths and infrastructure are fully renewed.
- The Board requests a footpath between the cul-de-sac and the river (New Brighton Road).
- The Board also requests that the footpath on New Brighton from the proposed T intersection to Rawson Street is upgraded.
- 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.

Trim: 23/1360841

Submission ID: 7054

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.



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

21 August 2023

Item 5

Attachment A

Trim: 23/1360841

Submission ID: 7212



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;



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KAIAPOI
T. 03 327 0590
F. 03 327 0591
A. 1 Williams Street

29890. 1. 894162: AW: AW

Item 5

Attachment A

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Page 2

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:

[REDACTED]

We hope that our requests are considered.

Yours faithfully
PIER LAW
Northwood

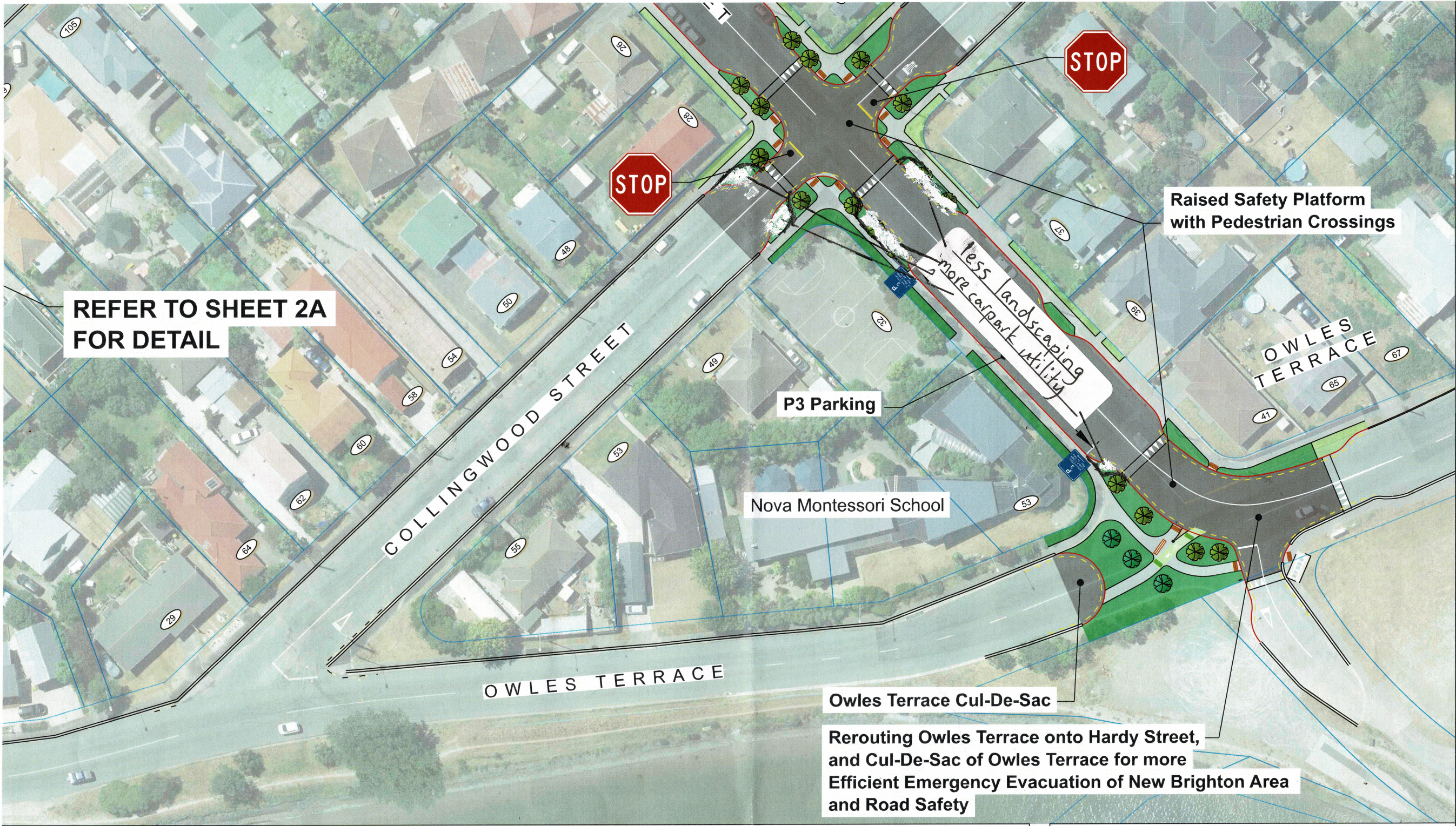
[REDACTED]

ALICE WOOD
Solicitor
AW: AW
E-Mail: [REDACTED]

Item 5
Attachment A

29890. 1. 894162: AW: AW

Submission ID: 7162



Submission ID 7162



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**

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E-mail: admin@novamontessori.school.nz

Submission ID 7162



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

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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

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Submission ID 7162



Nova Montessori Centre Charitable Trust

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Item 5

Attachment A

Submission ID: 6985

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 Terrance meets the roundabout is, and has been, problematic for decades with frequently flooding. The distance between houses and river is very narrow.

Submission ID: 6985

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

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Attachment A

(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,*, 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/OJ7CQH3ESBPA25MKEMPMX4K7A/>

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

Submission ID: 6985

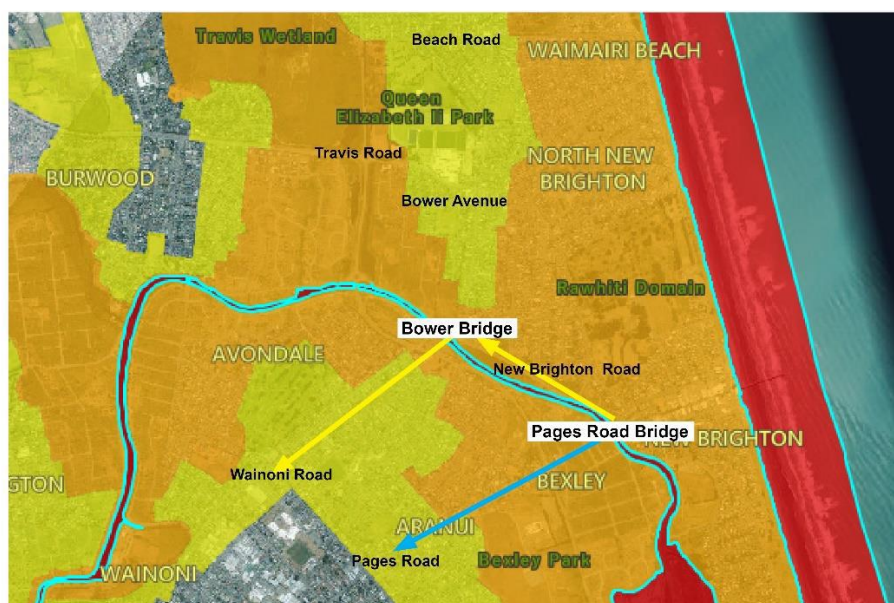
We request:

- 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

Submission ID: 9077

Pages Road Bridge and surrounding streets feedback form additional information

Item 5

Attachment A

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

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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. [REDACTED] 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 [REDACTED] 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

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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.

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Item 5

Attachment A

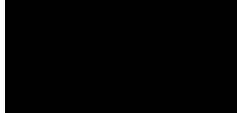
- While I think the footpath upgrading is a good idea in that area due to preschoolers and parents, if it is not accompanied by either a crossing or lights to make crossing Rawson Street or Pratt Street safer then it actually makes no difference.
- It would be safer to remove the grass planting at the 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 Hawke 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



Submission ID: 9075

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 [REDACTED] 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.

Item 5

Attachment A

Submission ID: 9075

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.

Item 5

Attachment A

Submission ID: 9075

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.

Submission ID: 9075

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

Item 5

Attachment A

Submission ID: 9075

Item 5

Attachment A

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

Submission ID: 9075

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!!!!

Item 5

Attachment A

Submissions received on Gateway to New Brighton – Pages Road Bridge and surrounding streets, August 2023

Organisations / Businesses

ID	Submission	Name - Organisation
4546	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan? Is it possible for the bridge design to incorporate features that prevent rodents from crossing? This may include across the road surface but also underneath the bridge where pipes and other utility infrastructure likely offer pathways and access to pests. I am a volunteer with Predator Free Southshore / South Brighton. We have a vision to eliminate rats and mustelids from the coastal ward and believe that the Āteakaro river is a useful physical barrier to pest re-invasion.</p>	Andrew Wells Predator Free Southshore / South Brighton Coordinator
4667	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? New Brighton Project fully support this project. We would like to see it completed as soon as possible with all the beautiful additions included in this plan</p>	Martha Elizabeth Baxendell New Brighton Project Coordinator
6924	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat</p> <p>Do you support the proposed changes to Seaview Road? No</p> <p>I am a dentist at 160 Seaview Road. I do not support the no parking on my side of the road. It would be a disaster for my elderly patients. No one has bothered to talk to me. I do not support the bus stop being moved outside my premises for similar reasons as above.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan? No consultation with the residents in Seaview Road inc myself + it will effect me greatly.</p>	Armin Svoboda New Brighton Dental Dentist

Submissions received on Gateway to New Brighton – Pages Road Bridge and surrounding streets, August 2023

ID	Submission	Name - Organisation
6939	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes We fully support the proposal as shown.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat We support the changes but question the need for raised platforms. These are unnecessary and unsafe to motorcyclists and cyclists in wet or frosty conditions. It seems that they have become a standard design feature in many projects without evaluating the actual efficiency/need for their installation. our opposition to raised platforms relates to all raised platforms planned in the design of the project.</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? A very overdue restructure of the roading system in the New Brighton area. It will be of major benefit to residents and visitors alike and will improve the safety aspect should an emergency occur and residents need evacuating quickly. This is another reason that safety platform installation should be reconsidered and removed from the overall plan.</p>	John Skevington Canterbury/West Coast Automobile Association District Council Chair.
7045	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? <i>See attachment</i></p>	Sarah McKay Sustain South Brighton Coordinator
7161	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat</p> <p>Do you support the proposed changes to Seaview Road? Somewhat</p> <p>Do you support the proposed changes to Hardy Street? Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Somewhat</p> <p>Do you have any comments on other parts of the plan? The south shore residents association wish to support in general the submission made by Sustain South New Brighton. In particular the following- Emergency preparedness: We strongly support the inclusion of an emergency preparedness focus in the project. Enhancing evacuation capabilities via Pages Road Bridge is crucial for the safety and resiliency of our coastal community. This project will not only streamline evacuations but also alleviate pressure on the South Brighton bridge during emergencies. That the pages road entrance to New Brighton looks great from an esthetic point of view . We are keen for it to live up to the pictorial version and would like to ensure it does not get watered down to a lesser version. We would encourage wayfinding signs at significant entry points, indicating the village , beach and recognising the other great amenities that New Brighton provides</p>	K Hay SSRA Communications

Submissions received on Gateway to New Brighton – Pages Road Bridge and surrounding streets, August 2023

ID	Submission	Name - Organisation
7164	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes Please see the submission attached for further details. Te Mana Ora strongly supports the proposed changes, including the new bridge and intersection upgrades, to improve emergency evacuation from New Brighton. Rapid and efficient evacuation during emergencies is a critical aspect of community resilience and public safety. The proposed road layout, backed by comprehensive traffic modelling, demonstrates a well-thought-out approach to enhancing emergency response capabilities. By reducing an estimated 40-minutes off the evacuation time for the entire area, the proposed changes significantly enhance the community's ability to respond swiftly and effectively during an emergency.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes Please see the submission attached for further details. 7. Te Mana Ora supports the need to create a safe transport system; one where everyone can get where they need to go safely. 8. Te Mana Ora supports the decision to replace the existing roundabout with a signalised T-intersection at the Pages Road, Seaview Road and Hawke Street intersection. Improved infrastructure, particularly at high-traffic intersections, plays a pivotal role in reducing the risk of accidents, injuries, and fatalities. The adoption of traffic lights will facilitate better traffic flow management, reducing the likelihood of collisions and ensuring a safer environment for all.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan? Please see the submission attached for further details. Supporting Active Transport 9. Te Mana Ora supports this proposal as it will enable more community members to walk, scooter and cycle in the area. New paths for walking and cycling on Pages Road will make it easier for community members to walk, scoot and cycle along these routes. In addition, the two proposed pedestrian islands will make it safer to cross Pages Road when travelling by foot or bike, further encouraging the use of active transport. 10. Supporting the wider community to use active transport is important as the way that we get around daily has a significant impact on how much physical activity we get regularly. New Zealand research shows that people who walk or cycle to their main activity (e.g. school or work) are 76% more likely to meet NZ physical activity guidelines. Community Engagement 11. Te Mana Ora would like to commend the Council on the thorough community engagement process in relation to the current consultation. Meaningful community engagement requires a multi-faceted approach that reaches a wide range of community members and stakeholders. The multiple avenues for participation in this consultation, such as public meetings, online surveys, and informational materials, provide more opportunities for community members to engage and ensure that the community's priorities are heard. 12. Te Mana Ora recommend that the Council connect and consult the local pre-schools and schools, to learn about any specific concerns the proposed changes may have on student's travel routes. It is critical that any changes made to the road layout ensure that children and parents can continue to safely walk, bike and scoot to preschool and school. Te Mana Ora acknowledge that this may have already been completed in this consultation.</p> <p><i>See attachment</i></p>	<p>Rosa Verkasalo Te Whatu Ora (Health NZ) and the National Public Health Service Policy Advisor</p>
7168	<p><i>See attachment</i></p>	<p>Sherryl Wilson Kidsfirst Kindergarten Nuffield Chief Executive</p>
7172	<p><i>See attachment</i></p>	<p>Chris Ford Disabled Persons Assembly NZ Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)</p>



Submissions received on Gateway to New Brighton – Pages Road Bridge and surrounding streets, August 2023

ID	Submission	Name - Organisation
7181	<i>See attachment</i>	Mr Dom Kalahsi Ia Ara Aotearoa Transporting New Zealand Interim Chief Executive

Submissions received on Gateway to New Brighton – Pages Road Bridge and surrounding streets, August 2023

Individuals

ID	Submission	Name
3208	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Somewhat</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Michael Rausch
3210	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>As someone who got stuck driving to evacuate in the kaikoura earthquake I would encourage you to get this done as quickly as possible.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>This makes total sense and should have been done years ago.</p>	Jamie Ball
3212	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>I'm concerned about what is happening to new Brighton rd. I use that rd all the way to Shirley most days. I will not be forced to take Anzac drive which is a longer route and is therefore more polluting. It also has way more traffic. New Brighton rd is a lifeline. Why would you close it?</p>	Hayley Young

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ID	Submission	Name
3215	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat</p> <p>Agree there should be two lanes going out of New Brighton</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>I don't think traffic lights are the answer and will hugely impact the day-to-day flow of traffic. Traffic lights may be more efficient with a heavy flow of traffic however they will be redundant in the case of an emergency as I find it highly unlikely that people are going to stop at a red light if a tsunami is coming (the tsunami certainly won't stop). Therefore I don't see any reason to waste money on them.</p> <p>I completely disagree that New Brighton and Owles Tce should be closed to this intersection. Pushing everyone onto only two roads out, instead of the current four seems a potentially disastrous idea. I find it extremely hard to believe this design would be 40 minutes faster in an emergency and would be interested to see the modelling that has produced this result.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan?</p>	Peggy Sampson
3216	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>No</p> <p>I am very disappointed that the 2 main routes this family use to get to our home in Beresford st will be closed. Owles Terrace and New Brighton Road. It will mean so much more traffic that is going to cause congestion for Hardy Street by the bus stops there and more problems for the buses as well.</p> <p>Fireworks, those coming here for them it gets very congested now it will be even worse coming to and from this event or any event for that matter, so I guess lots will say why bother. Let alone how concerning it will during a tsunami evacuation I know it was extremely bad during the last evacuation ðŸ˜²! All I feel that council are doing is making New Brighton worse for residents and for visitors. Also now less places to park in the area too. I think traffic lights will be a bad idea.</p> <p>Also Council haven't even given us the results or a plan ahead from the drilling they did early this year for the flooding we get in Beresford Street from the high tides. What is there plan?</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>I am very disappointed that the 2 main routes this family use to get to our home in Beresford st will be closed. Owles Terrace and New Brighton Road. It will mean so much more traffic that is going to cause congestion for Hardy Street by the bus stops there and more problems for the buses as well.</p> <p>Fireworks, those coming here for them it gets very congested now it will be even worse coming to and from this event or any event for that matter, so I guess lots will say why bother. Let alone how concerning it will during a tsunami evacuation I know it was extremely bad during the last evacuation ðŸ˜²! All I feel that council are doing is making New Brighton worse for residents and for visitors. Also now less places to park in the area too. I think traffic lights will be a bad idea.</p> <p>Also Council haven't even given us the results or a plan ahead from the drilling they did early this year for the flooding we get in Beresford Street from the high tides. What is there plan?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan?</p> <p>I am very disappointed that the 2 main routes this family use to get to our home in Beresford st will be closed. Owles Terrace and New Brighton Road. It will mean so much more traffic that is going to cause congestion for Hardy Street by the bus stops there and more problems for the buses as well.</p> <p>Fireworks, those coming here for them it gets very congested now it will be even worse coming to and from this event or any event for that matter, so I guess lots will say why bother. Let alone how concerning it will during a tsunami evacuation I know it was extremely bad during the last evacuation ðŸ˜²! All I feel that council are doing is making New Brighton worse for residents and for visitors. Also now less places to park in the area too. I think traffic lights will be a bad idea.</p> <p>Also Council haven't even given us the results or a plan ahead from the drilling they did early this year for the flooding we get in Beresford Street from the high tides. What is there plan?</p>	Diana

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3220	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	David Hillier
3221	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan?</p> <p>Please don't close off New Brighton road. This is my daily drive to and from work. It would put even more pressure on QEII in the busy times and traffic stops dead if there is an accident there. There is no way out once you are on that road. I have missed plane flights because of that so avoid that road and use New Brighton Road as much as I can.</p>	Lyn Cochrane
3225	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Lets just get it done!</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>If what you are proposing is actually what we'll get and not a cheap version then yes it will be fantastic. The 2 lanes out of NB is an excellent idea!!</p>	Gill Hubert
3236	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>This is awesome, love the bike lanes especially.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>Thank you to those who worked in the plan. Can't wait to see it built!</p>	Chris brosnan

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ID	Submission	Name
3265	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat</p> <p>intersections of keys road and Hawke St, and Lonsdale St and Keys road are going to be a nightmare if the proposed plan happens. Traffic lights will just create a bottle neck during evacuation, will people sit at a red light when it's life and death? What happens to traffic lights further up the road during an evacuation? (anzac Drive and pages road. pages road and breezes road, also more bottle necking).</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>I don't see how traffic lights and closing entire streets save time. Why not have the second lane of traffic, heading out of town, start after the intersection? Then there's no need for traffic lights during evacuation, as both roads would just be using one lane, add a round about at keys road and hawke st, if you're going to close New Brighton road (which nobody wants by the way), then something needs to be done about this intersection.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Somewhat</p> <p>see above</p> <p>Do you have any comments on other parts of the plan?</p> <p>Can we keep the old bridge with an emergency only road that connects to owls terrace area, for more evacuation options?</p>	Talya E Willson
3269	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>Do you have any comments on other parts of the plan?</p> <p>Why is New Brighton Rd being closed. ???</p> <p>From Palmers Rd, in an emergency it will be nearly impossible to enter Bower Ave then the roundabout to head West. I can't believe the stupidity of the council. Although I'm sure this comment will be ditched as will everyone's as the council have already made up its mind. I'm one person who has lived in NB all my life and am sooo disappointed in how you will do exactly as you planned and ignore all the comments</p>	Gillian Hart
3273	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Jo Case

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3274	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Dario Pietra
3278	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Stephan Lloyd
3279	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No It should be a crossroad intersection with an extended, across the red zone from Pratt st corner, New Brighton rd.... and preferably Owles Tce... with Seaview a T off it (Owles tce)</p> <p>Do you support the proposed changes to Seaview Road? No See above</p> <p>Do you support the proposed changes to Hardy Street? No Particularly disgusting treatment of the Hardy st. residents.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No Particularly disgusting treament of the Rawson st residents... and totally disgraceful treatment of the lone dairy , trying to eek out a living..,on Rawson st corner... no parking... you are really being mean.</p> <p>Do you have any comments on other parts of the plan? Realign/build New Brighton road from Pratt st corner or soon after the dairy to meet the new intersection Pages/Hawke/preferably Owles... with Seaview T'd onto Owles tce</p>	Peter Warren

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ID	Submission	Name
3284	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Looks great 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? No Do you support the proposed changes to Rawson and Pratt Street? Yes Do you have any comments on other parts of the plan? Looks amazing. Can't wait.</p>	Adam Parker
3304	<p>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?</p>	Caleb Pett
3311	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat I think that the second lane should be a bus lane that can be used as a evacuation lane or for large events held in New Brighton such as fireworks. 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?</p>	Roman Shmakov

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ID	Submission	Name
3316	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>No</p> <p>As stated in the description "additional funding will be required". Please keep rates low.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>As stated in the description "additional funding will be required". Please keep rates low.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>As stated in the description "additional funding will be required". Please keep rates low.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>As stated in the description "additional funding will be required". Please keep rates low.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>As stated in the description "additional funding will be required". Please keep rates low.</p> <p>Do you have any comments on other parts of the plan?</p> <p>As stated in the description "additional funding will be required". Please keep rates low.</p>	Mike Walls
3328	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Rohan van Soest
3329	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>They look great. Good job everyone! I like the cycleway and footpath combo for the less confident plus the on road cycle lane on pages road for confident cyclists</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Michele Dyer

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3339	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Sartia McGeoch
3345	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Matt Gill
3346	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>No</p> <p>I think the second westbound lane in unnecessary and will probably make the bridge and road significantly more expensive. I think the on road cycle lanes should have concrete separators from the vehicle lanes. The bridge could be made significantly cheaper and narrower by removing the eastbound right turn lane and the second eastbound lane. The joining streets are one lane anyway so the loss of service won't be that high.</p> <p>I support the four metre wide shared path, but I think the on road cycle lanes should have concrete separators from the vehicle lanes to give more people the level of safety they require to be brave enough to ride on the road.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>I support the raised intersection BUT there is a missing pedestrian leg on the south west side. Please do not build NEW intersections with missing pedestrian crossing legs in the 2020s! Making people cross the road multiple times at intersection is really bad for encouraging walking.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>I really like the wide shared path and that you plan to keep the existing trees, but I think you should keep the existing footpath as well (instead of grassing it) and change the shared path to a bidirectional cycleway. The extra wide grass verge in the plan is a waste of space that would be better served by having separate footpath and cycleway, there would still be space for a narrower grass verge along the line of the trees as exists now. I like how Seaview road turns into Hardy street, making it less enticing to drive into Brighton Mall.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>The kerb build outs, raised intersections/crossings and new trees are great but I would like to see even more trees, evenly spaced along the street rather than just at the intersections.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>The kerb build outs, raised sharp corners and new street trees are great. I would like Rawson and Pratt to have raised/continuous crossings at their ends for people walking along Keyes Rd.</p> <p>Do you have any comments on other parts of the plan?</p> <p>Overall I think the plans are pretty good but the emphasis on reducing congestion during evacuation is a bit strange. No matter how many lanes you build if everyone tries to drive out of New Brighton there is going to be a traffic jam. The design should be more focussed on daily needs and a single lane each direction should be enough for that. Better separation for on road cycle lanes and less reliance on shared paths would be better.</p>	Jono de Wit

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3348	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Looks fantastic</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes Looks fantastic</p> <p>Do you support the proposed changes to Seaview Road? Yes Looks fantastic</p> <p>Do you support the proposed changes to Hardy Street? Yes Looks fantastic</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes Looks fantastic</p> <p>Do you have any comments on other parts of the plan? Can we have a Welcome to New Brighton sign or art installation? Can't wait for this project to get underway!</p>	Kerry Gill
3351	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Wayne Teutenberg
3354	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Why take up the road with cycle lanes when you have a widened foot cycle path ? Cars are going to be around for a long time yet stop penalizing drivers .</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat</p> <p>Do you support the proposed changes to Seaview Road? No Once again you are severely impacting on businesses and a community hall on Seaview Rd by taking away the street parking .</p> <p>Do you support the proposed changes to Hardy Street? Somewhat Once again the Museum which has worked hard for years will be impacted by the lack of parking. We only have 2 carparks in the lot beside the Museum the rest belong to the shops across the road.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? As before taking away the street parking for the houses on Hawke St up to Keyes Rd . When the developers are putting more and more multiple units in is unbelievable . People will still be driving cars for many years to come .</p>	Carol and John Ryan

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3361	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Robert Beck
3365	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat</p> <p>Being a long time resident of New Brighton, both North and Central, my main concern is the removal of the section of New Brighton Road from Rawson Street to Hawke Street, this takes away a very crucial road to get out of New Brighton in a tsunami. This exit is the closest exit for many residents and will stop them using the new Brighton bridge to get out, and send them all to the Wainoni Rd Bridge, along with all of North New Brighton. This is a huge concern for myself and others, with this road open, in the past myself and neighbours have been hastily gone using this road, before the traffic on the two bridges became congested. Regardless of extra lanes leading up to the new bridge, this will not help those stuck halfway who have to travel further to get to the bridge due to the road removal. Please reconsider leaving the existing New Brighton rd exit connecting to the new bridge, New Brighton loses all appeal to live there if you can't get out fast in an emergency, removing this road will be at great detriment to New Brighton residents in an emergency.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat</p> <p>The only thing with this is it leads more towards Hawke st rather than down Seaview rd, which defeats the purpose of bringing traffic down the main road of New Brighton, which is where its needed to boost the multiple struggling businesses. This making Hawke St the main road and bypassing all the shopping centre by driving down the back side of the mall.</p> <p>Do you support the proposed changes to Seaview Road? Somewhat</p> <p>As above</p> <p>Do you support the proposed changes to Hardy Street? Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No</p> <p>As previously mentioned, removing access from New Brighton Road is a big mistake, especially in a tsunami, many homes are cleared using this road, before the traffic starts getting heavy.</p> <p>Do you have any comments on other parts of the plan?</p> <p>It is a nice looking entrance to New Brighton, but misses the main road through the town centre and decreases the safety of people getting out in an emergency, if you've been in New Brighton for one, you'd know how crucial it is to have this quick connection to the bridge without adding to the congestion on the main roads out. The lights are definatly a good idea as the round about is confusing to alot of people and too small to cope safely with the amount of traffic.</p>	Cindy Malone
3374	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Brendan van den Bosch
3375	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p>	Steve Watson

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ID	Submission	Name
	<p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	
3383	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>It is a welcomed upgrade that will help make the area a destination for locals and tourists.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Deby lorenzen
3391	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Great news for the Eastside</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	MIKE WILSON
3392	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>It looks good. The roundabout has high slopes that make it quite dangerous this intersection looks safer.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>Yes it looks good. Excited about some safety improvements and the native planting is good - especially the Pohutakawa's. It would be great to see more of them in New Brighton. I hope the contractors take special care to make sure they establish and the deign supports the trees roots. Looking forward to some more speed calming on Marine Parade! And some pedestrian-friendly streets.</p>	Russell Wark
3393	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>The new bridge design is ugly. Suitable, but ugly. If you really want to "celebrate" New Brighton, then it should have some sort of landmark feature.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p>	Tom Finn

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ID	Submission	Name
	<p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Now just implement something similar at the South New Brighton bridge at Bridge street, and the Estuary Rd/Bridge st roundabout to improve evacuation.</p>	
3394	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat It would be great if the walking and cycleway could go under the bridge alongside the river instead of needing to cross a busy road. It will be exaggerated if the intersection is managed by traffic lights, most runners and bikers will just chance traffic rather than waiting for a light cycle. The river trail already feels segmented due to needing to cross roads, and if building a new bridge, why not include this feature? The Anzac bridge underpass works well enough (despite occasional flooding). It would be a good feature to easily walk, ride, run the river from city to surf proper.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No As above. Unless it includes a walking and cycling underpass.</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Brion Matthews
3410	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat The generous shared path is nice, and the hard median with Pohutukawa plantings will look great. However, better bus priority measures should be included within this plan. Any congestion suffered by busses here increases delays, reduces reliability, and increases operational costs for the #5 core frequent bus route - affecting users throughout the city. Since we're renewing and redesigning the roadway and bridge anyway, the marginal cost for implementing dedicated bus lanes along Pages Road should be minimal - an opportunity we'll only have once. Bus lanes could be accommodated within the existing road reserve (typically ~21m) while adding a generous shared path and attractive median plantings with, for example, a 4m shared path, a 3.6m shared bus/bike lane east-bound, a 3m drive lane east-bound, a 2m planting strip, a 3m drive lane west-bound, a 3.6m shared bus/bike lane west-bound, and finally a 1.8m footpath (plus wider footpaths, cyclelanes, or separated cycleways, if widening the road reserve is in-scope). In a rare emergency evacuation situation, the transit lane west-bound could potentially be used to increase vehicle throughput, without inducing vehicular demand in the interim. The traffic modelling for this arrangement should be identical to the proposed design in an emergency, while being much better for public transport the rest of the time (including for egress after fireworks displays which are planned mass-gathering events which efficient PT is perfectly suited for).</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat Raised table is good as it helps keep traffic at a safe speed. The intersection is missing a pedestrian crossing on the Pages Road leg, making it inconvenient to cross between the shared path and the pocket park. Nobody else needs to wait twice to get through this intersection, and nor should pedestrians and cyclists. Better bus priority should be included - any congestion suffered by busses here increases delays, reduces reliability, and increases operational costs for the #5 core frequent bus route - affecting users throughout the city. Better bus priority could be achieved here by allowing eastbound buses turning to Seaview to turn right from the left lane in advance of general traffic movements. This would synergise with the east-bound left-lane of Pages Road becoming a transit (bus/bike only) lane.</p> <p>Do you support the proposed changes to Seaview Road? Somewhat 3m seems a bit narrow for the shared path along Seaview Road. Considering this is the primary path to New Brighton town centre for cyclists and pedestrians, and this will include a mix of commuters and recreational riders connecting with the Otakaro/Avon Corridor and those using the proposed 4m shared path along Pages Rd, this section should maybe be wider, e.g. 3.5m or more. This could be accommodated by removing on-street car parking on the south side and shifting the road centreline southwards. I support the no-stopping zone. Public and active transport should be prioritised along this route. Better bus priority should be included - any congestion suffered by busses here increases delays, reduces reliability, and increases operational costs for the #5 core frequent bus route - affecting users throughout the city. Better bus priority could be achieved here by removing on-street car parking (replaced with no-stopping or bus lane) on the south side and replacing the left-most turning lane onto Pages Rd with a bus-only turning lane.</p> <p>Do you support the proposed changes to Hardy Street? Yes</p>	Cameron Matthews

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	<p>Raised tables look great, they're good as they helps keep traffic at a safe speed. It would be good to somehow prioritise busses waiting to turning right onto Hardy Street from Beresford, and ensure congestion-free travel for busses between Seaview and Beresford, but otherwise good.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes Pedestrian and cyclist cut-throughs are great for accessibility!</p> <p>Do you have any comments on other parts of the plan? The current proposal of adding a second west-bound car lane to cater to emergency vehicle demand (at the expense of full-time transit priority) seems wasteful - when we could spend the same money and get both features.</p>	
3413	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Looks good</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat Why does it have to be raised?</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Matthew Aspinall
3435	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Kaylene Wakefield
3473	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No Traffic flows smoothly through New Brighton with a roundabout. Adding traffic lights will slow traffic down and change the beachside look & feel. There needs to be a new roundabout with the palm tree in the middle.</p> <p>Do you support the proposed changes to Seaview Road? Somewhat No to the yellow no parking lines. Visitors & residents need to have room to park their cars</p> <p>Do you support the proposed changes to Hardy Street? Somewhat No to the 30km speed limit. That's just ridiculous. With the new paths & cycle lanes, there should be no reason to slow traffic to 30km.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? New Brighton road is very important. It allows quick access to two other bridges should there be an emergency evacuation. Plus many people use this road for commuting. I think it is unwise to close any part of it - should be opening it up in full in both directions. It makes me feel very uneasy that some may be closed.</p>	Lara Flavell

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3477	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat Four lanes, two each way makes more future proofing sense. Otherwise it looks good.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>Looks good. The flow into Hawke street makes sense. Would be good to rename it to New Brighton Avenue though?</p>	Matt jenkinson
3489	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes Love the cycle path and the wo lanes for emergency's. Also the trees really spruce up the road making it a lot nicer view when entering New Brighton and brings in some much needed bio-diversity compared to just the fields.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes I really love that it is raised. Far better traffic calming technique compared to just signs. I do traditionally prefer roundabouts but with the shared path and park its a needed change as saftey for cyclists and pedestrians are extremely important.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes I have biked along there before. A shared cycleway would make it a lot better to bike down and would mean i would be biking along there/going to New Brighton a lot more especially in the summer.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes Could do with some bike friendly changes like a bike lane or a shared path. A shared path would be especially good with the school there and assumingly more foot traffic witch could make use of a wider path as kids love to scooter. Other then that love the traffic calming measures.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes Love the traffic calming and trees.</p> <p>Do you have any comments on other parts of the plan?</p> <p>Love how the shared path connects to the Te Ara Avon Trail. Love how it uses traffic calming measures and plants more trees rather then just boring grass.</p>	Hayden Johnstone
3500	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Somewhat Rather than send volume/commuting traffic through neighborhood streets (Rawson) why not align the eastern end of New Brighton road with the proposed location of the T intersection and make the T intersection a cross intersection? I feel that would provide between traffic movement.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Somewhat</p> <p>Do you have any comments on other parts of the plan?</p>	Stephen Ridder

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3516	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Stephen East
3517	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>The bridge design should reference the historic original bridge as so much history has been lost. It would be nice to see the design reflect the original bridge and the old details from the bridge included in the new garden area where the roundabout once was with the tree remaining.</p>	Samuel Field
3537	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Helen Hewertson
3540	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Malcolm Campbell
3553	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p>	Romain Garby

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	<p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	
3561	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>It will be fantastic to not have confusing intersections anymore</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Traffic move quickly through here so good to get some protection for those walking and biking</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Will make the traffic slow down and also make it feel more like a community</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Will make travel times a bit longer coming from Caithness street but that is fine</p> <p>Do you have any comments on other parts of the plan?</p>	Ashley Beaton
3593	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>My concern is the closure of New Brighton Road. I believe this to be a wrong move, even with the changes to the road layouts to allow for faster evacuation from the area. Closing New Brighton Road will mean much more traffic on the only escape routes available - the last time there was an enforced evacuation traffic was backed up for kilometers on Pages & Dyers Roads, which is totally useless if a large Tsunami is on its way.</p> <p>I request the move to close New Brighton be rescinded, due to the need to have as many escape routes as possible for the citizens living in this area and needing to leave in times of immediate and dire emergency.</p>	Diane Margaret Trower
3596	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan?</p>	Daniel Berryman
3606	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p>	donna norah macalpine

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	do not want the raised intersections there horrible to drive over frequently. 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? any upgrade to new brighton is a long time coming agree with anything good to be done to the area finally but not with the raised intercections	
3607	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?	Milena Bartlett
3621	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? Somewhat Avaliability of street parking 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?	Amy Rowe
3623	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Reinstat new brighion road with a simple wall and you will get my support and most of new brightion the road is a life line and an aid to getting out of new brightion 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? 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?	Robin breach
3651	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	Mark Stewart

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ID	Submission	Name
	<p>Do you support the proposed changes to Seaview Road? No</p> <p>Do you support the proposed changes to Hardy Street? No</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No</p> <p>Do you have any comments on other parts of the plan?</p>	
3652	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? There will be a necessity to discourage "joy-riders" and speeding. Will speed sensors feature on the new roads? I'm excited about the cycle path for my growing family and believe this will be great for New Brighton.</p>	Mairead Neville
3662	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? About time, New Brighton has gone downhill and could be a vibrant place.</p>	Kristopher David Gibson
3666	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat</p> <p>The concept of a second westbound lane for faster evacuation may hold merit. Anything above that should be regarded as an unnecessary spend of ratepayer money.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No</p> <p>The project as a whole lacks merit. Stop throwing money trying to improve an area that is risk prone in so many ways.</p> <p>Do you support the proposed changes to Seaview Road? No</p> <p>As above.</p> <p>Do you support the proposed changes to Hardy Street? No</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No</p> <p>Do you have any comments on other parts of the plan?</p>	Rosman Abdullah
3678	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>I strongly support the proposed enhancements to New Brighton roads. Exiting the area during large events - including by bus - is extremely difficult. I despair to think how residents would fare in a true emergency.</p> <p>The integration of multimodal infrastructure is also key to making this successful.</p>	Cody Cooper

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ID	Submission	Name
	<p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes I support the installation of raised safety platforms to ensure safety of everyone at intersections.</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	
3700	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	vivienne hewson
3703	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat I don't like the idea of closing New Brighton Rd, there's plenty of land there further from the river that surely could be used to move the road to. Especially when you're talking about emergency evacuation it makes sense to have more options leaving the suburb</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No Roundabout flows a lot better and I can see it being even more frustrating during busy times trying to turn right onto Hawke st from Keyes Rd if the traffic is backed up from the lights</p> <p>Do you support the proposed changes to Seaview Road? No Seems backwards diverting inward traffic away from the mall which is struggling as it is for customers</p> <p>Do you support the proposed changes to Hardy Street? Somewhat Good for the residents of that street but closing Owles Tce seems a backwards step for emergency evacuation</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Somewhat I don't support the closing of New Brighton Rd. Diverting cars instead down Rawson St seems silly as it can be hard to turn right at that intersection onto Keyes road as its on the bend and a lot of people don't obey the speed limit down this road. I fear even more people will treat Keyes Rd like a racetrack if new Brighton Rd and Owles Tce are closed</p> <p>Do you have any comments on other parts of the plan? Is there any scope to add speed reducing features to Keyes Rd as that will be getting even more traffic. The amount of people who fly down there is appalling and it can be very difficult to cross trying to access the domain with my dog.</p>	Matthew Hooker
3717	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Seems odd that both a road cycle lane and a wide footpath to accommodate cyclists using the footpath are both proposed. Both allow adequate space for a cyclist to use the road safely so I cannot see a reason why there is a need for both. If anything, a road cycle lane is more dangerous to cyclists than a wide footpath is dangerous for pedestrians. Rooding space should be used sparingly so it is concerning there is a blasé approach to space for cyclists in this design.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p>	Peter Norris

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ID	Submission	Name
	Yes Do you have any comments on other parts of the plan? Love the commitment to keeping the palm tree and turning the area into a park.	
3732	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?	Alan O'Donoghue
3748	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes The second lane is sensible. Please do not go light on the planting as without it the bridge will look out of place, too big and industrial for its surroundings. In general the bridge appears to lack character Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No One of my favourite features about New Brighton are that there are no traffic lights. Would prefer a different solution though I understand they may be necessary. Hopefully they will be well sequenced to minimise stops when there is no traffic using the other route Do you support the proposed changes to Seaview Road? Somewhat I do like the pocket park a lot Do you support the proposed changes to Hardy Street? Somewhat Will the changes make it more difficult to exit those streets and surrounding streets on the south east side of Hawke St in advent of emergency? Do you support the proposed changes to Rawson and Pratt Street? Yes Do you have any comments on other parts of the plan?	Luke Kleiss
3750	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?	Nick Tamblyn
3751	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes As long as there is space for bikes... 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	Natalie Perzylo

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	Do you have any comments on other parts of the plan? When will you start? How long will it take?	
3763	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes I think the idea is really good with the dedicated cycle lane however it is a shame that the cycle lane is just a narrow strip on the side of the road as it would have been nicer to have a safer and more secure cycleway especially as the south side has very narrow pavement unfortunately and cycleway on the southside is very exposed. I think the lack of a dedicated bus lane is a shame however i understand there is limited space i would rather have more walkability than a bus lane. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes Again, I think it is good though I would prefer if the cycle lanes on the roads weren't just narrow slivers and were more protected as this would make cycling more appealing and safer as you're not sidelined to a narrow track. The larger pavements and more walkable and pedestrian friendly is great to see. Do you support the proposed changes to Seaview Road? Yes I think this great and adding more walkability and making these areas more pedestrian friendly is great however it would be nice if there could be some shelters at the bus stops to make this mode of transport more appealing. Do you support the proposed changes to Hardy Street? Somewhat I personally think this is a missed opportunity whilst I understand that this is a missed opportunity to make this area less car centric as walking around here at the moment is terrible with narrow pavements and wide roads its a eyesore and i think there could be far more done to make this more pedestrian friendly by widening at least one side of the pavements or adding in a cycle lane as this would encourage more people in this area to use alternative means of transport. However, I think any upgrade is better than nothing but there is far more potential that could be done as these older wide roads can easily accommodate cycleways without impacting parking like in Riccarton. However the bottom of the road and the junctions are good. Do you support the proposed changes to Rawson and Pratt Street? Yes Do you have any comments on other parts of the plan?	Isaac Morrison
3764	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes I think that the new bridge and road layout is something that New Brighton absolutely needs. This area has sub-par cycling, pedestrian and road infrastructure currently and I believe that these changes will improve that situation for all modes of transport. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes I think that the current roundabout is too complicated as it has 5 roads going into it, so I support this change. I also think that the merging of the cycle lane onto the shared path is good as it will allow cyclists to skip the traffic lights and improve travel times. Keeping the tree and turning the area into a park is also a great idea. Do you support the proposed changes to Seaview Road? Yes As this area is a residential street, I think that the proposed changes are very good. This is because the current design will encourage lower speeds than otherwise, improving safety for everyone. The wide shared path will also make pedestrian and cycle access to the mall much better. The bus stop placement is good; however, I wonder if bus shelters would be good to have if there are many people getting on here/if frequency is low. Do you support the proposed changes to Hardy Street? Yes I support these changes as they will prevent people from speeding and make the area safer for everyone as a result. The street will also be more aesthetically pleasing as a result of adding trees and grass berms throughout Do you support the proposed changes to Rawson and Pratt Street? Yes Limiting the road to outside of the red zone is a very good idea, especially as the area is supposed to eventually be a park. Retaining cycle access is also great as it will allow for very convenient connections to the cycleway along the river. Do you have any comments on other parts of the plan? Great to see real investment into the road and cycleway network going into New Brighton, fully support this plan.	Jackson Davey
3788	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 Traffic lights? Better in an emergency evacuation? No-one will take any notice of them when getting their family out.	Karen Atkinson

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ID	Submission	Name
	<p>Do you support the proposed changes to Seaview Road? Somewhat</p> <p>Do you support the proposed changes to Hardy Street? Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Instead of cutting off Owles Tce under the guise of traffic improvement, how about getting it right and fixing the flooding issue once and for all?</p>	
3862	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Honestly, just get on with it, stop all the consutations, we need action.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat</p> <p>Do you support the proposed changes to Seaview Road? Somewhat</p> <p>Do you support the proposed changes to Hardy Street? Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Somewhat</p> <p>Do you have any comments on other parts of the plan? New Brighton road, should not be closed off. It's madness.</p>	Thomas D Price
3874	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes I think the cycle and ped facilities are also very important for evacuation processes as well as everyday use</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes I think removing the roundabout with signal but this assumes the sight distance from new bridge doesnâ€™t cause conflicts. Also ending Owles terrace is a good idea, lâ€™m assuming that stop bank functions will be integrated where possible.</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? No Reducing the width of the intersections at Collingwood and Beresford creates conflicts with cyclists. There are other traffic calming devices that donâ€™t create this conflict and reduce the width of the intersections. As the width of other roads is staying wide this seems like a waste of funding and can be completed at a later date.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes I think these changes are practical</p> <p>Do you have any comments on other parts of the plan? I hope all trees are planned to be native to the environment</p>	Carissa Ptacek
3895	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? I think New Brighton should be two ways right into Brighton.</p>	Geoffrey Deans Milne
3897	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p>	Matthew Reid

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ID	Submission	Name
	<p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	
3900	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>I think they're brilliant!</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Anna Flanagan
3928	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>Do you have any comments on other parts of the plan?</p>	Aaron Tunnicliff
3950	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Daniel Barkley
3959	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat</p> <p>It will be great if Pages Rd is rebuilt properly, such that it has correct levelling above the flood zone, curbing, and sidewalks. It's looked like an unfinished mess ever since the earthquakes. Adding an additional lane will certainly be useful in an evacuation scenario.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>Channeling all traffic through Hawke St and Seaview Rd is a terrible idea. It was bad enough when New Brighton Rd was brought down to a single incoming lane, rather than being fully restored as an inbound/outbound roadway. But to cut it off entirely, as well as Owles Terrace, will push traffic into neighbourhood streets and the atrocious mall area. It also seems like having a light instead of the roundabout</p>	Cindy Staudt

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	<p>will potentially push traffic back to Keyes Rd, which is already a dangerous intersection.</p> <p>I do agree that the roundabout needs to be made safer for cyclists, especially as there are a lot of children going through the current roundabout on their way to Shirley Boys/Avonside Girls, and it's treacherous. It's even challenging going from Owles Terrace to Hawke St, as many motorists coming from Pages Rd don't give way. But there has to be a better solution than a traffic light.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>I simply don't agree with rerouting traffic through neighbourhood streets as is being suggested. Right now, Owles Terrace moves straight into Union St into Estuary Rd, all the way to the start of Southshore. It's a straight shot. You're asking people to instead detour down streets where they will then have to navigate stop signs and give-ways to get back onto Estuary Rd. This will create congestion and increase travel times, which seems counterintuitive to any sustainable model.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>Again, a terrible idea to reroute traffic through these neighbourhood streets. And ridiculous to suggest a 30k/h speed limit. Yes, it's safer around the school, but maybe that suggests redirecting traffic past the school is the bad idea? If you have to change the speed limit to make it safer, that means you're introducing changes that are unsafe.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>Again, it's flat-out illogical to reroute traffic down a neighbourhood street that includes a 90 degree corner. And you're moving a high quantity of cars onto quiet neighbourhood streets, rather than fixing New Brighton Rd properly, which has no houses on it, and thus traffic does not impact anyone's homes. This is probably the worst idea of the lot.</p> <p>Do you have any comments on other parts of the plan?</p> <p>New Brighton definitely needs a new bridge, and needs thoughtful planning of evacuation routes. But this is a bunch of nonsense wrapped up in pretty sketches and pohutakawa trees. It does not realistically take into account how many cars currently use New Brighton Rd as a commuting route in the morning and evening, or those simply using it to get to the Burwood/Shirley area. New Brighton Rd is a crucial traffic artery; you've already hamstrung it with the one-lane halfass solution implemented after the earthquakes. New Brighton has been waiting over a decade to get real roads and real solutions - not just chip seal, dumps of gravel, and pipe dreams. Please do not implement these ideas as currently described.</p>	
3964	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Somewhat</p> <p>Do you have any comments on other parts of the plan?</p>	Margaret Ellen Macpherson
4045	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>I love what's being proposed here. Landscaping with all of the natives seems excellent - however I would love if the road layout could be tweaked. Whilst the shared path seems to be a fairly good width, a separated cycleway is still always preferable especially as it'll never be cheaper to do than when the bridge is constructed. Whilst at current pedestrian numbers, a shared path is likely enough, with the new pocket park, wetlands and completed City to Sea pathway, this could be a high use area and should therefore have separate infrastructure to future-proof. I'm sure this could be done in a number of ways such as turning both on road cycle lanes into a bidirectional cycleway, but regardless, it would make sense to do so especially considering that it will likely be a popular cycling spot for families in the future.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>I am very supportive of all the raised intersections. This will ensure that the speed limit is kept too, will reduce speeding and will make the area generally more pleasant. Please ensure however that in-between intersections, there is sufficient traffic calming (e.g. speed cushions) in order to sustain the speed limit.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>I am very supportive of all the raised intersections. This will ensure that the speed limit is kept too, will reduce speeding and will make the area generally more pleasant. Please ensure however that in-between intersections, there is sufficient traffic calming (e.g. speed cushions) in order to sustain the speed limit.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>I am very supportive of all the raised intersections. This will ensure that the speed limit is kept too, will reduce speeding and will make the area generally more pleasant. Please ensure however that in-between intersections, there is sufficient traffic calming (e.g. speed cushions) in order to sustain the speed limit.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p>	Jack Halliday

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	<p>I am very supportive of all the raised intersections. This will ensure that the speed limit is kept too, will reduce speeding and will make the area generally more pleasant. Please ensure however that in-between intersections, there is sufficient traffic calming (e.g. speed cushions) in order to sustain the speed limit.</p> <p>Do you have any comments on other parts of the plan?</p> <p>Overall, I believe that this is an excellent proposal. However, there could always be more trees planted, more traffic calming and separated cycle infrastructure. The cheapest and easiest time to implement these is when they are first being built and should, therefore be a priority.</p>	
4091	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>good idea closing this part of New Brighton Rd as it floods regularly</p> <p>Do you have any comments on other parts of the plan?</p>	Mark O'Malley
4093	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Four lanes seems more normal.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Raised ?</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>Far to many raised intersections. Honestly looks good on paper but expensive and unnecessary,keep it practical.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>It was a nice river drive</p> <p>Do you have any comments on other parts of the plan?</p> <p>New brighton Road heading south is in good condition and well used. Seems a unnecessary amount of work to block it off. But if u reckon go for it better than what's there now. Thanks</p>	Paul
4096	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>You need to address the traffic from Keyes road!</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>Concerned if we have to evacuate it's going to be to much congestion. Residents in Rawson and Sinclair won't be able to get due to congestion!</p> <p>Pushing all that traffic from Keyes road is going to be a nightmare</p> <p>Do you have any comments on other parts of the plan?</p> <p>The intersection of Keyes road and hawk street is going to be a nightmare as it already busy! There is no way we are getting out of New Brighton in a hurry if there is an emergency. There is going to be a lot of accidents if this is no addressed</p>	Sharon

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4114	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Stella Russell
4142	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Intersections need to all be wheelchair friendly and any planned gardens to ensure they will not block crossing vision there are many horrible street intersections in Brighton for wheelchair and pushchair crossings. Would also be good to factor in some parking seating etc for the start of the estuary walk way. It's a beautiful walk which is under utilized some parking signage etc will draw people in.</p>	Karyn walding
4200	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Yes it looks like it will be safer than how it is now</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>It will probably be better than it is now</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Somewhat</p> <p>Shame to lose part of New Brighton Road , I used to live there but it will improve the rest of the area</p> <p>Do you have any comments on other parts of the plan?</p>	Andrew Sprouse
4226	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>I really like the planting plan.</p> <p>I would like to see something on the bridge to make it more aesthetically appealing, eg some kind of art feature incorporated.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Overall, I'm really impressed by the plan. Thanks.</p>	Karen Ward

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ID	Submission	Name
4266	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Good to see cycleway access and safety has been improved, making it safer to evacuate on a bike. It's also safer during BAU for teenagers heading to school and people commuting.</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Heather Lunn
4267	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Shaun O'Halloran
4317	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat</p> <p>Will be great to have pages road fixed finally, its been a long wait. The questions i have with this proposal are, Anzac Ave to NB Bridge is consistently flooded, and land either side is underwater whenever there is a decent downnpour, is this being fixed as part of this proposal ? All this vacant land either side of pages road, including the piece of new brighton road your just going to close off ? What's being done to stop the flooding in these areas. Is the proposal for a nice Shiney new bridge, with wasteland either side?? That's not a nice gateway into new brighton. Why only beautify the owles tce, side of the bridg/ riverbank and leave the lefthand ne2 brighton road side as the wasteland eyesore??</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Somewhat</p> <p>Notice there is a bus stop with no ability to pass, is this intentional? while the bus is stationary, as alot of buses in new brighton sit at stops because they have reached the stop before schedule. This will create bottlenecks and congestion need to relook at tht.</p> <p>Do you support the proposed changes to Hardy Street? No</p> <p>I dont get how these areas are the gateway to new brighton.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No</p> <p>As above</p> <p>Do you have any comments on other parts of the plan? Will be great to have pages road fixed finally, its been a long wait. The questions i have with this proposal are, Anzac Ave to NB Bridge is consistently flooded, and land either side is underwater whenever there is a decent downnpour, is this being fixed as part of this proposal ? All this vacant land either side of pages road, including the piece of new brighton road your just going to close off ? What's being done to stop the flooding in these areas. Is the proposal for a nice Shiney new bridge, with wasteland either side?? That's not a nice gateway into new brighton. Why only beautify the owles tce, side of the bridg/ riverbank and leave the lefthand new brighton road side as the wasteland eyesore??</p>	Maria Due

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ID	Submission	Name
4351	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Love it</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Absolutely love this idea</p> <p>Do you have any comments on other parts of the plan?</p> <p>Closing of the new Brighton road from rawson to hawke st is a fabulous Idea</p>	Tasha Preece
4367	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Keiran Pierre
4407	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Luke Alexander Rae
4408	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Ariane Rae

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ID	Submission	Name
4417	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Could the road intersections be planted with Pohutukawa trees. We live on the corner of Hardy street and Collingwood street and our Pohutukawa tree in the garden is thriving. Having more planted would bring the seaside feel throughout the town and they suit the climate here.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Please make this happen ASAP, love it.</p>	Antony Lindley
4450	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Best thing to happen to our area</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Absolutely brilliant</p>	Rebecca Toone
4488	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	DAVID JOHN wilcock
4515	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Great move to improve things for people leaving New Brighton in an emergency or after big events.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>If it makes the cars stick to a slower speed it's good. Safer for everyone.</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Whole thing is great - huge improvement!</p>	Kathryn McNeil

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ID	Submission	Name
4558	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No</p> <p>No because of the closure of Owles and New Brighton Rd</p> <p>Do you support the proposed changes to Seaview Road? No</p> <p>Bus stops impeding traffic flow and lack of on street parking near a townhouse developments, businesses up the road will be affected</p> <p>Do you support the proposed changes to Hardy Street? No</p> <p>Again too many yellow lines, lack of on street parking, I feel for home owners if that goes ahead</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Somewhat</p> <p>Do you have any comments on other parts of the plan? We need a new bridge but the rest of the plan is a bit ridiculous, it's a bit of a lipstick on a pig thing, the mall, general roading repairs etc need addressing before any dollars are spent making the gateway look pretty and why the greening of a retail area? when there's a massive green space on the other side of the river and we have a beach, it seems like a plan to kill off any chance of having a decent retail mall again and turning the area into a holiday village</p>	Nichola Tuson
4564	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Absolutely makes sense and looks fantastic in the flythrough</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Again makes sense. Better traffic management and layout makes it clear where people are going, even if their indicators were optional extras</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Again makes sense. The junction with Keyes needs work though as it is a dangerous intersection being on a bend with 2 intersecting streets converging</p> <p>Do you have any comments on other parts of the plan? Please make it happen faster. With new housing and commercial developments happening population and traffic flow are going to increase at a level the existing bridge and current poor reading infrastructure won't manage.</p>	Robbie Baigent
4666	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Please just make it happen as fast as possible. The community look forward to having an entrance to our village we can be proud of.</p>	Martha Elizabeth Baxendell

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ID	Submission	Name
4668	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>Let's get it happening!!</p>	Emily Te Aho
4883	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>As long as it does not interfere with a rapid evacuation in the case of a tsunami warning. There is a 25% chance in the next 50 years of a rupture in the Hikurangi Subduction Zone.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>As long as it does not restrict access to New Brighton Road which could be considered a west-bound evacuation road.</p> <p>Do you have any comments on other parts of the plan?</p> <p>The tree planting on the Pages Road threshold: it is planned to plant Pohutukawa trees. I think that Titoki with a mix of Coastal Banksia (Banksia Integrifolia) could be considered because of the 'street tree form' of Titoki. With regards to Banksias, four exist on Hawke Street (east end) and these are fed on by bellbirds in winter. They develop into large trees and can be pleached to a single stem. Pohutukawa tends to have multi-stems and can be very wide-spread across the canopy.</p>	John FITTOCK.
4931	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Fantastic</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>It's a shame about the dogleg to the dairy. Would have seemed better to build them a new on and straighten the road.</p> <p>Do you have any comments on other parts of the plan?</p> <p>It's great and sorely needed.</p>	Robbie Harris
4966	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>No</p> <p>All the proposed cycle lanes should be on the road not the foot path. And all proposed cycle lanes should be protected cycle lanes.</p> <p>If you make the cycle lanes safe enough on the road you do not need to put cycle lanes on the pavement. Which means you don't need to make the pavement super wide as proposed.</p> <p>Do not half arse the cycle infrastructure. If you do everybody will complain due to the after thought of incorporating cycle infrastructure into motor vehicle infrastructure.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p>	Ashley Crook

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ID	Submission	Name
	<p>All the proposed cycle lanes should be on the road not the foot path. And all proposed cycle lanes should be protected cycle lanes. If you make the cycle lanes safe enough on the road you do not need to put cycle lanes on the pavement. Which means you don't need to make the payment super wide as proposed. Do not half arse the cycle infrastructure. If you do everybody will complain due to the after thought of incorporating cycle infrastructure into motor vehicle infrastructure. Do you support the proposed changes to Hardy Street? No All the proposed cycle lanes should be on the road not the foot path. And all proposed cycle lanes should be protected cycle lanes. If you make the cycle lanes safe enough on the road you do not need to put cycle lanes on the pavement. Which means you don't need to make the payment super wide as proposed. Do not half arse the cycle infrastructure. If you do everybody will complain due to the after thought of incorporating cycle infrastructure into motor vehicle infrastructure. Do you support the proposed changes to Rawson and Pratt Street? No All the proposed cycle lanes should be on the road not the foot path. And all proposed cycle lanes should be protected cycle lanes. If you make the cycle lanes safe enough on the road you do not need to put cycle lanes on the pavement. Which means you don't need to make the payment super wide as proposed. Do not half arse the cycle infrastructure. If you do everybody will complain due to the after thought of incorporating cycle infrastructure into motor vehicle infrastructure. Do you have any comments on other parts of the plan? All the proposed cycle lanes should be on the road not the foot path. And all proposed cycle lanes should be protected cycle lanes. If you make the cycle lanes safe enough on the road you do not need to put cycle lanes on the pavement. Which means you don't need to make the payment super wide as proposed. Do not half arse the cycle infrastructure. If you do everybody will complain due to the after thought of incorporating cycle infrastructure into motor vehicle infrastructure.</p>	
4990	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Double lane on Hawke Street seems short for allowing better traffic flow after events 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? Rendering does not seem to have pedestrian crossings, only raised sections to slow cars and make crossing safer - think there should be designated crossing</p>	Holly Davenport
4994	<p>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? No we will be directly affected by the changes in Rawson St and have not been consulted to date. We have concerns that the road will be to narrow coming into Rawson from new Brighton rd. There will be lack of parking with the yellow lines. Why is the red zone not used to widen the road and used for planting. There will be more traffic coming into Rawson St which is a concern and could devalue our property at [REDACTED] Can you explain how the intersection of Pratt,Rawson and Keyes will be made safer? Do you have any comments on other parts of the plan?</p>	Peter & Lynda Gwynne

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ID	Submission	Name
5056	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat</p> <p>Not sure if the level of traffic warrants lights?</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Matt Wallace
5384	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>More tress and greenry</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Add more trees and greenry</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Tessa Hogan
5485	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>So long as the traffic signals are well timed so as not to have long build ups of cars on the bridge.</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Steph Haskell
5497	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>GET ON WITH IT. DO NOT LET BE LIKE ALL THE PREVIOUS PLANS WHICH NEVER EVENTUATED.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? I presume New Brighton Road will be upgraded when Wainoi Bridge is upgraded?</p>	JOHN THOMAS MOIR

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ID	Submission	Name
5562	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Two lanes both ways please</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Do you support the proposed changes to Seaview Road? Somewhat Park8ng outside kindergarten and second hand shop needed</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No Free parking needed opposite 43 Rawson st for residents situated in the corner properties. Plant the trees in the red zone and make parking space between dairy and bend of rawson st. Please think of these residents. There is plenty of room to allow for this. Also currently rawson st does not flood at river end so please leave rise in st and not flatten it out</p> <p>Do you have any comments on other parts of the plan?</p>	Lynda Gwynne
6037	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes What happens after cyclists and pedestrians get across the bridge? Commuters cycling to the city or kids riding to Linwood college then have to contend with a narrow strip along a 4 lane 60km zone littered with broken glass and flooding, then compete with busses at the "improved" Eastgate PT hub, before the cycle lane disappears entirely on Aldwins rd. If you want to cycle through Linwood instead it's worse. You can get wiped out by a bus going through the Kerr's Rd roundabout then get a puncture on woodham Rd or cashel st (this actually happened). Nobody commuting for work is going to use the city to sea pathway, as it doubles the travel distance to town. The so called "greening the east" only goes as far as stanmore Rd, hardly the east.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes It makes it easier for cyclists and pedos to cross to continue along the estuary pathway</p> <p>Do you support the proposed changes to Seaview Road? Yes I'm indifferent</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Make a safe cycleway for commuters from new Brighton to the city.</p>	kirsa webb
6055	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p>	Rachel ryan

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ID	Submission	Name
	Yes Do you have any comments on other parts of the plan?	
6260	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? Somewhat Does NB urban/retail zone need traffic lights? Do you support the proposed changes to Seaview Road? Somewhat Parking space eradication is unrealistic. This will cause businesses to close. Lacking thought to disabled, elderly community. Realistic to include parking in small park. Can't imagine people will picnic there, e.g. many other points along the riverbank, people can pause and enjoy the view. Do you support the proposed changes to Hardy Street? Yes Do you support the proposed changes to Rawson and Pratt Street? Somewhat From Rawson/Pratt, NB Rd moved eastward into redzone land, curve into a crossroad with Hawke/Seaview and a need for traffic lights. Would a shame to lose vehicle thoroughfare between Rawson/Hawke St. Do you have any comments on other parts of the plan? Some ideas in the plan need to go back to the drawing board.	Gina Hubert
6278	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?	Graeme Anderson
6413	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes I'd like you to consider a safer separated cycle way and safer separated footpath for pedestrians. I'd also like you to consider using statement trees other than pohutakawas - my understanding is that they are not endemic to the area. Perhaps there's another tree that could make just as much visual impact? 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? 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?	Sarah Elicker

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ID	Submission	Name
6423	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>It looks a very good improvement over the current road and bridge. Closing Owles Terrace will also make for a better traffic flow plus the addition of traffic lights. Could the cyclists'/pedestrian path be resited to go straight to the traffic lights to encourage their use rather than taking a short-cut across the traffic flow to get to the New Brighton Road side.</p> <p>Two-laning out of Brighton is an inspired idea for public events and in case of any emergency (tsunami maybe).</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Joy Burt
6686	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Long overdue.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Somewhat</p> <p>Agree with the southern cul-de-sac on Owles Terrace - this is a good idea. [REDACTED] some feedback regarding vehicles and school children:</p> <p>Rerouting traffic down Hardy Street (southbound and northbound), will increase traffic past Nova Montessori. This will increase the risk to children of a vehicle / pedestrian interaction, particularly around school drop off and pick up times. Controls that should be implemented may include:</p> <p>a. flashing speed signage during school drop off / pick up times - the type of speed signage that flashes with the school zone speed</p> <p>b. pedestrian crossing, with associated signage - I'm worried a vehicle travelling north on Owles Terrace, and onto Hardy Street, may come around that corner too fast and wonder how this can be mitigated if a pedestrian crossing was to go in on Hardy Street for school kids at Nova.</p> <p>Either way, consideration and controls need to be implemented to reduce a vehicle hitting a school kid in / around Nova Montessori school.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Thomas Pickard
6690	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat</p> <p>The cycle lane needs to be a separated lane. Not a painted lane and not a shared path. Christchurch has far too many shared cycleway paths - separated lanes are all that is needed. To accommodate this, the footpath can be narrowed slightly.</p> <p>I like all the additional trees down the middle of the road, but are pohutukawas, which are not native to Canterbury, really the best option?</p> <p>I like all the linkages to the river paths.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Daniel Parkinson

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ID	Submission	Name
6807	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Until the bridge is build, put a speed hump outside of my letterbox. Urgently 30KPH. 20KPH outside of kindergarten. They speed past my gateway 60KPH every day. They must stop the in Seaview Road urgently. Someone is going to get hurt.</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? I think its a good plan. You just have to slow traffic speed into and along Seaview Road.</p>	Eddie Downes
6811	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>The changes look to be very well thought out and make sense.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>The raised intersections help to prevent red light runners and the lights reduce confusion.</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? I hope that this will speed up work on the commercial district and beautifying the area</p>	Laurie Freeman
6816	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>162 Seaview Road is being rebuilt and will have a new driveway access to the property, therefore there cannot be grass at the front boundary, as this will be a driveway, as per BCN/2022/1453. Thanks</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>162 Seaview Road is being rebuilt and will have a new driveway access to the property, therefore there cannot be grass at the front boundary, as this will be a driveway, as per BCN/2022/1453. Thanks</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan?</p> <p><i>See attachment</i></p>	Daniel Mancilla Rios
6847	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Be nice to keep the old bridge. New Brighton has lost most of its history. Keeping it (for walking and cycling) would be a nice touch.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p>	Judith Beverley Varga

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ID	Submission	Name
	Yes Do you have any comments on other parts of the plan?	
6850	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? I think this will be fantastic but I think 4 years to start is a bit long. We really need it to start now.	Mike Savoy
6851	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat If there was indeed an emergency, then common sense would mean cars needing to evacuate would ALL be moving west, and would drive on normal lanes, in a westward direction, and would leave on any lane available , so to make another lane is an exorbitant waste of money. 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? Somewhat Does NOT need another cycle lane, where are all these bikes coming from???? certainly not inner city dwellers, as no one will bike that far to Brighton, what is the draw card for cyclists?? none, there is NO attraction to come to Brighton at this point in time. Do you support the proposed changes to Hardy Street? Somewhat Do you support the proposed changes to Rawson and Pratt Street? Somewhat Do you have any comments on other parts of the plan? YES, there is NO reason at all to create a 4 metre cycle lane leading to Brighton, if you only create one lane in, then cars are limited too, any revenue for business' in Brighton will be impacted. People on Bikes wont be shopping, so again another exorbitant waste of money. We do NOT need a 4 metre cycle lane , that is ridiculous! There are limited attractions at Brighton, hot pools, pier, library, that's it, people are not going to bike from other parts of the city for that. They certainly wont come for the tired run down ghetto of shops that exist. This is a sad suburb that you certainly don't want to show visitors, so why waste ratepayers money. We the locals expect better, and the millions of dollars that this will cost, can be more sensibly spent on improving the local shopping precinct. Then maybe people may come and stay longer, but in a car, not on a pushbike. People from Merivale/Fendalton would never come, so who do you perceive, are the people you want to attract?? how about helping the resident's first, we struggle now to pay rates, this will only add to future rate increases.	Melanie J Dennis
6852	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Looks great, can't wait. 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	Emma snow

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ID	Submission	Name
	Do you have any comments on other parts of the plan?	
6853	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>It looks great.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>Please proceed with this work. It is much needed.</p>	Christine Hickey
6856	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>No</p> <p>build a new bridge and raise the road to alleviate flooding</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>Your objective to have traffic exit New Brighton quickly in the event of an emergency is stymied by using raised platforms, and shutting off direct feeder roads , forcing traffic to go through multiple intersections and circular routes...</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>Do you have any comments on other parts of the plan?</p> <p>feeder roads already exit at bridge st and marine parade for brighton residents</p>	j scandrett
6869	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Concern about the traffic congestion around the Keys Rd intersection with Hawke and Hawke with Lonsdale. Although outside the Pages Rd Bridge project, there should be consideration of the remainder of Hawke St to Marine Pde, as part of a future plan to align with the efficient and increased traffic into New Brighton.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Somewhat</p> <p>Believe cyclists should be directed down Beresford St as it is wider and provides greater space for a cycleway.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Somewhat</p> <p>Not sure why you want to have sharp turn near dairy when the road could cut across on a diagonal the existing vacant land. If it is to protect the only business, the dairy's days a numbered as the building itself is old, damaged and not worth repairing and unlikely to be there in the foreseeable future.</p>	brian donovan

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ID	Submission	Name
	<p>Do you have any comments on other parts of the plan? The overwhelming consensus is lets get on with it.</p>	
6870	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes I have only one suggestion, do not install concrete platforms on the awa as you did in the city!! Why? Because the spring tides will keep them underwater for much of the spring and render the platforms unusable, dangerous, and unsafe once the spring tides arrive, also geese love crapping on concrete, come down to the Band Rotunda and see for yourself or the platform at the town hall 10 times worse, my suggestion, instead install nicely designed floating pontoons that rise and fall with the awa levels non-slip and always dry and above the water levels. Safe and usable Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes its a good plan for the bridge. 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?</p>	David Brennan
6879	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat You are blocking off 2 exits from New Brighton by closing off New Brighton Rd and Owles Tce. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat What do you mean "raised" Do you support the proposed changes to Seaview Road? No Seaview Rd is the main Street in NB and you are making it a secondary one and ignoring the business sector. Do you support the proposed changes to Hardy Street? No Do you support the proposed changes to Rawson and Pratt Street? Do you have any comments on other parts of the plan? How many car parks are going to be lost and where, not everyone is able to cycle or catch a bus. Why are you blocking off Owles Tce at Hardy Street.</p>	Margaret Elizabeth Hubert
6885	<p>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? No There will be a lot more traffic on Seaview Road going to/from Hardy St towards South Brighton. It would make far more sense to have the main traffic flow being directed along Union St and Shaw Ave onto Hawke St - there is less deviation of the traffic at the Union/Seaview/Shaw St intersection than there would be directing the South Brighton traffic along the Hardy St / Seaview Road route. The bus stop on the north side outside 158 Seaview Road should be recessed back into the footpath to allow traffic to pass by while a bus is stopped there. Do you support the proposed changes to Hardy Street? No The main traffic flow to/from South Brighton in my view should be along Union St, rather than Hardy St. This provides a more direct connection to Hawke St. Do you support the proposed changes to Rawson and Pratt Street? Somewhat</p>	Hugh Beresford Peacocke

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ID	Submission	Name
	<p>The Rawson St / New Brighton Road intersection should be eased from an acute angle by running across the green strip on a larger-radius curve. Let's use the land made free by the quakes to change the roading layout in that area.</p> <p>Do you have any comments on other parts of the plan?</p>	
6887	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Any proposed cabbage trees should be removed. Over time they create a mess and the leaves don't break down and clog up drainage/storm water drains.</p> <p>Pohutukawas are nice and should go to the sides and not in the middle strip. These are large wide trees and not suitable to be confined to be in the median of the road. They also have large roots that overtime will lift up the road and damage kerb/drainage services if they are too close.</p> <p>The bridge is designed for a 50 or 100 year life and should be the main feature. Some time and money should be set aside for aesthetics instead of creating another boring bridge i.e. bridge at bridge street. Local designs or Maori patterns should be woven into the side/path/barrier though sand blasting or some precast pattern set into the sides. How has local iwi and their connection with the land and sea been considered or shown in this design.</p> <p>Feature lighting should also be considered to illuminate the bridge at night.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>Refer to comment on Pages Road regarding trees and bridge</p>	Raharuhi
6894	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>More planting of Chinese elms to match existing streets</p>	Abdallah Richards
6895	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Love the new design. It will be much safer and nicer. As a cyclist I can't wait. Thanks for all the good work</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>The current roundabout is awful and the new treatment is much more logical</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Matthew Morris

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ID	Submission	Name
	Love the pohutakawas in the median and the upgraded bike paths everywhere	
6900	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat not sure why you are planting Pohutakawa trees as they are lovely but will drop flowers. Surely there is another native tree that could be used. And I hope the native forest on the sides of Pages Rd wont grow high as its nice looking out over the paddocks. And I dont understand the need to have 2 cycle lanes-one on the footpath and one of the road. It just seems ridiculous unless we are going to be getting many more cyclists in the area . And I hope people can still park along the sides of Pages Rd as many dog walkers use the area And I presume the drainage will be fixed on the corner of Pages Road and Anzac Drive so the left hand turn doesnt flood for days everytime we get some rain</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat slightly worried that traffic may back up over the bridge when the lights are red. And again 2 cycle lanes which is a waste of money. And yet nothing has been done to the Hawke St/Keyes Road intersection. This is a very dangerous corner and putting more traffic onto both streets isnt going to help. Not sure why a stop sign isnt there rather than give way one.</p> <p>Do you support the proposed changes to Seaview Road? Somewhat why to the council allow townhouses to be built without onsite parking and then take awhile onstreet parking?</p> <p>Do you support the proposed changes to Hardy Street? Somewhat not sure why the intersections need to be narrowed and gardens put in which wont be maintained(council cant even empty rubbish bins). Although there will now be more traffic with Owles Terrace being closed its not exactly a busy area.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No the council seem to want to close New Brighton Road and this could be the start of it. Why not leave it open until Pratt Street rather than putting more traffic onto Rawson St? less people live on Pratt St and then Rawson St residents wont lose their on street parking</p> <p>Do you have any comments on other parts of the plan? totally agree we need a new bridge and yes the plans all look lovely on paper. But shut streets seems to me to be limiting the way we can get around the area. And once Marine Parade closes at the end of Seaview Road (another brainwave) this limits us even more. And stops our direct drive/cycle from North Beach to South Brighton. And please make sure the trees planted dont grow so high that they get caught in the power lines-like they do in my street. No common sense there at all Something needs to be done with the Keyes Rd/Hawke St intersection. I drive through it nearly every day and people still turn left from Keyes Road infront of me even though I am going straight down Hawke St so no indicator on. They just think everyone is turning left into Keyes Road. And not sure how the savings of 40 minutes to escape the area was determined as I got out without any hassle after the Kaikoura earthquake .</p>	Andrea Floyd
6903	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No In taking away the section of New Brighton road leading to near the bridge it will make the end of Keyes rd even more congested.</p> <p>Do you support the proposed changes to Seaview Road? Somewhat</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes This intersection area needs more clarity. This will help</p> <p>Do you have any comments on other parts of the plan? Please don't close off new brighton road!!!! The amount of traffic that uses this section of road each day will be forced onto Keyes road. It's already really hard turning right out of the end of Keyes road at peak times. Unless lights are also installed at that intersection this plan would make things harder for many people.</p>	Jasmine Havelaar

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ID	Submission	Name
6904	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat While it's good to have two lanes leaving New Brighton, I feel that a roundabout would be more conducive to traffic flow.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No A raised intersection with lights is not helpful to traffic flow in the event of an emergency, i.e earthquake or tsunami. A roundabout would be more useful.</p> <p>Do you support the proposed changes to Seaview Road? Somewhat See above comments re. roundabout vs lights.</p> <p>Do you support the proposed changes to Hardy Street? Somewhat Do costly raised intersections actually make things safer? Why not speed bumps?</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No The Keyes/Rawson and Pratt St intersection is already busy and fairly dangerous without adding additional traffic. A roundabout might be a safer option.</p> <p>Do you have any comments on other parts of the plan? I suspect the increased traffic coming down Rawson and Pratt St's is not going to be welcomed by locals living in the area. Leaving New Brighton Rd open would circumvent the entire need for revamping the roads with costly traffic calming measures.</p>	Pieter Havelaar
6908	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? No Lipstick on a pig. The mall should be the focus. But you lost that chance post quakes. The mall looks like something out of a ghetto. Tarting up the road to get to that eyesore is a waste of time. You fail to address the real issue.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No People move more freely without lights.</p> <p>Do you support the proposed changes to Seaview Road? No</p> <p>Do you support the proposed changes to Hardy Street? No</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No Pointless without addressing the mall.</p> <p>Do you have any comments on other parts of the plan? Waste of time and money, fails to address the mall. Your proposals are a solution looking for a problem. What is ghe problem that requires "traffic flow improvements"?</p>	Andrew McKay
6910	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Somewhat</p> <p>Do you have any comments on other parts of the plan?</p>	Yi-Li Chou Williams

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ID	Submission	Name
6913	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Somewhat</p> <p>It may be worth considering mini-roundabouts within the raised intersections.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Henry Beeby-Zeier
6915	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat</p> <p>I don't think we need a 3 m wide footpath leading in New Brighton along here since there won't be the foot traffic to justify it & a cycle line will already be provided for the push bikes anyway.</p> <p>I don't think planting trees along the stretch of road will be necessary as nobody will appreciate it. There will also be a risk of them damaging the drains & getting into the powerlines, if any are present. If they do it'll be an unnecessary expense.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat</p> <p>People will be driving slow along here anyway due to the traffic lights, so a raised part of the road will not be cost-effective. The traffic lights will be good enough to control traffic & its speed.</p> <p>Don't need trees planted along here as there will be a risk of them damaging the drains & getting into the powerlines. If they do it'll be an unnecessary expense. Also, impeding people seeing around corners.</p> <p>Do you support the proposed changes to Seaview Road? No</p> <p>Don't need a wide foot path here as there won't be the foot traffic to justify it. Okay to have cycle lanes along here & normal sized footpaths. Don't need trees planted along here as there will be a risk of them damaging the drains & getting into the powerlines. If they do it'll be an unnecessary expense.</p> <p>Do you support the proposed changes to Hardy Street? Somewhat</p> <p>Don't need trees planted along here as there will be a risk of them damaging the drains & getting into the powerlines. If they do then it'll be an unnecessary expense. Don't need pavements at the intersections as they damage easily, so not cost-effective. Don't need speed bumps as people will be slowing down to stop or to go around the bends. People driving straight through should not be impeded in their journey.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Somewhat</p> <p>Don't need trees planted along here as there will be a risk of them damaging the drains & getting into the powerlines. If they do it'll be an unnecessary expense. Don't need pavements at the intersections or bends as they damage easily, so not cost-effective. Don't need raised speed bumps at the bends of New Brighton Road & Rawson Street as people will be slowing down anyway to go around them, so not cost-effective.</p> <p>Do you have any comments on other parts of the plan? Building a new bridge as the old bridge is past its used by date. Having two lanes to get out of New Brighton will be good in case of an emergency.</p> <p>Keeping the original palm tree in Pocket Park will be good as it's cost-effective. However, having Pocket Park being so flash won't be cost-effective as its usage will be low. I suggest scaling back Pocket Park to the basics like having smaller gardens with smaller footpaths in & surround it.</p>	Alan Mitchell
6917	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>As the redzone returns to wetlands, what protection can we offer wildlife with the new road?</p> <p>The new fencing over the poo ponds looks good - is it saving birds? If so, it's needed here!</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? What native planting and wildlife protection will take place?</p>	Danette Wereta

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ID	Submission	Name
6919	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? No</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No</p> <p>Do you have any comments on other parts of the plan? Keyes Road is too busy now let alone when all this is happening. New Brighton Road should be reinstated!!</p>	Judy MacMartin
6920	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Jim Hill
6921	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Carolyn Mayim
6922	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Tidy up Keyes Road/Lonsdale St Corner and a few other intersections. "DO IT NOW NOT IN 3years time."</p>	Graham Trotter

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ID	Submission	Name
6923	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? No</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No</p> <p>Do you support the proposed changes to Seaview Road? No</p> <p>Do you support the proposed changes to Hardy Street? No</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No</p> <p>Do you have any comments on other parts of the plan?</p> <p><i>See attachment</i></p>	Fay Howden
6925	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Safer and faster</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes Safer</p> <p>Do you support the proposed changes to Seaview Road? Yes Love the greenery and traffic calming</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Great to invest in the area and make it a destination - I don't live in NB but would love to see these improvements made to enhance the area for locals and visitors alike.</p>	Natalie O'Connell
6927	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Crossing Pages road is difficult currently to cross as a vulnerable user, can you add a raised pedestrian crossing on the other side of the bridge to actually give priority to pedestrians linking the river walk ways.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat Please add the third pedestrian crossing at Pages and seaview Road , this is archaic traffic engineering by not including it</p> <p>Do you support the proposed changes to Seaview Road? Somewhat no traffic calming is on the street, the increase in traffic will likely increase speed</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? As with most consultations, the design has already been predetermined. where is the traffic safety audit stages 1 and required under CCC IDS? Has anyone from the design team, walked or cycled the area as part of the design? Please consider narrowing the road to reflect design speed and reduce future road maintenance costs. Please add more pedestrian priority.</p>	Tim Allan

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ID	Submission	Name
6929	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>My father and grandad father live at seperate houses on Rawson st and have no parking on their properties, how am I meant to visit them with my 4 children safely??</p> <p>Do you have any comments on other parts of the plan?</p>	Jade Mulcahy
6932	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Somewhat</p> <p>With the changes to the flood protection on the other side of the river from New Brighton, would we not be able to keep New Brighton Road open? Owles Tce should remain open as there is going to be a substantial amount of traffic through a very small space for what you have proposed. I live in Marine Parade and always use Owles Terrace to get home from Pages Road.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>There will be insufficient parking along Seaview Road. The Police Station is on Seaview Road and people will have difficulty finding a park to go into the office there. There are new apartments without parks already there and more proposed. Don't say they can park in Hawke Street because there won't be enough.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>Do you have any comments on other parts of the plan?</p>	Daphne Maria Lewis-Mannix
6933	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>Closing off owles terrace is a disaster waiting to happen</p> <p>Increasing amount of traffic with less egress is silly. At best</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>Bottlenecking half of brighton down one street, where there is a traffic light creating further congestion?</p> <p>Ridiculous</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>Read above. An elongated roundabout with double access/egress is whats needed.</p> <p>KEEP OWLES TERRACE OPEN</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Somewhat</p> <p>Do you have any comments on other parts of the plan?</p> <p>Changes are badly needed but these changes are counterproductive to the stated objectives.</p> <p>Traffic will be much worse especially on seaview road in the mornings and evenings, creating a serious safety hazard in the event of an emergency. Then taking away parking? Where do you propose people park?</p> <p>Badly thought out plan</p>	Paul O'loughlin

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ID	Submission	Name
6946	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Love it. Can't wait for it to begin.</p>	Kate Burgess
6947	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Fixing the drainage problems at the same time would be a good idea.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? You will probably need to slow the traffic along Upper Union Street as well.</p>	Grant Burgess
6950	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat</p> <p>I'm concerned about the traffic speed off the bridge and into New Brighton, currently, cars are speeding around the corner into Keyes Road, not enough speed limit signage.</p> <p>Frequent near misses from Keyes into Hawke Street, i feel like two lanes will only compound this.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat</p> <p>Do you support the proposed changes to Seaview Road? Somewhat</p> <p>Do you support the proposed changes to Hardy Street? Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No</p> <p>I cannot see how this intersection can be made safer.</p> <p>Do you have any comments on other parts of the plan?</p>	lisa hintz
6952	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>I'm broadly supportive of this project. Especially the thought of being able to take my family (safely) across town to new brighton for events. In the past i've done this with my wife but making cycling connections has been stressful enough that we rarely do this anymore. Instead i take the new cycleway to sumner beach.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	William Godsoe

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ID	Submission	Name
6954	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes It looks fantastic and will make the drive into New Brighton much more appealing. 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? The whole plan looks amazing! I love the idea of raised safety platforms on the roads. [REDACTED] and often see and hear cars speeding so the addition of speed bumps would make all of marine parade and New Brighton much safer. Particularly when the beach is busy in summer and there are a number of families crossing the road. It would also remove the demograph of society who come to New Brighton to show off their cars and speed down the stretch of Marine Parade. Love your work and really appreciate the effort being put into our community.</p>	Natalie Cox
6955	<p>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 Yes I do [REDACTED] with more traffic more people will know that the museum exists, also for the shops around the area. 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></p>	Quintin Sumner
6956	<p>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? No bloody cabbage tree's.</p>	Lewis
6957	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Will this also resolve the flooding on the left hand filter from pages road onto ANZAC drive when heading west? 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</p>	Michael Finn

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ID	Submission	Name
	<p>Do you have any comments on other parts of the plan? Looks great!</p>	
6958	<p>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 Yes! Much needed! 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 A shame for residents - reduced speed limit as well as raised platform? Do you have any comments on other parts of the plan? Please integrate lower speed limits in NB (40k on Keyes Rd please) and encourage delivery trucks to use ANZAC Drive to enter New Brighton. [REDACTED] - trucks going PKL to NB shake my house.</p>	Fiona Jay
6959	<p>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? Delighted with plan</p>	L Livingston
6961	<p>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? No Do you support the proposed changes to Hardy Street? Yes Do you support the proposed changes to Rawson and Pratt Street? No This is going to create congestion on a busy day especially when events on like Christmas Parade or Coast to Coast Do you have any comments on other parts of the plan?</p>	Sharon L Creamer
6966	<p>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? Somewhat As long as it remains easy to access Seaview Road (priority for right hand turn lane) as it is easy to access now, as this will now take a lot of the traffic for residents up to South Brighton. Do you support the proposed changes to Seaview Road?</p>	Tim Stewart

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ID	Submission	Name
	<p>Somewhat</p> <p>The 'no parking' on the northside when high density housing is going in at the old Central New Brighton school site means any visitors are probably going to have to also add to the amount of on street parkers on Hardy Street - see below.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Somewhat</p> <p>Hardy Street is already full of cars parked on the street during the day, usually with workers from the police station on Beresford Street/Seaview Road. Narrowing this as well as funnelling more traffic down there from Owles Terrace could lead to a lot of congestion and safety issues for the children at the Montessori.</p> <p>This is in addition to the changes to Seaview Road parking availability (see above).</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>Be better off buying out the dairy on New Brighton Road and abandoning the road altogether. The dairy is the only thing along that road between Hawke Street and ANZAC drive now and its keeping a lot of infrastructure going unnecessarily because of it.</p> <p>Do you have any comments on other parts of the plan?</p> <p>Not sure if any data has been collected of the amount of residents living south of Seaview Road that use the New Brighton Bridge. Anecdotally residents down to Tovey and Jervios Street have been using the New Brighton Bridge via Owles Terrace. This may either increase traffic along Marine Parade and to Hawke Street (not ideal with the slow zone at the end of the mall) or now along Hardy Street and Seaview Road. Would be better to have an easy/direct route to the bridge without the slow zones in Hardy Street or Marine Parade. Perhaps an upgrade to Union Street to Seaview Road would suffice</p>	
6967	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Cycleways require cyclestands. Please add a set of cyclestands near to Menage a Trois to make up for that shop losing some carparking, and to make it easier for cyclists to shop there. No cyclestands is already a nuisance. Please make them a sensible design for all types of bicycles to lock to.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Elizabeth Odell
6972	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Somewhat</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>Taking away parking for residents and businesses is ridiculous. Especially with all the new houseing that has gone up. Where is everone suppose to park. There is a business down near the bridge plus a kindergarten, minimising parking will cause loss of business and make things difficult for parents when something is on at the kindy</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Somewhat</p> <p>Do you have any comments on other parts of the plan?</p>	Diane Voice
6973	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Jasmine Dessaix

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ID	Submission	Name
6975	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	John-Paul McGloin
6976	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Pocket Park 'grass' area (relies of water for green and survival ability in our heating climate) -this needs to be less grass and more native grass plants and low landscape drought resistant plants. Also, better to not have a large grass area around a main road for safety of not being used by kids/teenagers for playing and potential running out on to main road. Potentially plant more higher shrubs and trees to reduce sun heating of the area. Help reduce climate warming with less grass more plants.</p>	Jillian Anne Reesby
6978	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Josh Jones
6979	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Excellent, it will be great to have better evacuation times out of the area</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Thank you for investing in New Brighton, it is a wonderful suburb to live in and it will be good to have continued council support for many years to come.</p>	Coral Denize
6980	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p>	Chloe DeBoo

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ID	Submission	Name
	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?	
6981	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Proposal is good, but advertising it JUST as a tsunami escape route is unnecessary, and scaremongering. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat I have concerns about the Keyes Road intersection coming onto Hardy Street. With more traffic funneled down Hardy Street, getting out of Keyes Road will be more difficult, especially for those wanting to turn right. You could make it a compulsory left turn only, and people could come around the round about by the church. Otherwise that junction could be chaos with people queuing to turn right, and blocking the view of people turning left. It is a major junction, including local school traffic. Do you support the proposed changes to Seaview Road? No No need to close a good road that can take people in and out of Brighton. If purpose of Duel road out of Brighton is to increase evacuation, then closing another road goes against philosophy. The road alongside the river is also stunning, and I'd like to see it reopen to vehicles both ways. There's a lot more people coming in and out of New Brighton for events than tsunamis. 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? Thanks for thinking about the bigger picture. Please do listen to the local comments and come and watch the junctions in peak hours before making final decisions.	James Ridpath
6982	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Fantastic. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat Raised intersections don't work very well. 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?	Ben Maynard
6983	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? Somewhat Do you support the proposed changes to Hardy Street? Somewhat Do you support the proposed changes to Rawson and Pratt Street? Somewhat Do you have any comments on other parts of the plan?	Tasman Denize

Submissions received on Gateway to New Brighton – Pages Road Bridge and surrounding streets, August 2023

ID	Submission	Name
6986	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>This feature is a waste of money and prohibits good traffic flow</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Somewhat</p> <p>It will be somewhat difficult for buses to turn right into Seaview Rd</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	David Beaumont
7000	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>I think it's a very sensible idea. Would love 4 lanes, but 3 is great too!</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>I just hope you are allowing for onstreet parking, especially as we have housing developments going up that don't include garaging in the areas effected.</p> <p>I am glad Owles Tce is being closed and the roundabout removed. Much safer that way. I have nearly crashed into cars not looking and pulling out of the streets coming onto Owles Tce. Also I live on Union St and we get cars speeding along from Owles Tce so hopefully this new plan will slow cars down a bit.</p> <p>thanks!</p>	Justine Balcar
7029	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>As long as the evacuation modelling is true and accurate then I think it looks good.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>I think it's good to slow the traffic in non-emergency times</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>It'll be good to upgrade but I don't live there and rarely go that way so the feedback of people affected needs to be taken into account.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Same as above - consult those most affected.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>I wonder why you seem determined to close New Brighton Road into New Brighton!</p> <p>Do you have any comments on other parts of the plan?</p> <p>A better solution for New Brighton Road. Would we not want to use it in an emergency?</p>	Linda Small

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ID	Submission	Name
7072	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>No</p> <p>What a stupid idea. The high interest rates and perpetual rates increases affect us all. Instead of staff spending their time on projects that increase rates and get the council further into debt, why not look at reducing spending and rates? The public dissatisfaction with the council is at it's highest, but people who work for the council seem to not understand this?</p> <p>This project is in the same category as replacing the playground at Avebury house when the locals like it the way it is.</p> <p>Also shifting the playground in Stanmore Rd park from one side of the park to the other(Already done)! Is there a whole department that designs and implement useless projects?</p> <p>If it was your money would you say, demolish your house and rebuild on a different part of your section just for a change? Do you know anyone who has done this?</p> <p>And yet with public money - you do this with playgrounds? and now a bridge.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>Do you have any comments on other parts of the plan?</p>	Craig Owers
7078	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>It looks fabulous. Great job and what an improvement it will be!! Resilience and climate change adaptation are embedded in the planning , future proofing this design. And climate mitigation with the cycle ways to promote walking and cycling are great.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Not exactly sure how this is safer, but will take your word for it.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>Really important to place evacuation times as a key priority as in both earthquakes and at least a couple of tsunami alerts it was either impossible (earthquakes) or dangerously slow (tsunami evac) getting out of Brighton. We are in South Brighton so our nearest evacuation point is Bridge street bridge-hmmmm? That's another story. It probably needs to be two lanes going out of South Brighton, too. Otherwise people may just make the decision to stay put as they know that waiting in a line of traffic crawling along at snail pace is a potential death trap in a tsunami.</p>	Sara Gordon
7084	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat</p> <p>Its been 12 years since the earthquake, and the CCC still hasn't improved the flooding at the left hand turn of Pages Road into Anzac Drive ?? Heading to south Bridgton</p> <p>when will this be done, or do we have to wait until 2026??.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>No need for the raised T Intersection, as the traffic lights will slow the traffic down, these raised intersection and known to damage cars.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>We believe you have not conceded the needs of the residents and Business in the area, especially people who use or Hire Roy Stokes Hall. These is also a kindergarten on Seaview road. Your purpose to take more parking away from the area when you are also increasing traffic down Seaview road.</p> <p>When Hiring Roy stokes Hall where are people to Park. The answer from Kirsty was (they can park in Hawke Street). But wait there are 74 units being built on the Hawke Street old school site. let's say half of these units require on street parking that's another 34 cars parking on the street, and you are also intending to take out parking at the top end of Hawke Street.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Somewhat</p> <p>With no raised roading at the intersection.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p>	JANICE Fraser

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ID	Submission	Name
	<p>Leave New Brighton Road as one way into the intersection at Hawke with a left hand turn into Hawke Street. (like the Tuam and Buckleys Road T intersection.) So as when traveling down New Brighton we don't have to</p> <p>A give way at Rawson and Keys Road intersection and</p> <p>B again giveaway at Keys and Hawke Street intersection just to get to Hawke Street. and head into new Brighton.</p> <p>Also, better access to Owle's tec Union Street, those living in these streets will have to travel down Seaview Road/Hardy Street just to get home.</p> <p>Do you have any comments on other parts of the plan?</p> <p>What is to be done to upgrade the Keys Road /Hawke Street t intersection, this intersection is already very busy with at times some waiting time for right hand and left hand turning. as this plan will increase traffic to this intersection if you are to close off New Brighton road.</p>	
7095	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>I believe this is a great investment in east christchurch</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Liam ruane
7104	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Somewhat</p> <p>I support the raised T intersection as this is a main intersection. However I think this should be the only raised section of road as all the roads have less traffic and In doing so could slow the evacuation process of new Brighton and as well as other big events. The main purpose of this new road is for quick evacuations and for big events, slowing traffic can produce the opposite effect.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Somewhat</p> <p>Do you have any comments on other parts of the plan?</p> <p>Raised portions of roads should be kept for the pages road T intersection only. Keep cost down and minimise unnecessary congestion on the other roads. The main purpose of this new bridge is for quick evacuations and for the quick and efficient access to large events.</p>	Graham Skevington
7108	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>I am a supporter of ensuring that residents over here have a safe emergency exit plan, and this makes sense.</p> <p>It will be great to see Pages Road 'sorted out' finally too.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Somewhat</p> <p>I think a roundabout is better, although it will have to be moved.</p> <p>This is because, in an emergency, if the traffic lights are still working, people will 'obey' them when there is no oncoming traffic. The object of emergency evacuation is speed.</p> <p>In South Africa they have an awesome way of dealing with uncontrolled interesections that allows fairness, courtesy and efficiency. Just ask anyone you know who has lived over there. If we had that here in NZ it would be great. But we don't. So a roundabout is the next best thing to ensure fairness and efficiency in an emergency situation I feel.</p> <p>(feel free to ask me to explain further if this is not clear)</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Somewhat</p> <p>I am concerned about the no stopping to the North side and what effect that will have on businesses on the street. I would like an alternative solution, or even a different route for cyclists that would not impact businesses. Or, a subsidy for all businesses there to install adequate off street parking for its clients.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p>	Miriam Mallinder

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ID	Submission	Name
	<p>I particularly like the raised safety platforms at intersections. I have always liked those.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Pratt street yes.</p> <p>Not sure of the impacts on Rawson, can't comment on that one</p> <p>Do you have any comments on other parts of the plan?</p> <p>Residents here want a lot of things, we feel neglected. But, if the Council is now finally turning its eyes to the upgrade of this area then I embrace that and I hope that we benefit in many other ways too ...</p> <p>For example we are angry about the loss of our fresh water supply</p> <p>Many of the roads need repair ... some have been very recently repaired (e.g. Caspian Street) but the repairs are already degrading.</p> <p>Rocking Horse Road also needs the raised safety platforms ... as a relatively straight street it attracts racers at night, and speedsters during the day. Irrespective of us having pedestrian crossing or not, the fact is that residents and their families do cross the road often, so safety is just as important to us. I have been told that one of the reasons for not doing it is that we are a bus route, yet I have seen these platforms on other bus routes in the City. Recently down the far end of Lincoln Road.</p> <p>Please take the whole of the peninsula into consideration for a major upgrade so that we can attract decent permanent residents back into the area.</p>	
7117	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>I am very concerned about the removal of some street parking. As a person with a disability it can be hard enough finding parking close to where I need to go, but this is likely to increase this problem - not also forgetting that there are a number of businesses, including a Police station that will be impacted by the reduction in on-street parking. Also, with all the new developments (homes) being built in the New Brighton, including on the old Central New Brighton School site, I see the reduction of parking becoming an even bigger issue. How do you plan to manage this?</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p>My main concerns are around car parking and accessibility. Let's make New Brighton a place that is accessible - where people are encouraged to visit and support the area, not being hampered by lack of parking for key services and businesses.</p>	Paula Rountree
7121	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>No</p> <p>Changing this area will have a negative effect on traffic access and flow on Owles Terrace and New Brighton Road</p> <p>Rawson St etc.</p> <p>Adding lights would do nothing to improve the traffic flow as it'll bank up. Leave this area alone and keep the roundabout, this will cause less confusion and there's not enough traffic flow to prove the lights are needed. There's a set just up the road from Anzac intersection.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>As above</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>As above</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>No</p> <p>As above</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>As above</p> <p>Do you have any comments on other parts of the plan?</p> <p>Just keep the way it is and concentrate more on the flooding that's always there after lots of rain down around Owles Terrace. Put the money toward better roading around the east side of Chch roading.</p> <p>New Brighton isn't exactly buzzing with activity these days so it seems strange you want to waste our taxpayers' money more</p>	Chris Kelly

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ID	Submission	Name
7125	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Maryanne O'Connell
7127	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Great to see this key access route being given a facelift and improvements to enable access for everyone. I particularly like the raised safety platforms to support lower speed limits, and the sensible decisions to make some roads cul-de-sacs which both improves traffic flow (and emergency egress times) and makes those streets more pleasant and safe places to live. My only comment is that I would love to see similar improvements come to the West of the city, for example around Hornby where we have high traffic volumes, including large numbers of heavy vehicles, but minimal traffic calming, poor walkability, and unsafe cycling options (with the exception of the wonderful South Express cycleway).</p>	Arthur McGregor
7131	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No</p> <p>Do you support the proposed changes to Seaview Road? Somewhat</p> <p>Do you support the proposed changes to Hardy Street? Somewhat</p> <p>I live on Hardy Street (between Collingwood and Beresford) and there is increased parking pressure here, and also dependant on shifts and shift changes at the Police Station. I see from the plan that we will lose another two - four parking spaces on this hpart of Hardy by the garden bed/road narrowing outside #15 and #16. With Beresford Street between Hardy Street and Owles Terrace no longer being a main thoroughfare in or out of New Brighton, why not install right angle parking on the north side of Beresford for a distrance west of the rear driveway of the Police Station. Basically allows more car parks for police staff to use so they don't have to fill up Hardy and other streets. I would like to add that I am not looking forward to the increased traffic in Hardy from the closure of Owles Terrace.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Somewhat</p> <p>Do you have any comments on other parts of the plan?</p>	John Alexander Stewart
7143	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat</p> <p>Most of the changes proposed look good (e.g., tightening the geometry of the intersections to make them safer, closing New Brighton Road as it is unnecessary and helps streamline the number of roads the new intersection has to manage. There has been thought applied to active modes (walking and cycling). However, and this is why I only somewhat support the change, there does not seem to have been the same improvements identified for public transport. The introduction of the signalised intersection will create a dominant and prioritised movement for east-west traffic movement. The core public transport line will not be on that movement and travel time and efficiency of the core service will be penalised. While the City Council has indicated that bus route has been discussed with Environment Canterbury (no changes to the existing route proposed as part of this project), I do not think that is sufficient and further discussions and analysis should be undertaken to fully understand the benefits that may be realised by switching the No.5 bus line onto Hawkes Street. This would also mean that the route of the bus would not follow the cycle route on Seaview Road. This in turn could mean that shared path facility could be dropped in favour of lowering the speed limit on Seaview Road to 30kph, and proceeding with less costly cycle infrastructure (eg sharrows). It would also mean that the No.5 would drop people into the key areas of New Brighton (eg the supermarket, Marine Parade (library, beach, hot pools). It would seem a wasted opportunity not to give this core public transport service a much-needed boost and take people much closer to where they want to go.</p>	Brenda O'Donoghue

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ID	Submission	Name
	<p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Somewhat I generally support the traffic lights. However, given my concerns about the bus route, it would make more sense to reroute the No.5 service onto Hawkes Street, thereby removing a key reason to signalling the full intersection and replace the current proposal with a signalised pedestrian and cycle crossing on the east side of the intersection (ie where it is currently shown by the 'relocated New Brighton sign'). This would also reduce the cost of the project and should not impact the outcome, but it is reliant on the No.5 shifting to Hawkes Street. If the route cannot be changed, at minimum the signalised intersection should include bus priority features, e.g. 'B' light as part of the signal plan.</p> <p>Do you support the proposed changes to Seaview Road? Somewhat As per previous comments, further consideration is needed to change the route of the No.5 from Seaview Road to Hawkes Street. This will be more efficient for bus and bring people to the centre of New Brighton and will separate the route from the cycle route on Seaview Road. This in turn could mean that shared path facility could be dropped in favour of lowering the speed limit on Seaview Road to 30kph, and proceeding with less costly cycle infrastructure (eg sharrows).</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	
7145	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Do you support the proposed changes to Hardy Street? Yes I am involved in the Nova Montessori School on the corner of Owles Terrace and Hardy Street and have some concern about the impact of the school drop and pick up zone which is on Hardy street .</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan?</p>	JOHN
7152	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Road should be protected from water. Nowadays it's under water after raining. Also, U Turn spaces need to be there in central median. Otherwise it's too hard for vehicles which enter into this road by mistake, and vehicles coming out of Bexley Garage.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No Current roundabout is the best option as it's a road with less traffic. Traffic lights will slower the traffic. Specially in case of emergencies like Tsunami, traffic lights will be a deterrent for vehicles which trying to cross the river.</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes Speed limit and raised platforms to reduce speed may be unnecessary. New Brighton area is a less traffic area.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan? Lowering speed levels may not be necessary. New Brighton is not a high traffic area.</p>	Lijo George

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ID	Submission	Name
7153	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Stephen Hunter
7154	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Good to have better flow into Hawke St, provision for a shared path, and the two west bound lanes for evacuation</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>good to allow different traffic movements in a safer more controlled way than the existing rounabout</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>attractive boulevard leading to the Mall</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>makes sense to improve this for evacuation and to compensate for loss of OwlesTce</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Somewhat</p> <p>Neccesary changes given the position of the new Seaview/Pages/Hawke intersection. I hope that some cycle access can be retained along the riverbank</p> <p>Do you have any comments on other parts of the plan?</p>	Stephen W Wood
7156	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Please consider parking on Seaview for the shops/kindy/dentist</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>As Keyes Road will become so much busier, PLEASE consider making it more beautiful with plantings (it was historically named Park Road) and re-doing the road service (this is more important than plantings) as it will need to be re-done often if left as is. I am also worried about the right turn onto Hawke Street from Keyes Road - this needs to be safe and at times is already problematic.</p> <p>Do you have any comments on other parts of the plan? Great work!</p>	Sharnaé Beardsley
7157	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p>	Lorraine Stokell

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ID	Submission	Name
	<p>Do you have any comments on other parts of the plan? Keyes Road would need an upgrade.</p>	
7158	<p>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? I am very impressed with the whole plan. The new bridge will allow much better access to and from new bridge and the landscape will beautify the area.</p>	Stephen Best
7159	<p>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? I think its a good idea, will look amazing once its done and look much tidier.</p>	Tania Berry
7160	<p>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? Somewhat Do you support the proposed changes to Hardy Street? No Do you support the proposed changes to Rawson and Pratt Street? No Do you have any comments on other parts of the plan?</p>	Tania Beamont
7163	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? No 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?</p>	Eveline Berry-Cording

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ID	Submission	Name
	<p>No</p> <p>Do you have any comments on other parts of the plan?</p> <p>I am concerned with the closure of New Brighton Rd from Rawson St & onto Rawson/Pratt/Keyes Rd intersection which is already hard enough at peak times to get thru. Also the water level on the empty sections behind Keyes Road these seem to be getting closer to the sections it backs onto, making these pretty wet as well.</p>	
7179	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Very pleased to see the roundabout is not going to be present. I'm pleased also that the shared pedestrian and cycle path on the north side of Pages Road will be 4 metres wide. Is there a case here for separated areas for bikes, scooters vs pedestrians ? Surface colour demarcation perhaps.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Slowing traffic when entering the New Brighton retail areas has got be good for the area.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>A better environment for local traffic.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Robert Fleming
7182	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Somewhat</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>No</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>No</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Somewhat</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>No</p> <p>Looks like a dangerous move but you won't agree. A lot of the locals would.</p> <p>Do you have any comments on other parts of the plan?</p> <p>The closure of New Brighton Road. It should be two lane all the way to New Brighton. Also make it more aligned to Hawke Street. There is land to do this. The current mayor and previous mayor want it closed but as per usual no one asks the locals. We dont count and as per usual you will do it your way. So much for democracy. People can't be bothered putting in a submission as we all know only too well, the decision has already been made.</p>	Lynn Hayes
7184	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>While the trees look nice not sure that they would help the traffic flow in an emergency</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Somewhat</p> <p>I don't agree with the no parking on the North side of the road. It is nonsense to think that everyone is going to cycle everywhere. We need to look after the people who live here and need easy access to their properties. The CCC have given consent for apartments with no off street parking so people will need somewhere to park. There are more people who are unable to cycle ,elderly,disabled and parents with children. It will be very dangerous for them to have to try to cross the road with children and groceries. Try carrying a baby, a toddler and groceries across a busy road. I think that the cyclists that you are catering for won't be locals but sunday cyclists who then go home ,park their bike in their garage and drive off to work in the morning.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p>	Valerie Everett

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ID	Submission	Name
	Yes Do you have any comments on other parts of the plan?	
7187	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes I think it looks great! 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?	Catherine Nolan
7188	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Please make it happen 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? Please make it happen don't just talk about it. Lives are at stake.	Anne Russell-Brighty
7190	Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes It's great that infrastructure changes are being made with emergency safety in mind given the increased severity of flooding and storm events that will come with climate change. It's good that the bridge will have cyclelanes, though a separated cycle way would have been better. Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes I strongly support having the intersection be a raised one as a traffic calming measure. 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? I am strongly in favour of adjust some streets to limit car access in a way to optimise emergency evacuations. I think this also presents a good opportunity to make those streets more pedestrian and cyclist friendly.	Richard John Abey-Nesbit

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ID	Submission	Name
7192	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Yes</p> <p>Like the tree planting in the centre of the road. This will look good and also help encourage safer speeds.</p> <p>With the cycle lane and shared path is provides an option for people with different abilities when travelling by bike. However, it is important to understand what pedestrians need, in places we have e-scooters travelling quite fast amongst pedestrians. Potentially a separated cycleway (that carries on all the way to the CBD) would have been a better option for future proofing.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Yes</p> <p>Really like this, it is a great improvement over the roundabout. It is so much safer. Fully support the raised platform to help encourage safe speeds. Great to see the integration with the shared paths to provide a safe crossing point.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Yes</p> <p>Like the tree planting, the retaining of the palm and little lookout area where the roundabout was.</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Yes</p> <p>Appreciate the intersection improvements. Again this will improve safety.</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Yes</p> <p>The cul-de-sac makes sense, as does the removal of traffic on the section of New Brighton Road. Again, really like the planting that is included in this project.</p> <p>Do you have any comments on other parts of the plan?</p> <p>Overall, this will be a great improvement to the area. Looking forward to it's completion.</p>	Allan Taunt
7195	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan?</p> <p>Kia ora,</p> <p>Tautoko mātou i te nuinga o ngā tūtohu. We support most of the changes.</p> <p>I want to advocate for safer cyclist provision – this plan is not forward thinking enough in terms of sustainable transport. There will hopefully be an increase in cyclists along the Avon River cycle/walk way and this plan does not really account for these. Nor does it account for current commuters by bicycle. A large number of teenagers in South Brighton cycle to school at Avonside Girls/Shirley Boys through this area and the road changes proposed do not make it safe for them to do so.</p> <p>There is an opportunity to incorporate forward-thinking, safer provision for cyclists, scooters and pedestrians when road layouts are changed, rather than make costly changes afterwards. Please get it correct from the beginning rather than doing just the minimum.</p> <p>1. Hardy Street –off road cycleways needed in both directions – there is not even an on-road cycleway along this street which now becomes the main thoroughfare for traffic travelling from South Brighton to Pages road. Traffic along this road will increase considerably. The various bits of road-narrowing around the junctions on Hardy street are great for slowing down traffic at these spots, but hazardous for cyclists. Dramatically improved provision for cyclists needed on this stretch.</p> <p>2. Seaview road - off road cycleway needed heading towards Pages Road (south-side of road). It is great having it going along one way – but what about everyone wanting to come back the other way? The plan shows parked cars and a narrow roadway with not even an on-road cycleway. This is just stupidity. Cyclist are going to want to travel in both directions on this road. There is zero provision for them at the moment.</p> <p>3. New Brighton road closure at Rawson Street. Provision to upgrade the cycle /pathway at this point so that it is clear the pathway continues along the riverside / enhance this area if necessary.</p> <p>4. Owles Terrace. Provision to dig up the road that is going to be redundant (the closed stretch in front of the Nova Montessori school) and plant so that this becomes a public park space - effective absorption for rainwater /river overspill rather than a derelict ugly piece of cracked concrete road. Work with the school to enhance this area for use by public / school. There is too much devastation and ugliness in our area from areas that have been “left” post earthquake – the red zone - and this should not be added to the list.</p> <p>5. Hawke Street. Off-road cycleways needed in both directions. Incorporate the on-road cycleways with the pedestrian pavement and make it a large shared-use surface separate to the road on both sides. This doesn’t require finding extra “room”, it just needs the concrete curb and planting to be moved toward the road to make a safer, wider space for pedestrians and cyclists.</p> <p>Thank you, I do not need to come and speak about these, I just trust that someone actually takes the time to read an opinion seeing as I’ve taken the time to express it.</p> <p>Clare Marshall (on behalf of family – 4 members)</p>	Clare Marshall

Submissions received on Gateway to New Brighton – Pages Road Bridge and surrounding streets, August 2023

ID	Submission	Name
7196	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan? I attended the public meeting last Thursday at Le Maota and was impressed with all the thought and planning that has gone into this new design, including awareness of safety issues for cyclists and pedestrians. Well done all of you! Ka pai! I entirely approve. Ngā mihi, Hilary Wilson</p>	Hilary Wilson
7201	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes Looks great.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes But what do you mean by raised? If it requires handbrake use at lights, it won't be any better than the existing raised roundabout.</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes But would you consider a set of lights at the Keyes, Rawson, Pratt St intersection to make it safer still? And incorporate the proposed zebra crossing to the park.</p> <p>Do you have any comments on other parts of the plan? Can anything be done about the potholes in the car parks in Hawke St?? Or is it not your jurisdiction?</p>	Lorraine Kerry
7230	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No</p> <p>Do you have any comments on other parts of the plan? I have major concerns regarding the increase in traffic that will be diverted down the New Brighton end of Keyes Road. This is already a very busy and dangerous road. I am also concerned the flooding will be neglected even further.</p>	Mark Pautt
7228	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No</p> <p>Do you have any comments on other parts of the plan?</p>	A Hadcroft

Submissions received on Gateway to New Brighton – Pages Road Bridge and surrounding streets, August 2023

ID	Submission	Name
	We always use Pratt st to come home, why can't it still be open close from there be better, as it is now.	
7227	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? No New Brighton is in Tsunami zone and should be provided with EASY escape routes free of any obstacles- As wide as possible Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No Same as above Do you support the proposed changes to Seaview Road? No Same as above Do you support the proposed changes to Hardy Street? No Same as above Do you support the proposed changes to Rawson and Pratt Street? No Same as above Do you have any comments on other parts of the plan? Bridge number one project to be build ASAP</p>	Julius Jamamiki
7232	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan? "This looks like a great improvement for improving egress speed in event of a Tsunami evacuation.</p> <p>I looked for details about how the current regular flooding of the road will be addressed. The only info I found was the ""Webinars Questions and answers from Gateway to New Brighton webinars"". I have pasted the relevant text below my email signature. The various plans and written documents do not give any indication (that I could find) that the new road will be raised above the exiting level that regularly is inundated by rain induced surface flooding. Pages Road - carriageway level, pedestrian level, cycle way level. I submit that the Pages Road carriage way needs to be elevated a minimum of 600 mm to raise it above surface flooding levels. That way, in the event of an evacuation, the road surface will be dry regardless of the function of any stormwater drainage systems, effects of king tides, failure or operation of stormwater pumping systems. The pedestrian and cycle ways also need to be 600mm above surface flooding levels so that walking and cycling is also a viable method of egress during an evacuation. Sealing of wastewater manholes: Currently during heavy rain the manholes in Pages Road between the bridge and Anzac drive surcharge and become artesian wells of dilute sewage with sewage/infiltration mix literally fountaining out of the manhole lid keyhole openings and a higher volume of liquid discharging out of openings around the edges of the manhole. In the new road these need to be replaced with modern manhole lids that are sealed and held down with key/hex bolts. I work in wastewater maintenance and am aware there are modern designs that have a plastic/rubberrised seal between the cover and the frame, and either a key or a hex bolts to hold the lid closed when the internal manhole is surcharged with positive pressure. This would prevent sewage impacting the use of the pedestrian footpath and the cycleway. This would be a benefit whenever there is heavy rain, not just during Tsunami evacuations. Future improvement of Anzac / Pages intersection</p>	Kieran Scott

Submissions received on Gateway to New Brighton – Pages Road Bridge and surrounding streets, August 2023

ID	Submission	Name
	<p>The maps indicate the gateway to New Brighton project ends before Anzac Drive. I suspect Anzac Drive may not be in the jurisdiction of CCC. Can it be put to the Anzac Drive road authority that within the next 10 years the entire intersection is raised above the current surface flooding level so that all lanes of Pages Road remain in use during heavy rain. I understand this would require raising a length of Anzac Drive as well as raising Pages Road. It will be a shame to invest so much in the Gateway to New Brighton, giving two lanes for west bound evacuations, only to have it bottlenecked by the current flooded intersection at Anzac/Pages Road.</p> <p>Does this mean that the flooding that currently occurs along Pages road every time there is a heavy rain will not be fixed till construction of the bridge begins in 2026? The left hand turning lane at the cnr of Pages and Anzac Road in particular is impassable/dangerous to navigate for cars and pedestrians. What does the Council intend to do to mitigate this in the meantime? Flooding along Pages Road - between Anzac Drive and the new bridge. Pages Road is low lying due to land settlement from the earthquakes and has undulating kerbs (earthquake damage), both of these effect the drainage of Pages Road. When the road is renewed as part of the Gateway to New Brighton project (this project) this will resolve the regular flooding issue along Pages Road between the new bridge and Anzac Drive Intersection. Both Pages Road (new bridge to Anzac Drive) and the surrounding land is low lying due to land settlement from the earthquakes. During a rain event the surface water ponds as it has nowhere to drain to, as the ground water level is high. Unfortunately, there is no quick fix for this problem, thus the appropriate solution is to renew the road, involving new kerbs, new carriageway profile and new stormwater pipes. Council is also planning significant stormwater management works on the land on either side of Pages Road. In the meantime, in the extreme weather event such as flooding, the maintenance contractor would go out and assess the road condition and put up warning signs as necessary to alert the public of this hazard. Flooding on Southeast corner of Anzac Drive / Pages Road Intersection This particular flooding issue has occurred since the earthquakes from the settlement of land compared to the river level. The existing stormwater network now has insufficient capacity to drain the intersection adequately. Waka Kotahi (NZ Transport Agency) owns and maintain the stormwater pipes beneath this intersection and are aware of this issue. Knights drain stormwater project currently in construction on the northwest corner of the Anzac Drive / Pages Road Intersection will improve drainage of the intersection. Council are also considering making further improvements for drainage on the land beside the southeast corner of the intersection. In the meantime, in the extreme weather event such as flooding, the maintenance contractor would go out and assess the road condition and put up warning signs as necessary to alert the public of this hazard."</p>	
9532	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? No No trouble leaving New Brighton in our last evacuation.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No Definitely not, making a residential area into a motorway to go where, a disaster area from the old school to the beach ("We are on the way to no where.")</p> <p>Do you support the proposed changes to Seaview Road? No The non ability for people to park outside their property or allow family, friends or contractors to visit their residence. Yellow lines.</p> <p>Do you support the proposed changes to Hardy Street? Yes Does not effect anyones ability to park outside of residents propertys.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No Turning Pratt St into a cul-de-sac which has a preschool will cause a nightmare for parents and staff. I worked in a preschool when the quake happened, not a place for anyone to feel trapped in.</p> <p>Do you have any comments on other parts of the plan? Rawson St no parking in definite places, New Brighton road should be closed from Bridge to Pratt Street.</p> <p><i>See attachment</i></p>	Denise Kerr
9075	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat</p> <p>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.</p> <p>Do you support the proposed changes to Seaview Road? No</p> <p>Do you support the proposed changes to Hardy Street? No</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p> <p><i>See attachment</i></p>	John + Philippa Grant

Submissions received on Gateway to New Brighton – Pages Road Bridge and surrounding streets, August 2023

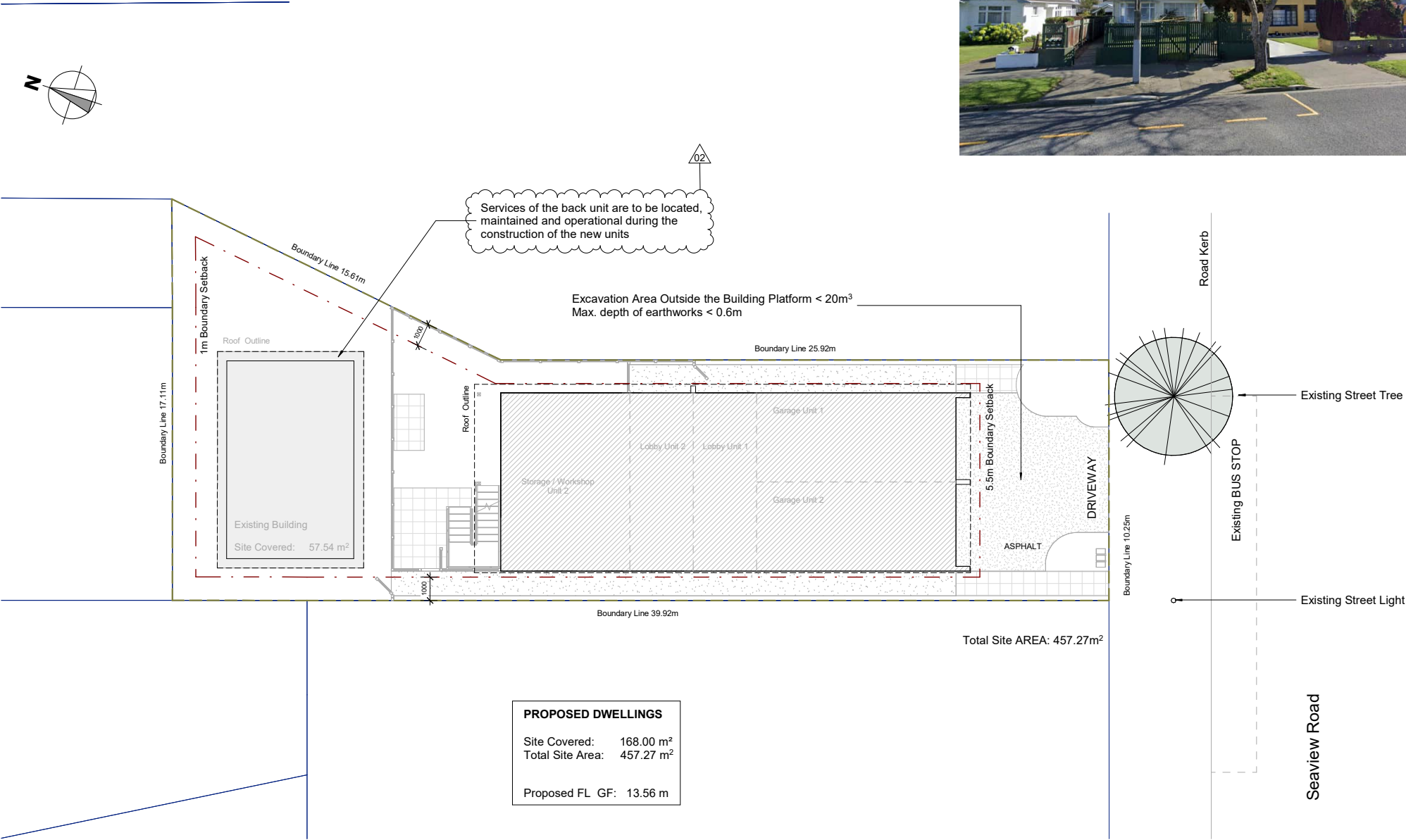
ID	Submission	Name
9073	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Somewhat Concerned about speed of traffic coming into NB. And what traffic sign/signal at intersection of Keyes/Hawke?? Stop or giveway.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes Yes. Intersection is currently unsafe. Would like to see decrease speed limit into NB (signs 40km). I do not support the closing of NB road from Rawson Street - It is diverting unnecessary traffic through residents areas and will cause more congestion and accidents on Keyes/Hawke Streets. A lot of traffic does not need to enter New Brighton and should be diverted away. More signage needed, 50km or lower.</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan? I am resident [REDACTED] - traffic currently speeding around into Keyes Rd. Not enough speed limit signage (50kms). Need more safe crossing between Shaw + Marine Parade on Hawke St.</p>	Lisa Hintz
9049	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? No At the last evacuation, we had no trouble leaving New Brighton.</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? No Any changes affects parking on Hawke St and Seaview Road where there are flats, houses, kindergarten + businesses and many with 2 cars per property.</p> <p>Do you support the proposed changes to Seaview Road? No Same as above.</p> <p>Do you support the proposed changes to Hardy Street? Somewhat Looks all right. Does not affect anyones ability to park outside residents property.</p> <p>Do you support the proposed changes to Rawson and Pratt Street? No Pratt St should still go out onto New Brighton Rd, and thru to Rawson St & close New Brighton Road-Pratts to NB Bridge.</p> <p>Do you have any comments on other parts of the plan? Happy with the current bridges, roundabout but Pages Road needs to be raised.</p>	Anthony Kerr
9562	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation?</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads?</p> <p>Do you support the proposed changes to Seaview Road?</p> <p>Do you support the proposed changes to Hardy Street?</p> <p>Do you support the proposed changes to Rawson and Pratt Street?</p> <p>Do you have any comments on other parts of the plan? Thank you for the opportunity to respond. Overall we are looking forward to New Brighton getting some much-needed investment. I've included our main concerns below.</p> <p>1. Car parking We do not agree that it is necessary for Hawke Street to have all car-parking removed on both sides, especially with the loss of car parking on Seaview as well. We understand that it may be necessary to take steps to ensure that in an evacuation situation the roads will be as clear as possible. However, this causes a great deal of undue difficulty for the ongoing daily lives of local residents.</p> <ul style="list-style-type: none">• There will not be any parking available for visitors, health workers or other service persons in a reasonable walking distance from our houses - especially if bringing any kind of equipment.• People will be forced to stop in the lane to drop off people or equipment regularly without any other option. Given the bend in Hawke St, if drivers are anticipating a clear lane this will increase the risk of accidents.• It is unclear what mental effects may be caused by having a property that our friends and family are actively discouraged to visit.	Rebecca Dahl

Submissions received on Gateway to New Brighton – Pages Road Bridge and surrounding streets, August 2023

ID	Submission	Name
	<p>• We are particularly concerned for elderly neighbours who have higher needs for access and visitors. It would be equally effective and far less harmful to limit time for street parking in the area. This would ensure that cars are not parked without their owners remaining nearby. In the event of an emergency, the car owners would be nearby and ready to evacuate.</p> <p>2. Water runoff The area at the top of Hawke and Seaview is subject to flooding when pumps are not working properly. We would like to know that the designs include a plan to improve water runoff away from properties. I have included an image of the most recent significant water event in June 2021.</p> <p>3. Ground level and our fence Currently the council-maintained garden at the front of the property has been built up over time, such that the ground level of the garden (and up against) our fence is 30-50cm higher than the ground level on the inside of our fence. In its current form, the garden absorbs and directs water around and away from our property, however the extent of damage to the fence is unknown. The proposal suggests that this area will become a pavement against our fence line. We would like to understand how water will be managed on this walkway to avoid runoff into our property and/or how this will be built given that the ground is not level. And we would like assurance that the fence will be fixed/painted as part of the works if it has been damaged by the garden that has been built up against it.</p> <p>4.Trees We would like to advocate for keeping the trees that are currently on our fence line. If plantings are being made in the new garden area, we would prefer if these could be hedge-height to add to privacy and reduce noise from the new traffic that will be stopped outside. We would rather plantings not be large trees though, to avoid losing sunshine particularly in the winter.</p> <p>5. Driveway and car access The current angle of the driveway on the plans may make it difficult to safely enter and reverse into traffic from our property. We ask that this please be widened to enable us to reverse at an angle. If possible, given the width of the pavement, if hard standing is included instead of the grass, this would also allow us to safely hook up a trailer without blocking the traffic lane.</p> <p>6. Safety features on the road Currently there are many people in the area who do not pay any mind to road rules. This includes driving at unreasonable speeds through the current roundabout and down both Hawke and Seaview at 80km+. We are concerned that the raised area of the traffic lights may increase the likelihood of a car rolling into our fence if/when someone attempts to take a right turn into Seaview road at speed. From our observations, the people who do so are highly unlikely to be deterred by the raised area or damage to their cars (in fact it could be the opposite). We are worried the raised area may, in fact, cause more cars to roll/lose control at speed. We would like to see a speed camera installed with signage to deter speeders.</p> <p>We are pleased about the new placement of the New Brighton sign, as this will provide some protection from cars which lose control turning right into Seaview.</p> <p>7. Electricity for the traffic lights in an emergency We understand that the main reason a traffic light is being proposed over a roundabout is for evacuation purposes. However, we know from experience that in an emergency, power is likely to go out. We would want to know that the traffic light will be functional for at least half a day without mains power, solar or internet. Given the significant impact this will have on daily traffic flow, which will be much slower, we hope that this has been taken into consideration or it may prove to have the opposite to intended effect.</p>	
9755	<p>Do you support the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation? Yes</p> <p>Do you support the proposed raised T-intersection with traffic lights at Pages, Hawke and Seaview Roads? Yes</p> <p>Do you support the proposed changes to Seaview Road? Yes</p> <p>Do you support the proposed changes to Hardy Street? Yes</p> <p>Do you support the proposed changes to Rawson and Pratt Street? Yes</p> <p>Do you have any comments on other parts of the plan?</p>	Stephen Brown

Submission ID 6816

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Christchurch
City Council

BC

Approved Building Consent
12/09/2022

SITE SHEET 4 of 58

Operating Machinery
Trip Hazards
Vehicles Present
Tools and Equipment

McGrath, Tania

GENERAL NOTES

All work to comply with the New Zealand Building Code (NZBC). All timber to be SG8 unless specified otherwise.

The contractor shall verify all dimensions on site before commencing construction. Do not scale off drawings.

All dimensions taken from timber framing unless stated otherwise.

Refer to Foundation Plans for foundation layout & ground improvement specification.

Refer to Bracing Plan sheets & Supporting Documents for bracing calculations.

It is responsibility of the contractor to ensure that the building does not breach the relevant height, boundary setbacks or any other conditions attached to permitted activities in the applicable district plan, as indicated on these documents.

LEGAL DESCRIPTION

162 Seaview Road, New Brighton
Christchurch, 8061

LOT 1 DP 35784

Total Site Area: 457.27 m²
Max Site Coverage: 35%

Total Buildings Footprint: 223.56 m²
Site Coverage: 48.89 %

ZONING

Zoning: Residential Suburban Density Transition
Earthquake Zone: Zone 2
Exposure Zone: Zone C
Climate Zone: Zone 3
Wind Region: A
Wind Zone (experimental): Medium
Rainfall Intensity (range): 30 - 40

Land Classification:

Technical Category 2 (TC2)

Concrete Path Area: 49.50 m²
Driveway Area: 55.13 m²

ESTIMATED GROUND LEVELS

LIDAR information indicates that the average ground elevation at the property is approximately **10.62** m RL, ranging between 10.39 m RL and 10.80 m RL.

EXISTING BUILDING OUTLINES

ID: 2076358
Indicative Area (SqM2): 55.56

ID: 2076357
Indicative Area (SqM2): 147.38



1 Site Plan
1:100

02 27/05/2022 RFI
01 08/03/2022 BC

Rev | Date | Description

sheet revision

A 1.1 02

Site Plan
SCALE: @ A1 As indicated
@ A3 Half Scale

Original - A1 (594x841)



phone: (03) 377 4315 email: info@solarchitect.co.nz

client
MAN Group Ltd.

project
162 Seaview Road, New
Brighton, Christchurch

stage
C Building Consent

Submission ID: 6923

Dear Council

8th August 2023

Unless the council reopens New Brighton Rd to two way traffic I do not, will not support the 'Gate Way to New Brighton' idea.

This is aside from the fact that I feel the council has an absolute cheek cutting other streets off without residential input in the form of actually knocking on a door and asking face to face what the resident wants, not everyone can write in or understands how important their view is. The council no doubt spent several thousands maybe hundreds of thousands getting the right bureaucrats to request and architect/designers to draw up these plans...but not a penny on asking face to face what locals want...and then pushes a fancy brochure of what the suburb may look like as a fait accompli all in a pretty parcel with a bow! (landscaping) Residents of New Brighton have asked (lobbied) for a reopening of New Brighton Rd to two way traffic ever since it was closed to one way. Now is the time to listen to the New Brighton people, fix the flooding and open the road.

There has to be simpler, less intrusive ways of building a new bridge that can incorporate New Brighton Rd...it looks to me as if the council went straight to an architect/designer (not a local or people with local knowledge) and said we need a bridge but **don't** include New Brighton Rd as a two way road, as the locals want, but as WE (the council) want. Even if, on the current plans, it looks possible.

Sorry but looking at the plans and thinking about it's ramification on other locals, your fancy bridge idea is terrible idea, even if I didn't have an opinion about New Brighton Rd. It would create a worse bottle-neck than we have now and it would be useless in an emergency. Imagine living on the river end of Beresford St. Owles Tr or Collingwood St in an emergency. Stupid is a good word to describe the plans. (see enclosed) Besides I'd rather see some money spent on our sad crumbling mall and a 'sensible' bridge. Your current plans for a 'bright new bridge' will be a 'Gate Way to Pathetic' Let's have a less fancy bridge **that works** (if it's needed) and a great mall.

Besides...how can New Brighton residence (including me) trust a council that signed off on the mean spirited, tiny dog boxes with windows, rabbit warren housing built by greedy, money making corporations like the Williams Corp. and then **you** (our council) let these greedy corporations build nasty little boxes without dedicated car parking, with no thought to the locals already living there. It has been a nightmare with just the builders vehicles. And now you want New Brighton residents to trust you to get this right. Not a chance! **Reopen New Brighton Rd to two way traffic.** Redesign the bridge to a simpler option, that will save lives in an emergency, and spend any excess money on the Mall.

Fay Howden



PS...my seven year old grandson calls Williams Corp. housing **mini houses**, even a seven year old can work how wrong they are. What a wasted opportunity...there could have been really nice town house apartments built on that site (with car parks) You let greed win...shame on you.

My grandson, his two brothers and his parents live on
Marine Parade. I make the journey to his four,
five times a week. *08/8.*

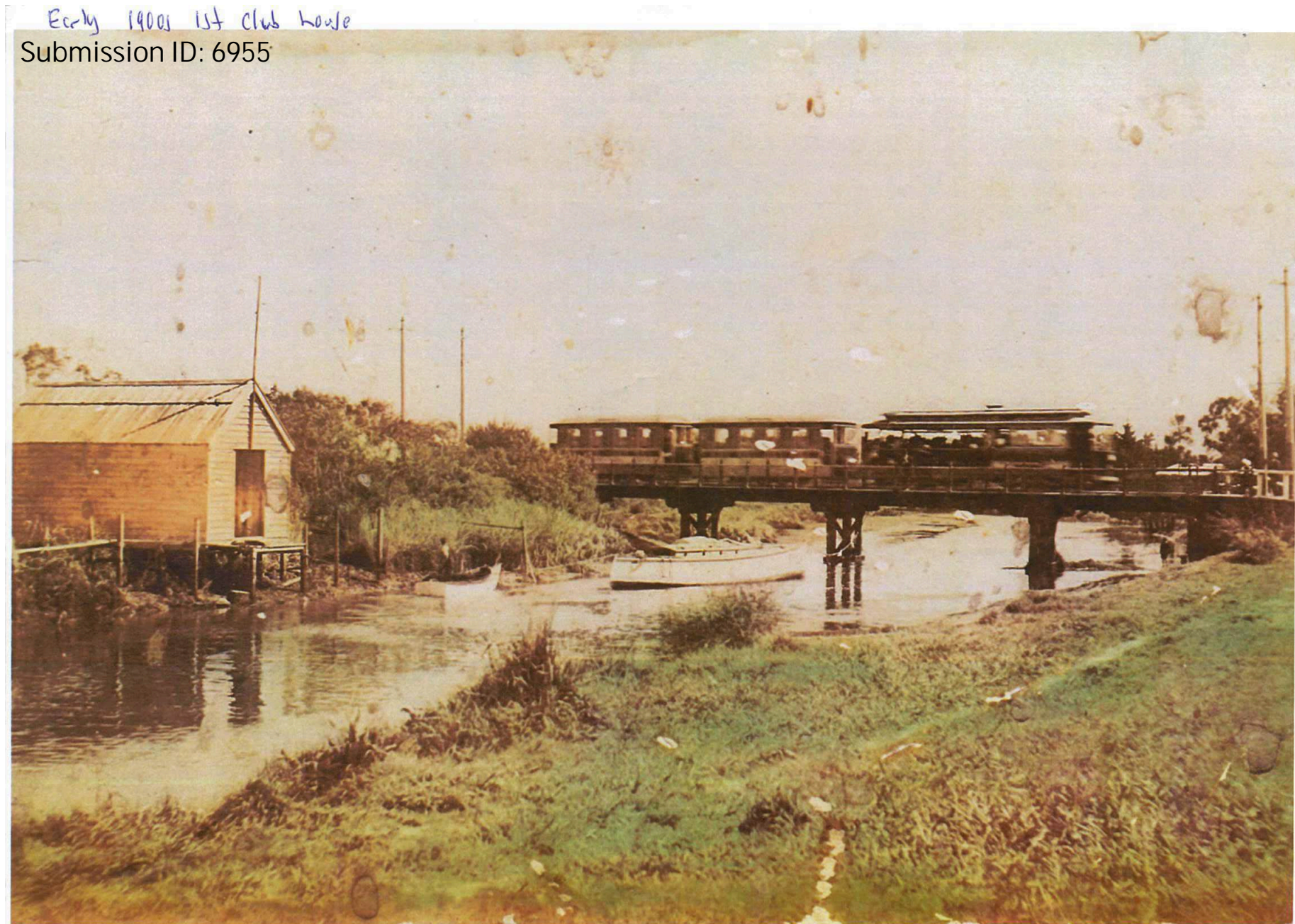
Item 5

Attachment B

In the event of an earthquake or Tsunami where would all the cars/families go
Submission ID: 6923



Attachment B Item 5



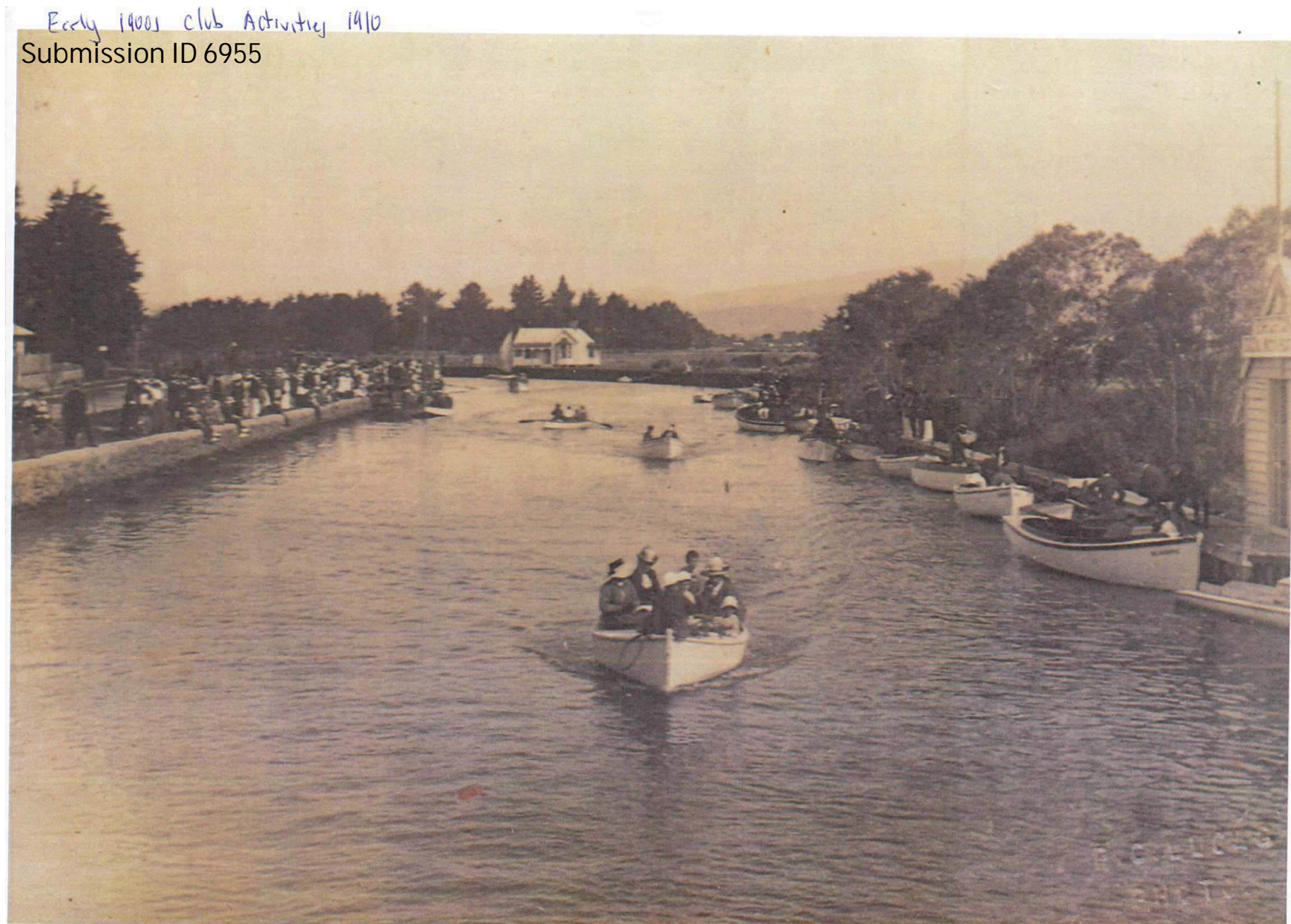
Early 1900s club activities 1910

Submission ID: 6955



Early 1900s 1st Boat Club House
Submission ID: 6955





LAST DAYS OF THE OLD CLUB HOUSE 1897-1952

Submission ID: 6955



Submission ID: 7045



Sustain South Brighton

South Brighton
Christchurch
sustainsouthbrighton@gmail.com

20th August 2023

Submission on Gateway to New Brighton

Thank you for giving us the opportunity to make a submission to the Gateway to New Brighton project. The coastal New Brighton area is developing and becoming a destination for recreation and other activities and there is an increase in people moving to the area with the draw of living in a coastal location. As the gateway into coastal New Brighton, the Pages Road Bridge is a vital part of the development of our area.

General Comments

1. We would like to thank the team from the Christchurch City Council for meeting with us early about this project, working with us to deliver information about the project to our community, having a number of ways in which the community can engage and being available to answer questions.
2. Our Coordinator attended an online and an in-person community meeting to find out about the project from the team.
3. As a Community Development organization Sustain recognizes that transport systems have social, environmental and economic impacts for our community. We appreciate the ways in which these factors have been acknowledged in the project.

Specific Comments

Sustain South Brighton supports the Gateway to New Brighton project for the following reasons:

1. **Emergency preparedness:** We strongly support the inclusion of an emergency preparedness focus in the project. Enhancing evacuation capabilities via Pages Road Bridge is crucial for the safety and resiliency of our coastal community. This project will not only streamline evacuations in the New Brighton area but also alleviate pressure on the South Brighton bridge during emergencies.
2. **Transport safety improvements:** the proposed replacement of the roundabout with a T intersection featuring traffic lights will significantly improve safety for all road users, including motorists, pedestrians and cyclists.

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3. **Cycling and walking infrastructure:** the development of safer cycling and walking pathways, along with safer crossings aligns with Sustain's focus on working towards a more sustainable and active community. These improvements will encourage people to walk and cycle, reduce congestion and promote a healthier lifestyle.
4. **Placemaking and community connection:** the development of the pocket park and landscaping in the adjacent streets will enhance placemaking in our community. These spaces serve as meeting points, promoting social interaction and wellbeing.
5. **Urban Tree Planting:** we appreciate the incorporation of tree planting in the project. It has been shown that urban trees offer multiple benefits including encouraging traffic calming, shade provision, increasing street appeal and they have a cooling effect which will be important in climate change mitigation.
6. **Local artwork:** as the main entrance into the coastal community the integration of local artwork will help instill a sense of identity and pride in our community.
7. **City to Sea pathway:** we support the ways in which the project will enhance the City to Sea pathway and plans for walking tracks in the Red Zone adjacent to Pages Road. This will help promote outdoor activities, health and enjoyment for community members and visitors to our area.
8. **Consideration of wetland development:** we support consideration of how the project might impact on the development of wetlands in the Red Zone adjacent to Pages Road. And the planting of trees in the middle of Pages Road to encourage bird life to fly over the top of the road area safely.
9. **Flood mitigation:** we support raising Pages Road to help mitigate against flooding and the longer-term effects of climate change.
10. **Engagement with Mana Whenua:** we recognise and respect commitment to Te Tiriti o Waitangi and support engagement with Mana Whenua on this project.

Other comments

1. **Safer School Routes:** Considering the impact on children and young people walking and cycling to schools and recreational activities from South Brighton/ Southshore to North Brighton, we appreciate the project's efforts to provide safer pathways. However, we have concerns about potential increased traffic on Hawke Street and Keyes Road. We were pleased to learn that the project will be engaging with the 'safer routes to school' team from the City Council and kindly request that we could be kept informed of these discussions.
2. **The Estuary Pathway:** We also suggest considering how the project can enhance the Estuary pathway which will connect the City to Sea pathway to South Brighton and Southshore. This extension would promote connectivity and accessibility.

Thank you for your consideration.

Your sincerely,
Sarah McKay

Sustain South Brighton
Coordinator


Submission ID: 7164

Te Whatu Ora
Health New Zealand

25 August 2023

Christchurch City Council
PO Box 73012
Christchurch 8154

Tēnā koutou,

Submission on Gateway to New Brighton

1. Thank you for the opportunity to submit on the Gateway to New Brighton. This submission has been compiled by Te Mana Ora (Community and Public Health) on behalf of the National Public Health Service and Te Whatu Ora Waitaha. Te Mana Ora recognises its responsibilities to improve, promote and protect the health of people and communities of Aotearoa New Zealand under the Pae Ora Act 2022 and the Health Act 1956.
2. This submission sets out particular matters of interest and concern to Te Mana Ora.

General Comments

3. We welcome the opportunity to comment on the Gateway to New Brighton consultation.
4. Transport and urban design are important determinants of health and can impact people's everyday behaviours and experiences. Road safety, vehicle emissions and air quality, physical activity levels and accessibility are some of the many factors

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Te Whatu Ora
Health New Zealand

associated with transport and urban design that have a profound impact on population health and wellbeing¹.

5. When transport and urban planning acknowledge and take these factors into account at the highest level of strategic policy-making, there is potential to make significant gains in improving health and wellbeing and reducing inequity and healthcare costs².

Specific Comments

Emergency Evacuation

6. Te Mana Ora strongly supports the proposed changes, including the new bridge and intersection upgrades, to improve emergency evacuation from New Brighton. Rapid and efficient evacuation during emergencies is a critical aspect of community resilience and public safety. The proposed road layout, backed by comprehensive traffic modelling, demonstrates a well-thought-out approach to enhancing emergency response capabilities. By reducing an estimated 40-minutes off the evacuation time for the entire area, the proposed changes significantly enhance the community's ability to respond swiftly and effectively during an emergency.

Safety Improvements

7. Te Mana Ora supports the need to create a safe transport system; one where everyone can get where they need to go safely.
8. Te Mana Ora supports the decision to replace the existing roundabout with a signalised T-intersection at the Pages Road, Seaview Road and Hawke Street intersection. Improved infrastructure, particularly at high-traffic intersections, plays a pivotal role in reducing the risk of accidents, injuries, and fatalities. The adoption of

¹ Shaw C, Randal E, Keall M, Woodward A. Health consequences of transport patterns in New Zealand's largest cities. *N Z Med J*. 2018;131(1472):64–72. Epub 2018/03/23. PMID:2956593

² Mizdrak A, Blakely T, Cleghorn CL, Cobiack LJ (2019) Potential of active transport to improve health, reduce healthcare costs, and reduce greenhouse gas emissions: A modelling study. *PLoS ONE* 14(7): e0219316. <https://doi.org/10.1371/journal.pone.0219316>



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Te Whatu Ora
Health New Zealand

traffic lights will facilitate better traffic flow management, reducing the likelihood of collisions and ensuring a safer environment for all.

Supporting Active Transport

9. Te Mana Ora supports this proposal as it will enable more community members to walk, scooter and cycle in the area. New paths for walking and cycling on Pages Road will make it easier for community members to walk, scoot and cycle along these routes. In addition, the two proposed pedestrian islands will make it safer to cross Pages Road when travelling by foot or bike, further encouraging the use of active transport.
10. Supporting the wider community to use active transport is important as the way that we get around daily has a significant impact on how much physical activity we get regularly. New Zealand research shows that people who walk or cycle to their main activity (e.g. school or work) are 76% more likely to meet NZ physical activity guidelines³.

Community Engagement

11. Te Mana Ora would like to commend the Council on the thorough community engagement process in relation to the current consultation. Meaningful community engagement requires a multi-faceted approach that reaches a wide range of community members and stakeholders. The multiple avenues for participation in this consultation, such as public meetings, online surveys, and informational materials, provide more opportunities for community members to engage and ensure that the community's priorities are heard.
12. Te Mana Ora recommend that the Council connect and consult the local pre-schools and schools, to learn about any specific concerns the proposed changes may have on student's travel routes. It is critical that any changes made to the road layout ensure that children and parents can continue to safely walk, bike and scoot to

³ Shaw, C., Keall, M., & Guiney, H. (2017). What modes of transport are associated with higher levels of physical activity? Cross-sectional study of New Zealand adults. *Journal of Transport & Health*, 7, 125-133.

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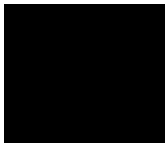
Te Whatu Ora
Health New Zealand

preschool and school. Te Mana Ora acknowledge that this may have already been completed in this consultation.

Conclusion

13. Te Mana Ora does not wish to be heard in support of this submission.
14. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.
15. Thank you for the opportunity to submit on the Gateway to New Brighton consultation.

Ngā mihi,



Vince Barry

Regional Director Public Health Te Waipounamu
National Public Health Service

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Te Whatu Ora
Health New Zealand

Contact details

Rosa Verkasalo
For and on behalf of Te Mana Ora



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Te Kāwanatanga o Aotearoa
New Zealand Government

Submission ID: 7168



22 August 2023

Head Office, 43 Birmingham Drive
PO Box 8089, Christchurch 8440
Tel: 03 338 1303 Fax: 03 338 1086
www.kidsfirst.co.nz

Krystle Anderson
Engagement Advisor
Communication and Engagement Unit
Christchurch City Council

Email: LetsTalk@ccc.govt.nz

RE: Gateway to New Brighton – Pages Road bridge and surrounding streets

Thank you for the opportunity to provide feedback on the Council's proposed improvements to the main road into New Brighton, including a new bridge across the Ōtākaro-Avon River and upgrading Pages Road east of Anzac Drive.

Background Information:

Canterbury Westland Kindergarten Association trading as Kidsfirst Kindergartens owns and operates Nuffield Kindergarten.

This kindergarten is one of 67 kindergartens that come under the umbrella of Kidsfirst Kindergartens and was opened in 1938.

This kindergarten has an extremely proud history of servicing the New Brighton Community and has been deemed a haven for our tamariki and their whānau in times of adversity. This kindergarten is particularly known across the education sector and with the Ministry of Education for their inclusive approach of working with children who have additional learning needs.

Kidsfirst Kindergartens Nuffield caters currently for 33 children and their families. These children are aged between 2 and 5 years of age with a high number of children with learning needs attending this kindergarten. This latter group of children often may bring additional equipment with them to assist with their engagement within the Kindergarten Programme.

Hours of Operation:

The kindergarten licensed by the Ministry of Education operates with children Monday to Friday from 8.30 am until 2.30 pm.

The Kindergarten Year is very closely aligned to the Primary School Year but typically has an earlier start and finish to the Kindergarten Year.

Location:

The kindergarten has two entrances with a front entrance to the kindergarten located on 171 Seaview Road, New Brighton and back entrance located on Beresford Street, New Brighton.

CANTERBURY WESTLAND KINDERGARTEN ASSOCIATION INC. MO NGA TAMARIKI ME NGA WHĀNAU O WAITAHA ME TAI POUTINI

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Both entrances are used by tamariki, their families and visitors to the kindergarten however the Seaview Road entrance see 80% of our families and visitors accessing this entrance way into the kindergarten.

Our Concerns:

Our concerns to the proposed improvements to Seaview Road relate primarily to the safety and welfare of our youngest learners, being.

- Children typically of this age group 2 – 5 years are unpredictable in their responses to safety and issues surrounding road traffic.
- Unlike a primary or secondary school, a parent/caregiver is required to physically bring their child (children) onto the kindergarten site and into the kindergarten building and sign their child into the kindergarten programme each day. This requirement equally applies when children are collected from the kindergarten each day.
- Currently approximately 75% of the children attending the kindergarten are driven to and collected from the kindergarten by their parents/caregivers. This is potentially 50 traffic movements per day undertaken by our parents.
- For many of our families they also bring younger and school aged siblings with them, and the start and the end of a kindergarten day is an extremely busy time both in the kindergarten as well as immediately in front and rear of our kindergarten site as tamariki and parents/cargivers are entering and existing.
- The new developments proposed for Seaview Road there is no provision for any off-street parking. This is critically important for our families to be able to have close and easy access to our kindergarten.
- Beresford Street parking at the back of the kindergarten is already at a premium so there is a need to retain and/or increase the 10-minute parking that is already in place in front of the kindergarten entrance in Seaview Road.
- The existing and any possible extension to the 10-minute parking signs on Seaview Road in front of the kindergarten needs to be visible. Currently the parking signs are not visible, damaged, and placed too high. This should be rectified as part of any proposed improvements.
- Emergency vehicles ability such as the Fire Service, St John Ambulance to get to the kindergarten should not be compromised in any way with the proposed developments.

Positive Note:

- We note that Owles Terrace is being closed near the roundabout which makes access to the kindergarten only from the south. We believe that this is a potentially a good solution as it now stands, it is a dangerous intersection.

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In conclusion we would ask that the Christchurch City Council considers the safety and welfare of youngest children who attend Kidsfirst Kindergarten Nuffield, and their safety is not compromised in anyway because of this proposal. This will allow the kindergarten to continue to provide the high-quality education and care that this kindergarten is renown for, for 85 years.

If you have any questions, please do not hesitate to contact me. I can be contacted by phoning our Head Office on [REDACTED] or alternatively by email at [REDACTED]


Sherryl Wilson
Chief Executive

Submission ID: 7172



Disabled Persons Assembly nz

August 2023

To Christchurch City Council

Please find attached DPA's submission on Gateway to New Brighton, Pages Road
and Surrounding Streets

For any further inquiries, please contact:

Chris Ford



policy@dpa.org.nz

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Submission ID: 7172

Introducing Disabled Persons Assembly NZ

We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

UN Convention on the Rights of Persons with Disabilities

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD),¹ a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

- **Article 3 – General principles**
- **Article 9 – Accessibility**

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- **Article 19 – Living independently and being included in the community**
- **Article 20 – Personal mobility**

New Zealand Disability Strategy 2016-2026

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy² to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

- **Outcome 5 – Accessibility**

The Submission

DPA welcomes the opportunity to engage with the CCC on the Gateway to New Brighton Project. DPA recognises the importance of this project in ensuring that walkers, cyclists and motorists can have safe and easy access to New Brighton and the surrounding area.

DPA welcomes this project in principle but has some concerns which we will express in this submission.

These concerns relate to several issues including making sufficient safe space for both pedestrians and cyclists, ensuring that tree roots are non-obtrusive, footpaths flat and even and that audio traffic signals are installed at the planned intersections.

Otherwise, we favour the walking, cycling and traffic features being planned but seek much safer ways of separating each of these modes, particularly walking and cycling, to ensure the safety of everyone travelling through the area.

Our submission will traverse the issues of:

- The proposed fixes for Pages Road

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- Creation of a T-Intersection with lights
- Pocket park and artwork space
- Proposals for surrounding streets

The proposed fixes for Pages Road

DPA supports many of the key fixes proposed for the Pages Road component of the development.

These include the proposals for on-road cycle lanes on each side of Pages Road and the new footpath on its south side.

However, DPA is concerned about the proposal to create a shared cycling-walking path along the northern edge of the road that will eventually connect with the City to Sea Pathway.

DPA reiterates its position that all cycling lanes and pedestrian footpaths remain separate but parallel to one another. This means that collisions between cyclists, e-scooter users and pedestrians can be avoided, which is something that many disabled people are justifiably concerned about.

Recommendation 1: that the shared cycling and walking lane on the northern edge of Pages Road be split into a separate but parallel walkway and cycleway with appropriate safety barriers being put in place to mark the boundary.

T-Intersection with Traffic Lights

DPA supports the creation of a t-intersection with traffic lights at the Pages Road, Seaview Road and Hawke Street intersection.

DPA recognises that the Council is doing this to cut the evacuation time for people making journeys in a civil defence emergency and aiding more efficient traffic management at all other times.

DPA supports the installation of audio signals at the intersection to enable blind and low vision people to cross safely alongside other pedestrians.

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Recommendation 2: that audio signals be installed at the t-intersection.

We also favour the creation of an additional pedestrian refuge or other barrier at the intersection to act as an alternative traffic calming/slowing mechanism and to give people who may take more time to cross the ability to stop in the middle if necessary.

Recommendation 3: that an additional pedestrian refuge at the intersection be created to act as an alternative traffic calming/slowing mechanism.

Pocket park and artwork space

DPA supports the concept of developing a pocket park and artwork space in the area.

However, DPA wishes to stress that shared spaces for both pedestrians and cyclists are not preferred, and we reiterate our position outlined in the first recommendation.

DPA recommends that more seating and shade be incorporated into the pocket park design.

Recommendation 4: that more seating and shade be incorporated into the pocket park.

Surrounding streets

DPA supports the proposals being made regarding the side streets.

The points we have made above around separation of cycleways and walkways, and pedestrian crossings also apply here.

Our main concern in the surrounding streets (as in all other areas) is the planting of trees.

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While we welcome the planting of tree cover to provide shade and contribute to the growth of tree cover as a means of reducing carbon emissions, we recommend that regular tree management is undertaken in all these areas as both new and existing trees grow older to ensure, amongst other things, that tree roots don't pose accessibility and safety hazards for pedestrians and cyclists.

Protruding tree roots can cause the whole camber of a footpath or road to change over time, producing accessibility and safety problems for pedestrians, including disabled people using mobility devices including wheelchairs and walkers.

Recommendation 5: that regular tree management is undertaken in areas where new and existing trees are planted to ensure that trees do not pose accessibility and safety hazards for pedestrians and cyclists.

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Submission ID: 7181



la Ara Aotearoa Transporting New Zealand Incorporated
submission to
Christchurch City Council
on the
Gateway to New Brighton Project

Email: letstalk@ccc.govt.nz/pagesroadbridge

28th August 2023

Contact: Dom Kalasih, Interim Chief Executive
la Ara Aotearoa Transporting New Zealand Incorporated


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Submission ID: 7181

Ia Ara Aotearoa Transporting New Zealand submission to Christchurch City Council on the Gateway to New Brighton Project

1. Representation

- 1.1. Ia Ara Aotearoa Transporting New Zealand Incorporated (Transporting New Zealand) is made up of several regional trucking associations for which Transporting New Zealand provides unified national representation. It is the peak body and authoritative voice of New Zealand's road freight transport industry which employs 32,868 people (1.2% of the workforce), and has a gross annual turnover in the order of \$6 billion. This is part of a wider transport sector that employs 108,000 people, or 4 percent of the country's workforce and contributes 4.8 percent of New Zealand's GDP.
- 1.2. Transporting New Zealand members are predominately involved in the operation of commercial freight transport services, both urban and inter-regional. These services are entirely based on the deployment of trucks both as single units for urban delivery and as multi-unit combinations that may have one or more trailers supporting rural or inter-regional transport.
- 1.3. According to Ministry of Transport (MOT) research (National Freight Demands Study 2018) road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand or about 85% of the surface freight activity measured in tonne-kilometres.

2. Introduction

- 2.1. Transporting New Zealand provides sector leadership and believes we all need to operate in an environment where the following must be well managed:
 - Safety: The safety and wellbeing of our drivers and other road users is paramount. Our drivers are our most valuable asset.
 - The Environment: The impacts of transport on our environment must be minimised where applicable.
 - Economic sense: The transport of goods by road must be economically feasible and viable to help our economy thrive.
- 2.2. Transporting New Zealand welcomes the opportunity to comment on the Christchurch City Council Gateway to New Brighton project which includes construction of a new bridge across the Ōtākaro-Avon River, upgrading Pages Road east of Anzac Drive, and changes to the surrounding streets.
- 2.3. The predominant lens and scope of our submission is on the impacts and risks associated with commercial (road freight) traffic and the economy that traffic serves.

3. Submission

- 3.1. All freight going to New Brighton is delivered by road. Transporting New Zealand is typically supportive in principle of proposals that improve the efficient and safe movement of freight vehicles and increase resilience.

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- 3.2. Transporting New Zealand is appreciative that the detailed design is yet to be completed. However, from what we have seen and understand so far, we have a number of concerns with Christchurch City Council's proposal.
- 3.3. Transporting New Zealand is concerned at the proposed layout for respective road users.



Image 1: Pages Road looking to the east

- The narrator and the text of the video provided during the consultation phase refer to there being a 4-metre shared user path (the section shaded the lightest grey in the image above) and a cycle lane between the shared user path and the general traffic lane. This configuration is proposed in each direction as illustrated in Image 1 above.
- Transporting New Zealand is concerned that Christchurch City Council is proposing a shared user path as well as a cycle path and we do not support this. Road controlling authorities should be taking the opportunity with newly designed roads to ensure there is reasonable separation between cars and trucks and vulnerable road users such as cyclists and pedestrians. This proposal unnecessarily places cyclists in the cycle lane too close to traffic in the vehicle lane. Our preference and recommendation is that all cyclists and pedestrians use the shared user path. Leaving the proposed cycle as a buffer/clear zone would ensure reasonable separation.
- In addition to removing the exclusive cycle lane, Transporting New Zealand also recommends the council introduces a bylaw that requires pedestrians and cyclists to use shared user paths when provided. Across the nation there has been a rapid increase in the number of cyclists being injured - a bylaw that helps separates vehicles from pedestrians and cyclists, when viable, would help reduce the risk of collisions.

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- 3.4. Transporting New Zealand understands this gateway is also the heavy haulage route. The relatively large amount of vegetation for the median will present a significant restriction to the width of eastbound over-dimension loads. We appreciate that while beautification of roadsides does have benefits, we urge Christchurch City Council to consider vegetation options that would present less of a constraint to over-dimension loads.
- 3.5. In the absence of evidence justifying it and unless all else has failed, Transporting New Zealand does not support the use of Raised Speed Tables as are shown in Images 2 and 3 below.



Image 2: Hawke Street Raised Speed Table



Image 3: Raised Speed Tables in surrounding streets

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- The Raised Speed Table proposed at the signalised intersection on Hawke Street will result in every vehicle needing to slow regardless of whether they have right of way.
- There is rapidly growing awareness of the unintended consequences associated with RSTs. Public complaints about the noise and nuisance that is being created as a result of vehicles needing to slow on the approach to them, and then accelerate away, are growing rapidly, particularly in areas with relatively high-density populations.
- In addition to the adverse social impacts, the requirement that all vehicles slow and then accelerate results in the unnecessary additional production of harmful emissions, in particular CO₂ and NO_x and Particulate Matter which are adverse to the environment and people's health.
- Transporting New Zealand suggests other road engineering countermeasures and good traffic engineering design should be applied to promote and encourage road users to operate at speeds appropriate for the respective environment. For example, if the approach to the corner on Hardy Street in Image 3 above is appropriately designed and well-engineered, the operating speed of road users should be 30km/h, the speed desired by Christchurch City Council, without the need for a Raised Speed Table.

3.6. International truck manufacturers are notifying Transporting New Zealand that low-emission, heavy vehicles, particularly battery electric vehicles, are significantly heavier than conventional diesel vehicles of similar size. For that reason we recommend Christchurch City Council future-proof the bridge across the Ōtākaro-Avon River and construct it with capacity significantly greater than the current bridge formula of the Land Transport (Vehicle Dimension and Mass Rule) refers. New structures should have capacity to accept 10 tonne axles as well greater mass distributed over closer axle spacings.

END

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Attachment B

Submission ID: 9532

Pa

To Krystle Anderson, and anyone else who will read this.
My name is Denise Kerr, and I am the owner of [REDACTED]
[REDACTED] at this time my daughter resides in this home.

"This is our hand."

This home is to be lived in, full of memories & love
Four generations of our family have lived in this home, and in
a twink of an engineer's & planner's eyes you will remove this
for an expressway to a bridge.

Why do I say this, my objections are:-

This is a residential area, not a mini express way
Yellow lines - - - - -

2.

The non ability for people to park outside this property, no
allowance for family, friends or contractors to visit this home,
it is not a prison, or a mausoleum, which you are going to
make it. You are taking the right of someone who is my daughter
to enjoy their life there.

Inheritance for my Family.

What will the value of my home if I sold it with all this outside
Absolutely Nothing.

This is part of my children's inheritance:-

My daughter, my son, and our beautiful grandson.

I am sure each one of you will inherit a property or a home
as part of a will from someone you love, but this freeway will give
my family Nothing.

Think hard with your mind, heart over your inheritance for a road.
Hope your intuition will grow
and expand like a majestic cloak of wisdom.

Yours faithfully, Denise Kerr

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6. Hearing of Submissions Ngā Tāpaetanga

Submitters who indicated that they wished to be heard in person will present to the Hearings Panel. A schedule of presenters can be found at the beginning of the Volume of *“Heard Submissions”*.

7. Consideration and Deliberations Ngā Whaiwhakaaro me Ngā Taukume o Ngā Kōrero

At the conclusion of submitters being heard, the Hearings Panel will consider all submissions received on the proposal, and any additional information provided by submitters and Council Officers. The Hearings Panel will then deliberate on the proposal.

8. Hearings Panel Recommendations Ngā Tūtohu o Te Tira Tauaki

At the conclusion of deliberations the Hearings Panel will make a recommendation on the Pages Road Bridge Renewal Project to the Council.