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| I am completing this submission: | On behalf of a group or organisation |
| If you are representing a group or organisation: 1. How many people do you represent? 2. Organisation name? 3. Organisation role? | <p>1. We represent all people who are pedestrians- which is most if not all of the population of Christchurch, including visitors to the city.</p> <p>2. Living Street Otautahi/Christchurch (LSO/C) has 12 active members and is a sub group of Living Streets Aotearoa which has around 200 members nation wide.</p> <p>3. Living Streets Aotearoa represents the interests of pedestrians. Our organisation was set up as an incorporated society in 2002 with the goal to support more people walking more places more often as part of a healthy lifestyle and smart transport system.</p> <p>Living Streets encourages pedestrian activity through:</p> <ul style="list-style-type: none"> - Education of our society on the multiple benefits of walking (health, economic, social, safety and environmental) - supporting urban design, transport system development, road design and operation that encourage people to walk - requesting the adoption of laws that will make walking a safe (and perceived as safe) activity for both existing and would-be walkers <p>We represent the mobility, visually and cognitively impaired, the very old and the very young, people who have no other forms of transport, as well as the thousands of other New Zealanders who walk by choice or who would like to walk. Living Streets is the voice of anyone who uses the foot path -or would use a foot path if there was one - at any stage of their journey, including public transport users and people who travel by car.</p> <p>In summary, Living Streets Aotearoa strives to ensure our communities are walkable. We believe that walking should be viewed as a legitimate form of transport for a whole journey or part of a journey and be allocated the resources this warrants.</p> |
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| Date | 22 November 2013 |
| Overall, do you support the direction | Yes |

of the Draft Main Road Master Plan?

Overall, please indicate how much you agree or disagree with the Plan's vision and goals? Strongly agree

Please indicate how much you agree or disagree with individual actions?

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| EB1. Business association development | Agree |
| EB2. Marketing strategy | Agree |
| EB3. Events establishment and promotion | Strongly agree |
| EB4. Re-establish supermarket | Strongly agree |
| M1. Coastal Pathway | Strongly agree |
| M2. Redcliffs village centre streetscape | Strongly agree |
| M3. Beachville Road streetscape enhancements | Agree |
| M4. Mt Pleasant intersection enhancements | Disagree |
| M5. Mt Pleasant bus shelter enhancements | Strongly agree |
| M6. McCormacks Bay Road streetscape | Strongly agree |
| M7. Moncks Bay parking and bus stop | Strongly agree |
| M8. Redcliffs village centre parking — monitoring and review | Agree |
| M9. Route security — rockfall management and protection | Strongly agree |
| M10. Pedestrian crossings | Strongly agree |
| NE1. Landscape palette | Strongly agree |
| NE2. Cliff illumination | Neither agree or disagree |
| NE3. Scott Park enhancements | Strongly agree |
| NE4. Barnett Park landscape and amenity review | Strongly agree |

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| CCH1. McCormacks Bay community hub | Agree |
| CCH2. Te Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park | Strongly agree |
| CCH3. Tangata whenua cultural interpretation | Agree |
| CCH4. Redcliffs community resources | Agree |
| CCH5. Resilience Plan | Agree |
| CCH6. Moncks Cave protection and amenity enhancements | Agree |
| BE1. Redcliffs comprehensive redevelopment opportunities | Agree |
| BE2. View shafts | Neither agree or disagree |
| TP1. Transitional projects | Neither agree or disagree |
| 4. Please indicate which of the actions in 3 you consider most important | M 10 Pedestrian Crossings |
| 4. Please indicate which of the actions in 3 you consider most important | M 2 Redcliffs village centre streetscape enhancements |
| 4. Please indicate which of the actions in 3 you consider most important | M 1 Coastal Pathway |
| 4. Please indicate which of the actions in 3 you consider most important | E B 4 Re-establish supermarket |
| 4. Please indicate which of the actions in 3 you consider most important | N E 1 Landscape Palette |
| 5. What are the best aspects of the Draft Main Road Master Plan? | <p>1. Living Streets appreciate the will to provide safer and improved pedestrian access along the Main Road especially the installation of traffic lights in the Redcliffs Village as an alternative to zebra crossing which at best is ambiguous to users and at worst ignored by vehicles. The signals will also facilitate safe vehicle movement from and back into the Main Road.</p> <p>2. Living Streets would like to encourage more people to use Public Transportation (PT) for work, recreation and</p> |

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| | <p>daily activities and the aim to improve pedestrian facilities is a positive step to being able to travel in both directions by bus rather than relying on the private vehicle (we include a comment for improvement below).</p> <p>3. Improvement of Bus infrastructure. Having pleasant, safe and sheltered places to wait for buses will encourage patronage. We request that information at the stops is accessible to all.</p> <p>4. The park and rides concept. Will there be secure and covered cycle parks included in this plan?</p> <p>5. Linking the Main Road plan to other developments in the area.</p> <p>6. Accessible wayfinding/information signage.</p> <p>7. The re-establishment of the supermarket and other community facilities and services. This will allow people to access services and facilities locally rather than travelling distances and attract other businesses to the area.</p> |
| <p>6. What are the aspects of the Draft Main Road Master Plan that need improvement?</p> | <p>1. Car parking facilities for the commercial area should be located off the main road with the traffic signals to provide safe, accessible crossing.</p> <p>2. Creating an accessible Main Road Corridor will support the Council in meeting the five themes outlined in the draft.</p> <p>3. Design that is barrier free ensures that all who live, work or visit the area are able to do so safely and independently.</p> <p>4. As identified in the draft plan the Main Road is busy and has peak congestion times and presents a barrier for pedestrians (page 29). The use of alternative modes of transport should be encouraged and enabled. This is supported by designing infrastructure to support walking, cycling and use of PT. Therefore the road crossings need to be designed to give priority to the pedestrian - vehicles should be required to give way. The crossings currently shown on the plans will only provide better access for those who can safely determine when to cross and who move at a fast, steady pace. This is not achievable for those with cognitive, vision and mobility impairments and the very young and the elderly. For example the crossing between McCormacks Bay Road and Mt Pleasant requires a three lane crossing. Signalised pedestrian crossings are the safest option for pedestrians crossing here. They should be sited adjacent to bus stops and close to main intersections. This is a long stretch of road with no accessible safe crossing facilities - these are essential to support the redevelopment and enhancement of the coastal area and meet the five themes.</p> <p>5. The increase in traffic lanes to reduce traffic congestion will only result in more people choosing to use their car for work, daily living activities and recreation rather than alternative modes. We strongly argue that bus/carpool and cycle lanes provide a more sustainable outcome.</p> |
| <p>7. Do you have any other comments on the Draft Main Road Master Plan?</p> | <p>Liiving Streets feel that traffic speeds throughout the area need to be addressed. Accessible pedestrian crossings can be used to reduce traffic speeds. Cycle facilities should be provided at points of interest and at</p> |

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| | <p>bus shelters. Innovative design will make these functional as well as a feature. There is no specific detail on the design of footpaths and road crossings. These should be in line with the Pedestrian Planning and Design Guide and RTS 14. Will there be further consultation on these? Shared paths are a hazard for our members. Are these being considered for this plan? Street furniture and seating design - are there design specifications to ensure they are accessible? Landscaping - design and choice of plants - is there to be further consultation to ensure they are appropriate to a space and not becoming potential hazards and budget available to maintain the plantings?</p> |
| <p>(a) Yes, I wish to assist with the implementation of the following actions:</p> | <p>Ongoing consultation and review of plans as they are developed. This includes signage and wayfinding to ensure they are accessible.</p> |
| <p>(b) I wish to assist as:</p> | <p>A member of Living Streets Otago/Christchurch and as an executive member of Living Streets Aotearoa.</p> |