

## Head to Head Walkway Submission Results

#	Submission ID	Prefer option 1a	Prefer option 1b	Marine Parade better	Comments on Section One - please be as specific as possible to help us understand your views	Prefer option 2a	Prefer option 2b	Prefer option 2c	Comments on Section Two - please be as specific as possible to help us understand your views	First name	Last name
		17	28	26		16	19	25			
1	21018		1		I prefer option 1b due to the (slightly) increased separation between the proposed track and passing vehicles. However, I feel there is minimal difference between the two options and feel whichever is most cost effective will be satisfactory.			1	I ruled out option 2b because it is not direct but doubles back on itself. Plus it is likely to be the hardest track to construct with a long section alongside the coast where there are many existing structures. I prefer option 2c because I regularly use Paradise Beach and the beach access is in dire need of improvement! In addition, this route would make the point at the end of the beach more accessible and link the boat club and beach directly. Local walkers would still be able to use the road as they currently do. I feel option 2a is also acceptable and may prove to be the most cost effective option. In addition, it will improve safety for people walking along the road. As an aside, it would be good to see the speed limits reviewed (and reduced) along this section of road!	Arthur	McGregor
2	21026		1		Due to the narrow road, a walkway through Orton Bradley Park is safer. Note there is a small volume of traffic on Andersons Rd, so I agree it is by far the best route, but we still get a number of idiots who use Andersons Rd as a shortcut to beat slow traffic going around Marine drive. This is extremely dangerous and something I have raised with Council before due to a couple of near head on collisions. Measure to slow traffic need to be taken as speed signs will be ignored. I would suggest judder bars or similar be fitted to ensure the traffic is slowed. I am far too scared to let my young children on Andersons Rd at the moment, so the prospect of a footpath and traffic slowing is really exciting, as we use Orton Bradley park a lot. Transferred comments from second submission which has now been deleted. (received one hard copy submission and one online) Increased safety by going through Orton Bradley. While there is a small amount of traffic down Andersons Rd, you get idiots trying to beat the traffic on Marine Drive by going up Andersons Bay Rd. Traffic slowing methods would be needed e.g. judder bars	1			I would imagine this is much more cost effective and still a nice walk. Walking through the front of peoples properties just doesn't make sense with option 2b and I'm sure this would be very expensive to build  Low cost & doesn't intrude on people's properties & privacy Transferred comments from second submission which has now been deleted. Other feedback: Key thing is to slow down Andersons Rd traffic to stop the drivers speeding through there to beat Marine Drive traffic. Obviously footpaths improve the safety but at the moment I'm too scared to let my kids out on the road	Craig	Gilmore
3	21050		1		I would like the H2H to be as much as possible off the road, so this is the best option			1	It would be a great improvement to our community if this part of the PUBLIC road around the foreshore was finally opened up to allow access. While we all know that legally we have the right to walk on this land, the owners of properties that are adjacent to the public road have encroached so much that the public feels unable to access it. Please please please make sure there is clearly marked access along this section of public road	Pete	Ozich
4	21051		1		Route is off-road away from traffic			1	Shore front route is off-road away from traffic - this will make the walk Family friendly etc	Colin	Daniell
5	21052	1						1		Katie	Earle
6	21053		1		Off road is preferable but relaxed about either option given the off road section is relatively short. Cost and logisitics to be the final determinate.			1		Kelly	Nalder

7	21059	1	1	It is a great pity that the option to take this part of the track around Marine Drive is not available. I note that this was ruled out owing to various factors but I am not convinced by these. I believe it would be a much better experience for walkers to be beside the sea and would improve the route for regular walkers using the road from Charteris Bay through to Diamond Harbour	1	The worst option would be 2b as it not only doubles back on itself but has a significant impact on the properties along the water front. Option 2a would be viable but is less desirable than 2c which has the added advantage of improving the access to Paradise Beach.	Bruce	McKenzie
8	21070		1	I actually prefer neither and strongly disagree with ruling out using Marine Drive from Orton Bradley Park to Traffic Cop Corner. Firstly, there is only one tiny section where the berm is narrow - from the optimist boat shed to just after Ngaio Lane. It is safer to walk there than to cross Marine Drive to Andersons Road, which is essentially a blind corner and very difficult to see approaching vehicles either side. The traffic volumes are a spurious argument as walkers will encounter almost identical traffic volumes at any point where the footpath runs alongside the road. Andersons Road is not a pleasant walk. The road is narrow, and extremely steep in some places. Plus it is unpleasantly smelly at the bottom of Andersons Road at the Orton Bradley end. I think you will find many walkers ignore the Andersons Road route and simply continue along the scenic waterfront.	1	Option 2c allows better access to Paradise Beach. It has less impact on residents with waterfront properties. It avoids some traffic. It doesn't back track as option 2b does.	Jane	McKenzie
9	21107		1	It would be preferable to keep pedestrians completely off Marine Drive wherever possible for obvious safety reasons. A walking track for pedestrians only is in keeping with the current use of Orton Bradley Park	1	All options require users to cross Marine Drive at its T intersection with Andersons Road. This is a very dangerous corner for pedestrians as sight lines are poor. Not only does Marine Drive have a long corner, there are rises and falls in the level of the road which prevent pedestrians and drivers from seeing each other	Edwin	Wylie
10	21108		1		1	Other feedback: Great idea Pity but we're away for the Drop in Session.	Stuart	W & K Guilliland
11	21109		1	We like the idea of a detour into Orton Bradley & away from traffic on the road	1	This option 2a will give us safe access to the beach with our small grandchildren. Other feedback: Looking forward to safe walking options to access Orton Bradley Park & Paradise beach	Paula & Peter	Martin
12	21133	1		As this section is used often by local people walking along the road which is dangerous at present, it seems sensible to make a path that runs along beside the road. It would still be scenic and cater for everyone. Also it would save a huge expense	1		Catherine	Hammond
13	21134	1	1	It would be far better to run a path all the way along Marine Drive to the Yacht Club so the locals benefit. Comment from first submission two days earlier. "This will put in footpaths that have been needed for years anyway, and be available sooner as there is less to do".	1	It would be far better to un a path all the way along Marine Drive to the Yacht Club so the locals benefit. It is what the locals actually want. There is less room for a path over Anderson than there is along Marine Drive.	David	Hammond

14	21138	1	<p>Both of these are a waste of money. Andersons does not require a footpath. It has minimal traffic and to put in a proper footpath would require a massive amount of disruption to the residents. Just moving the one power pole in the way and the purchase of private property to widen the road at the two sheer drops must make this financially un-viable. the promised scenic views are limited and involve looking over other peoples property.</p> <p>The path is needed but it is required to go from the golf course to the boat launch along Marine Drive. This offers the scenic views you state as important. The residents already walk this way, it is the only access to the beach. The sea defences need repair and will have to be done soon so do it now and build a safe and needed footpath at the same time. This will provide a safe, flat, easy walk way with access to the beach and no interaction with motor vehicles. In these days of increasing road deaths this has to be the only safe option. It would be disable and elderly friendly, unlike Andersons which is a step climb.</p> <p>As a resident why are we only being consulted now and not at the planning stage. What we really need here is the following; Fibre Broadband, Proper drainage down Andersons and the roads repaired to a functional standard. A pointless path over our hill is not even on the wish list.</p>	1	<p>This links the existing path to the boat launch. It would be a natural extension to a Marine Drive footpath that the residents do need.</p>	Andrew	Flitton
15	21139	1	<p>Nether option is any good. The road is too steep for the disable and elderly to use. The cost alone must make it a total waste of money. There are two large drop off which would require massive retaining walls to be built. The so called scenic views are very limited. The road would require extensive widening to provide "safe separation" from traffic. The hill also floods due to the poor drain system in heavy rains, this washes out parts of the road. What happens after a path is put in. We live here for privacy, we do not want people looking into our property on the climb up hill.</p> <p>The footpath needs to be built along Marine Drive from Orton to the boat launch. It is flat and has wonderful bay views. No private property would be affected. The sea wall is already starting to wash away and needs to be repaired. Why not make a proper sea wall with a safe segregated walk way along it to keep traffic and pedestrians apart. It would add to the charm and become an attraction in its self. As a resident we do not need or want ether of the offered options. We would like the drains to be sorted out and the roads repaired. It would be great if you connect us to the fiber broadband network as we are on dial up over here.</p>	1	<p>It is the only one we would use.</p>	Beverley	Flitton
16	21140	1	<p>I am disable and have walking difficulties. I see no mention of steps to help me get up the hill. I enjoy walking along the sea front from the bottom of our road to the beach but it is dangerous. The grass verge is rarely cut and has started to fall into the sea. It is uneven and I am forced to walk in the road which has a 70kph limit. The path needs to be along the sea front. This will allow everyone to enjoy the bays and mountains while they walk in safety. There is no restrictions on the views and it would be flat and disable friendly. Having to choose between two bad options above is draconian and underhand, there should have been a Marine DRive option so that you would understand what the residents want.</p>	1	<p>This is the only one that would be any use to me, please extend it to the beach, or better still connect it to a Marine DRive footpath to Orton Bradley</p>	Lauire	Flitton

17	21141	1	<p>What a sheer waste of money, where is the Marine Drive option, both of these are stupid. Did you visit the area before you came up with two dumb options that are costly and intrusive.</p> <p>We need Fiber Broadband here not a footpath. We need the roads fixed, you marked out the defects last spring but nothings been done. We need the storm drains ripped up and good underground drains put in so that the properties do not get inundated in the heavy rain. What do we get offered, a footpath we don't want.</p> <p>I understand the Head To Head Walkway need a Walkway; put it where it is needed along Marine Drive. My bother is disable and has walking difficulties. To take him swimming at the beach we have to walk on the road as the grass is uneven, hardly ever cut and at some points washed away.</p> <p>You are going to have to repair the sea defences sooner or later so do to now and build a nice scenic walk way along it. Then I can walk my brother to the beach without the risk of ending up in hospital.</p>	1	<p>Its the only one I am likely to use.</p> <p>We pay high rates here, give us what we need not what you think we may like; Broadband, drains and fixed roads.</p>	Jamie	Flitton
18	21154	1	Simple and good scenic values.	1	<p>Preferred because: 2a misses out on the scenic section around Paradise Beach and: 2b is convoluted (people are likely to short cut the hairpin section + a better footpath from Andersons to Paradise would be a safety bonus to residents) and potentially intrusive to residents living on the shorefront.</p> <p>Other comments:</p> <p>-Upgraded track to Paradise and around the point to the Yacht Club will be a great addition and make a fantastic link toward Black Point.</p> <p>-The new track around BP is brilliant: great views and a good place to walk the dog. I like the links down to the shorefront on this trail as it allows for some variation taking in the beautiful rocky shore.</p> <p>-The H-H project is a great idea.... thanks and keep it rolling!</p>	Matt	Warwick
19	21160	1	Expense of negotiating with Orton Bradley Park.	1	<p>2 identical submissions entered - probably accidentally (so one was deleted)</p> <p>Less expensive. Beach views will be mudflats half the time.</p> <p>Less disruptive to beach side residences. Will not be subject to coastal erosion which is ongoing</p>	Phyllippa	Gough
20	21185			1	<p>Toilets: A new toilet at Paradise beach steps would be useful for families using the beach and walkers. There are toilets at Orton Bradley so has advantage of being better spaced.</p> <p>There maybe legal / paper road along the foreshore but setting out the track could be easier said than done.</p>	Joan	Swift
21	21195	1	Small off road variation western end of Anderson's Road is. A good option.	1	Taking walkers along the waters edge at Paradise Bay is also a good option.	Bruce	Farmer
22	21245	1	It will be nice to walk amongst a little bit of bush in OB Park	1	<p>This option is my preferred because it incorporates Paradise Beach, a beautiful spot, and can make use of existing pathways (and thus requires a reduced amount of work). I have lived in Charteris Bay my whole life (since 1973) and there has always been a track from Paradise Beach to the Charteris Bay Yacht Club amongst the bush on the coastal front, albeit overgrown in places. It makes its way to the Yacht Club drive via Bakers Jetty (now reduced to 5 or 6 piles). Because Marine Drive is such a busy road it is imperative that walkers are able to get away from the noise, fumes and dangers of the main road and drop down into Paradise Beach. It would be an ideal spot for walkers to stop and picnic on the grassy area behind the concrete tidal retaining wall, go for a swim, take in the birdlife and views, and relax.</p>	Andy	Roberton

1 I applaud efforts to make the Head to Head Walkway. It is very exciting and completed parts are great to walk. I have talked with a number of residents and all of them prefer a route along the shore but had thought the CCC had ruled that out (which they have). I urgently request that you re-assess the route along the shore. The notice at Diamond Harbour wharf says "The Head to Head Shoreline Walk". I ask that CCC do a costing of the shoreline route to compare with Andersons Road for the following reasons. I completely disagree with your comment re taking the walkway around Marine Drive instead of Option 1 a or b. This road has more available space beside it than Anderson's Rd. I have walked both recently and found I only had to cross over once at the corner along from the OB side to have enough space to walk. If fill was put in the gaps around the already in place rocks, this would make the 1.5m walkway desired whereas on Andersons Rd, there are as staff mentioned, several areas where there is a "steep bank and narrow road berm" which would be extremely costly to fix. As for scenic views??? Andersons Rd does not have many scenic views compared with Marine Dr. "Unpleasantness of traffic" is desirable for 10 mins rather than 30 mins of hill walking which is steep for those of us getting on a bit. Who would willingly choose a hill over a flat walk around the seafront? I do not believe the costings have been done - we were told that the berm around Marine Dr would require a boardwalk but that it not true. 11 cars passed me and 1 City Care water truck (there had been a burst main on Ngatea Rd) on Marine Dr while 3 passed me on Andersons Rd. I could see the cars coming on Marine Dr but I could not see them on Andersons Rd until they were close due to the corners and brow. As for footpath for the residents - there are 2 issues being confused here. Footpaths and Head to Head Walkway. They are separate issues. We do not have many footpaths in this area and none on other areas of the track on this side of the harbour. I was told that this will be advertised internationally so where is the tourist funding? Also I was told that tourists are not always careful so need good paths - will they be kept off the rest of the tracks from the yacht club to Purau if this is the case? To walk the Head to Head, people do have to be careful and in most parts, go single file, so why say this safe pathway has to be paved and wide etc? I sincerely wish that the CCC reconsider and do the proper costings on the Marine Dr option which could be done quicker and at less cost with the path people already use being upgraded. To make it more pleasant as far as traffic goes, lower the speed limit and enforce it. Traffic already speeds over Andersons Rd at times, to beat traffic going around Marine Drive. Recently a truck started to go over Andersons road and had to be assisted to back down and continue around the main road. As at Sumner, the track around the foreshore could be shingle and separated from the road by a low wooden barrier. Not enough thought has been put into this area.

1 2a is boring. And if you consider it unpleasant with the traffic along the earlier part of Marine Drive, then this is the same.

2b needs to connect with the walkway coming around the shore from the Charteris Bay intersection of Andersons Rd on the Orton Bradley side so there is not a double back. All the more reason to bring Option 1 along Marine Drive. There is already a rough track, and in parts a good track, along the waterfront to Paradise Bay, which needs a bridge over Jacometti's creek to complete it. The council have already put in bridges in the area (a concrete one in the corner of Church Bay and a wooden one in the corner of Black Point) so this can't be too difficult. From Paradise Beach to the yacht Club - we used to use a very rough track there when my children were pre-schoolers to get from the YC to the beach without going on the road as no footpath then. Not an easy section but possible.

1 General issues

1. Identification of options

- The decision to dismiss the Marine Drive route option was made without community consultation. There is no Charteris Bay Resident Association member on the working party nor in the Community Board. Resident opinion was not sought on the Marine Dr prior to a decision being made by the working party and community board, and therefore is not representative of the Charteris Bay community.
- That decision has meant that the community have been asked to choose between two options, while a third, viable option (Marine Drive) has not been included for consultation. That process is flawed.
- The stated rationale for dismissing the Marine Drive option is in places subjective 'significant volumes of traffic making for a relatively unpleasant experience', and at times contradictory with later rationale, eg, where the walkway will again join Marine Drive the same traffic volumes exist, and 'narrowness of road berm' on Marine Drive' however the stated option of Andersons Rd has at times little to no berm.
- Estimations of cost' we were told at the community consultation meeting that the Marine Dr option is too expensive, yet this is challenged by one Charteris Bay resident, an Engineer working on the Kaikoura post-earthquake road reinstatement. Publication of cost comparisons between the Marine Dr and Andersons Rd options would help a rational discussion regarding cost and allow the community to consider whether spreading some of the cost over several years would be worth the delayed benefits that may come with one option over another.

Route Options, Section 1, Option 1a and 1b

Stated Advantages

"Scenic views"

Feedback - Much of Andersons Rd does not offer scenic views, rather it offers views of housing

Stated disadvantages

"Requires funding for construction of new footpath with safe separation from traffic"

Feedback

The road is narrow with out room for a footpath

Considerable expense will be incurred in building a footpath without significant benefit for residents

The main issue for residents of Andersons Rd is traffic speed' this could be more easily and cheaply resolved with traffic calming measures.

The greater need for Charteris Bay residents is safety when using Marine Dr. This is a popular walking route from Andersons Rd (South end) to the boat ramp and in reverse for both residents and visitors.

Other disadvantages not noted:

Use of Andersons Road route will increase volume of walkers past properties that are in many cases holiday homes. This increases the risk of crime, esp burglary/theft, not because walkers are dishonest, but because it will be harder for residents to differentiate locals from strangers, ie it legitimises people being on this road, Currently, low volumes of pedestrians means permanent residents are know many of their neighbours and can more easily spot unusual activity.

Option 1b fails to offer any significant benefit compared to the cost of the additional work required to access the land through Orton Bradley park.

Section 2

Disadvantages - Option 2b - shorefront walk

Feedback

The road crossing at Andersons North end and Marine Drive is dangerous. Due to the topography, it is not possible to see traffic clearly in both directions until the vehicles are very close to the intersection.

This would take walkers in close proximity to boatsheds' these hold valuable equipment and increased access and volume of people increase the likelihood of theft or vandalism.

Additionally, it reduces the current peaceful use that owners get from these boatsheds and ramps.

Some of the boatshed ramps are not in good repair and unsafe

Walking could not occur in night hours, whereas if the track ran along Marine Dr residents and walkers could still use the track safely at all hours

The boatshed route is not passable at very high tides or in stormy weather, when at times water comes up into the boatsheds themselves.

Disadvantages Options 2c

This route has the same disadvantages as 2b, but in addition doubles back on itself' this creates additional, unnecessary cost.

Preferred option

Although not listed in the consultation document, my preferred option is from Orton Bradley Park to Charteris Bay boat ramp, then along Marine Dr to Charteris Bay Yacht club.

Advantages

This route brings walkers into contact with coastal views, close access to tidal mudflats and associated birdlife, and great water views.

There are already a number of places on the route with partially formed tracks or actual footpaths.

The route takes walkers past a popular swimming beach at Charteris Bay, before the boat ramp. This beach is tidal and during mid tides, is regularly used esp by families. Current access to the beach already exists via steps and handrail. Existing plantings and seating could be enhanced for public enjoyment.

This route takes walkers past an existing jetty, (earthquake damaged) which like other jetties in the Basin, Council could work with residents to re-instate. This would add to the experience for walkers, who could then fish off the jetty or enjoy walking out over the water.

Enhancement of this route would add significant benefit to local residents as well as walkers. Many residents make use of this route already, but currently have to negotiate uneven surfaces and in some places, narrow berms. Enhancement could include paths and in places with narrow berms, boardwalks may be an option to move pedestrians away from traffic.

Using this route would save walkers from the dangerous road intersection at Andersons Rd (north end) and Marine drive, as they would already be on the correct side of the road.

It would add to the existing walkway/pavement, creating a seamless walk from Orton Bradly park to Hays Bay' a significant enhancement for local residents and walkers.

Work to halt coastal erosion could also be undertaken at the same time, (using appropriate national roads funding) or spread across several years if cost requires this. This has the added benefit of ensuring ongoing road access for all coastal communities on the south side of the harbour.

This route also takes walkers past the boat ramp at Charteris Bay' an interesting place to pause and observe the powered and non-powered craft and a chance to fish off the rocks.

For the times when many track walkers would use the track, traffic volumes are acceptable (Peak traffic use of Marine Dr occurs during traditional commuting periods 7am' 8.30am and 4pm' 6.30pm)

25	21277	1	<p>Re Anderson's road we prefer neither of options 1a or 1b. We are a property owner on Andersons Road and have many concerns with Andersons Road being opened up as a walkway. Reasons ARE AS FOLLOWS.</p> <p>1. As it is, the road is very narrow and at times when towing our boat meeting the on coming cars can be tight in passing with many blind spots. Pedestrians will add more congestion and danger.</p> <p>2. With us being non permanent residents along with many others in the street this walkway opens up the possibility of people casing out your property as some properties are very secluded, there has been many recent break-ins.</p> <p>3. The current road is not well maintained at present, is subject to much erosion and water run off due to no storm-water services.</p> <p>4. Currently there is no plan on how this walkway would be formed through Andersons Road.</p> <p>5. At times it becomes a heavy used road as a cut through for vehicles, which will add more danger to pedestrians ( we are not in favour of speed bumps either)</p> <p>Why not establish more the possibilities of using the Crater Rim going onto Gebbes Pass to Packhorse Track to Mt Herbert and on to Diamond Harbour and utilize the existing tracks that are already in place.</p> <p>Other considerations , if people choose to do part of the walk where do they park? as the boat ramp area struggles to cater for boat trailers even during summer months.</p> <p>Has there been a feasibility study conducted on the numbers likely to use the walkway against the cost in use of tax payers money that is likely to be spent on this project.</p>			Andrew	Innes
26	21331	1	Practical and not too expensive	1	Practical and cost effective. The option 2b would involve expensive excavation into the hillside to be above high tide, slipways and boatsheds. It would be high maintenance and subject to slips.	Ian David	Ewart
27	21339	1	Andersons Road is narrow and quiet - a walking track would better go around the main road. There is already a walking track around the main road, I walk around there often - it could easily be developed. At the moment we have a fairly busy main road and a very quiet Andersons Road, if you do this we will have both roads busier. I don't like either 1a or 1b. The walking track should go around the main road.	1	2a is the best option. Paradise beach is a very small secluded beach, on a nice day it already gets over crowded. The last thing would be to have people walking through there as proposed by both 2b and 2c.	Tim	Mulcock
28	21349	1	1b with modifications	1	2b with modification	Tom	Kuenning
			As drawn tack would leave Orton Bradley lands near the beginning of the Andersons Rd. It is better to stay on Orton Bradley land to the top of the hill and enter the roadway at that point. The Orton Bradley Board has already approved that route.		Option 2c is good and workable. But, I slightly prefer option 2b with slight modification. Return to shoreline by access way about 60% of the way to Traffic Cop Bay. (See my orange line on your drawing) then run the track on the sea side of the boat sheds where most boat shed owner have existing boardwalks. Further up the shore the track may have to go behind some boat sheds. A bridge will be needed below the Jacometti house at XXX Marine Dr but local volunteers (including a retired local builder) are happy to construct this bridge. This will be a far more scenic route. Also, note the area between Marine Dr and the private property hedges or gates is already quite wide along this smaller stretch that must be on Marine Drive		
			I would like this section of the track to be mountain bike compatible. See my orange line modification to your 1b drawing				
29	21372	1	Neither as Anderson's Rd is narrow and no way suitable for cars and footpath. Coastal walkway means that - this way you are not on the coast	1	Prefer b or c but don't like the use of any section of road for above reasons. It is a shame with such an amazing idea to ruin it with lack of insight - ask hikers as I don't think they want to walk on roads...	Julie	Askin
30	21376	1	More likely to be allowed dogs on the track	1	Keeping track close to the coast	Nicci	Mardle
31	21407	1		1	It doesn't make any sense to back track south	Jacqui	Baars

32	21419	1	Prefer walkway to be by coast eg along legal unformed road opposite park. But in lieu of that option inside the park for more scenic atmosphere.	1	Coast to coast walkway should be on the coast. Currently houses along coastline appear to be privatising the public land. This is unacceptable. I value walking along the coast and look forward to the options for active walking in my home area. Our walkways and beaches are well loved, but access hindered by structures, fences and gardens built on public land.	Kirsten	Mackay
33	21428	1	See our full submission below. If the walkway must use Andersons Road, and we have reservations about this, to use Orton Bradley Park is preferable to forming a footpath along a narrow and steep road that without huge expense to slow down traffic will be dangerous and very expensive. It will be a more unpleasant experience than forming a foot path beside the sea edge of the road from Orton Bradley Park to Jacometti's corner opposite Andersons Road.	1	Provided access can be established along the shore from Paradise to the yacht club this would be the preferred route however, if this is not possible 2a would be an acceptable compromise.  The CBRA wish to make a verbal submission in support of this written submission which is a prÃcis of our views	Bill	Studholme
34	21444	1	1. We like the idea of incorporating Orton Bradley Park into the proposed walkway.  2. We do not like the idea of the walkway encroaching on Paradise Beach because a) Paradise Beach has always been a safe beach for families and children to play, swim & canoe in. We do not want to see pedestrians, dog walkers, cycles etc along the Beach Front as the Beach only suitable for swimmers & families. Please don't spoil or compromise Paradise Beach in order to accommodate the walking public. Other routes more suitable. (b) At high tide water up to retaining wall. People have to move up to grassed bank area. No room for a walkway!			Margaret & Peter	Sivertsen
35	21487	1	It would be better to be further away from traffic when possible. Orton Bradley Park is a beautiful underused area and I am sure the Board would cooperate with a route that brings more people into the park.	1	Prefer track to be away from traffic when possible, exclude steep portions and be cognisant of likely sea level rise.	Joy	McLeod
36	21489	1	I do not support either option 1a or 1b for the section from the Charteris Bay slipway ("Traffic Cop Corner") to Orton Bradley Park, because both route alternatives proposed will take walkers away from the coastline and are much less appealing than the existing roadway. The main road (Marine Drive) route is level, includes the attractive pink sand swimming beach, the small jetty, and expansive views out over the mudflats to see feeding birds. Only a week or so ago I saw a group of seven royal spoonbills feeding on the incoming tide in this location. For these reasons the main road will always be a preferred walking route even though it is currently quite dangerous. None of the proposals address the 'narrowness of the road berm, safety concerns and heavy traffic volumes' on Marine Drive between Traffic Cop Bay and Orton Bradley Park. Residents of Charteris Bay have been asking for pedestrian safety improvements on this section of road for decades and safety improvement are long overdue.  Instead these factors are used as a reason to 'rule out' the possibility of a much needed upgrade of this section of road. Ongoing community concern about pedestrian safety and the vulnerability to rising sea levels on this section of the main road will remain. Staff working on this project need to look beyond the limitations of their own budget for this project and partner with others to make the necessary improvements which I realise may involve a coastal permit to extend the reclamation or install a boardwalk and are likely to be much more expensive. For example there may be national funding sources for future-proofing coastal arterial routes or developing pedestrian networks for tourism or recreation. I do not support the use of Andersons Road even as a short term interim strategy because, (a) as we have learned from the earthquakes, temporary so often becomes permanent, and (b) the Andersons Road options do not optimise the experience of users, (c) there are some significant stability issues along that route, (d) the "improvements" proposed will be piecemeal and mickey mouse,	1	The Head to Head was supposed to be a COASTAL walkway.  The original intention of the Head to Head was to take advantage of the unformed legal road ('Queen's chain') around much of Lyttelton Harbour's foreshore to provide public walking access around the coastline especially in places where it is not already formed. The 'Queen's chain' is public open space with great unrealised access and recreation potential.  This is why I support the option which takes the route along the foreshore incorporating Paradise Beach and formalises the existing track which weaves in and out of the boat sheds to the Charteris Bay slipway. I consider this section to be potentially one of the most interesting sections of the Head to Head. I do not consider any of the challenges described as disadvantages to be insurmountable with good design, and believe the additional cost required to upgrade the existing informal route will be well worth it in the long run.  I do not support either of the options which make use of existing roadways. Charteris Bay people currently have no off-road options for everyday walks near their homes and baches. None of the roadway proposals will change this situation for local residents.  As I do not support the use of Andersons Road as the route of the Head to Head, even temporarily, I do not support the switchback from the slipway to the east end of Andersons Road. The route should continue around the Traffic Cop Bay beach, following the coastline to Orton Bradley Park and beyond.	Paula	Smith



and (e) will not add much value to the existing authentic rural character of Anderson's Road as a pedestrian route. I question whether this proposal is a strategy to use the Head to Head budget to effect some work which may or may not be needed on Andersons Road and which should really be paid for out of road budgets.

I note the difference between option 1a and option 1b involves identifying the best way for the route to reach Orton Bradley Park which is an obvious destination and links to the wider Banks Peninsula walking network. But I wish to remind planners, the Head to Head Working party and the Rod Donald Trust that the walkway is to continue around the delta of the Te Wharau Stream, following the coastline, and provision needs to be made to make this connection seamless and safe as well.

(I am particularly annoyed that the option circle appears to have filled itself in and I am unable to delete this choice which I DID NOT MAKE). I do not endorse either option 1a or 1b)

One other option which does not appear to have been considered is to make use of Plantation Reserve 4450 (aka "Diamond harbour Plantation Reserve") which connects Marine Drive (at no 421a) with Andersons Road. This lot was probably excluded from the original subdivision because of land stability issues and is owned and managed by CCC. There is a rock face on the Marine Drive boundary which would require a substantial structure for access to the slopes above, but once above this face I think it may be quite straight forward to form a track up to Andersons Road. Potential exists to use this reserve as a possible interim route pending the upgrade of Marine Drive. I could support this as it adds value by creating a new pedestrian access route to the beach for residents of Andersons Road which would be of long term benefit even after the Head to Head is formed around the foreshore to Orton Bradley.

37	21491			1	Should bring off road in proved footpath experience for locals and follow shore line as much as possible... New access to paradise beach for locals..	Petria	Pearson
38	21493	1	This is straightforward, and you'd still be walking beside the park, able to enjoy it without the need for extra fencing, etc.	1	This makes sense to me as a compromise between walking the whole distance along the roadside which is narrow in places, and a longer, probably more expensive track.	Vicki	Newbegin
39	21543	1	Dense forest on OB park land, on hill adjacent to Anderson's Rd, provides shade and variety. As a user/tramper generally prefer to stay off roadside where ever possible.	1	Coastline more pleasant than roadside. However impact of option 2b on residents from traffic cop to paradise severe/ needless.	Ella	van Beynen
40	21546	1	We enjoy walking the coastal tracks with our dogs. If option 1b was used we wouldn't be able to use it as dogs aren't allowed in Orton Bradley park's grounds.	1	It would be nicer to have most of the track away from traffic.	Gill	Waterhouse
41	21552	1	Provision of a path alongside Anderson's Road will greatly improve pedestrian safety, good views from this road.	1	Provision of path will greatly improve pedestrian safety alongside Marine Drive, access to Paradise Beach will be made much safer with new steps. I also think that a path as proposed in 2a & 2b is not going to be easily constructed and not as safe for walkers to use	Timothy	Glubb
42	21555	1	Avoids the expense of going inside Orton Bradley park land and will provide greater safety for walkers than walking on narrow Anderson's Road	1	This offers a simple route to Paradise Beach and will be much safer for walkers than is currently the case where they have to walk on Marine Drive in places, particularly on busy traffic days in the summer months. Families with children in buggies/prams will be able to walk this stretch unlike a very undulating route along the rocky seashore and over slipways.	Denise	Glubb

43	21568	1	Option 2a & c, There is an access to paradise beach between no 405 & 409 Marine Drive that is used by the public. Only needs upgrade. Requirement for permanent toilet as paradise beach car park. Less costs & disruction with option 2c.	1	Option 2b, While there is an alternative available, it is pointless to persue the looped path with its disruption to residents. Negatives: Toilet would need expensive upgrade. Footpath would take away the only suitable parking for both sides of the road. Footpath would result in upsetting residents driveways, letterboxes, power poles, and storm water. Tracking behind the boat sheds is a no brainer. It would require substantial retaining walls & removal of residents landscaping & planting. Therhs suitable access now, across the front of the boatshed. Currently used by the public. Traffic cops bay picnic area need regular mowing - fire hazard at present	Sylvia & John	Gimblett
44	21569	1		1		RJF & LM	Barnett
45	21572	1	Both a & b look very similar but I prefer b as it goes through some of the trees. This is a quiet road & normally good for walking.	1	Two A is preferable as hopefully the existing footpath would be improved for the locals who use it a lot. The other two options would be far too costly due to the terrain. It is important that provision is made for more parking in this area.	Pam	Ewart
46	21575	1	1a and 1b look very similar. Andersons Bay Road is used by many walkers now.	1	2b and 2c seem very unpractical and would cost an exorbitant amount of money. The money would be better used to provide more parking in the area, also tidying the side of the existing footpath from Charteris Bay Yacht Club. I would agree with the disadvantages in sec 2 option 2 b.	Jane	Hayes
47	21600	1	For this section, the path should go along the waterfront along Marine Drive. This is in keeping with the intention of the head to head walkway, and will make it safer for locals walking in the area. There is no point in deciding not to put the path along that way, because people are ALREADY walking that way. Putting the path in will make it safer and more enjoyable. I expect that even if a path is put in over Andersons Road, people will continue to walk along Marine Drive.	1	It is really difficult to walk along the waterfront in this area, because of the badly maintained boat ramps. Fixing this issue is a very good idea.	Heather	Lander
48	21602	1	I understood that this form was going to be altered to allow non-preference for either of these options since they ignore the most sensible option of continuing around the coast from Traffic Cop Bay to Orton Bradley. This is preferable in my opinion (professionally, I am a Civil Engineer specialising in infrastructure) for risk reduction in terms of certainty of outcomes for safety, amenity and cost. The options offered lack any credible detail to allow sensible comment apart from agreeing that the challenges have been correctly identified. There is no basis given for the rationale behind the decision not to use the coastal route so I am unable to challenge anything in detail but this has clearly not been costed or looked at in terms of the overall risk factors listed above.	1	Best option in all areas above apart from safety - pedestrians crossing at this corner are blind in one direction wherever the crossing is placed - locals learn to listen for a gap.	Steve	Procter
49	21605	1	I think the option to go through the edge of Orton Bradley park is the best option as it gets the pedestrians off the main road, which at this point is still 70km. It would also link the walk way to Orton Bradley park, in that it could attract more visitors to the park, boosting numbers and supporting the cafe. I believe the route over Andersons Road is a safe way for pedestrians to get around the bay and also allows good views from the top of the hill, the works to get a track or boardwalk around Marine Drive from this point would be very costly.	1	I believe 2C is the best option for this section of the walk way as it is a natural continuation from the route over Andersons Road. It would incorporate the existing sections of footpath, and already has some wide berm areas at the road edge to allow new footpaths to be installed. Option 2A seems like it would be counter intuitive to go back the way you came - There is also mention of walkway users parking at the existing boat ramp, which as a frequent user of the boat ramp, would cause huge congestion on an area that is already full of cars, trucks and trailers at peak times. Option 2C also suggests dropping down the existing steps to Paradise Beach, which would be a great, safe, way to get back down to sea level. I would suggest the installation of a permanent public toilet at the Paradise Beach carpark as every summer there is a portaloos dropped here, that always spoils the entrance to the lovely beach below.	Sarah	Leech

50	21606	1	<p>Neither of these options are acceptable as they do not recognise the essential needs of the community in regards to traffic management and pedestrian safety. They appear to be designed by people who do not know the area or understand its needs. This is a community that has struggled for years to have a sensible dialogue with the Council in regards to footpaths and creating a safe environment. These plans are designed by strangers for strangers - where are the community needs in all this?</p>	<p>None of these above make sense. The logical route is from the Yacht Club on a properly formed footpath to Traffic Cops Bay and then on to Orton Bradley along a widened foreshore, with no need to cross Marine Drive until at Orton Bradley. All the other options are absurd as they incur excessive and unnecessary costs, breach privacy of home owners along the waterfront, expose people to risks of walking on rocky areas complicated by higher tides, and expose them to extremely risky road crossings where Andersons Road meets Marine Drive. This area is a highly dangerous area to cross - even if it is suggested people cross elsewhere, it is unlikely they would in reality walk away from of the more direct route. Andersons Road it a quiet area that would be made even more insecure by encouraging strangers to wander through the area. Security of property in the area has been of mounting concern to residents, who are frequently absent from properties. The installation of a footpath along Andersons Road would be a complete waste of desperately needed funds for footpaths that are critically needed by the community for safety and accesibility needs and have been requested by the residents for decades. It is grim that the Council will spend money on 'strangers' needs as they wander through the area on 'their adventures' rather than fund much needed resources for the community. Properly planned, with wise investment could achieve both - with a safe footpath along Marine Drive from the Yacht Club to Orton Bradley.</p>	Evan	Taylor
51	21607	1		<p>1 Option B ..Not suitable...Parking on Traffic Cop Corner will become a big issue..Many track users cars will park here and cause huge parking issues for recreational boating(this is the only public launching facility in the area) and create dangerous parking along the main road and the new proposed footpath along the section of road from the end of Andersons Road to the Traffic Cop Corner. Forming a footpath along the roadside from the end of Andersons road to the yacht club will enhance the safety of local residents using this footpath. Option 2C seems to be the most cost effective with what will obviously be a limited budget. Any access near the established boatsheds will increase the risk of burglary and damage to expensive boats etc stored within these sheds. Has consideration been given to compensation to property owners whose property values are affected by any changes..IE public access to properties private gardens etc?</p>	Roger	Dunstan
52	21609	1	<p>The Head to Head Walkway should follow the coast along Marine Drive and not divert up Andersons Road as the stated advantages for doing so don't exist. There aren't scenic views along Andersons Road - there are occasional glimpses of Lyttelton Harbour when there is a break in the trees. Residents walk along Marine Drive so it is not fair to say pedestrian access will be improved for them - it will only be improved for walkers unfamiliar with the area who will be directed up Andersons Road. Both Marine Drive and Andersons Road have a very narrow passageway for pedestrians and both are very unsafe for pedestrians - it is unreasonable to rule out Marine Drive on this basis but not apply the same criteria to Andersons Road.</p>		Maryia	Krawczyk
53	21612	1	<p>If able to have a walkway away from the road that would be preferable, but as a regular walker in the area there is a reasonable size berm to be able to construct a walkway along the road if more cost effective</p>	<p>1 Improving the existing footpath would be a more beneficial option as the infrastructure is largely already in place and utilised by many locals to walk to Paradise beach. As a rate payer this would be a far more inexpensive option of the three suggested here. With a young family and pram use this would be more beneficial option. Knowing the area well I could not see how option 2b could be economically viable to do. As noted in councils own comment, the area is very steep in places and would be difficult to construct. Comments about improved views is overstated as there are still lovely views from the road and prior sections up Andersons Rd and as you proceed around further on the road by the yacht club etc.</p>	LIAM	GLUBB

54	21645	1	<p>Neither option 1a or 1b are suitable. Andersons Rd is a two way carriage way with room for only one car and with no footpaths . Opposing traffic have to pull over off the tar seal to pass safely. I frequently walk on this road and it is not safe. I drive on this road, and even at 30 km/hr often surprise walkers on the Blue Gum Lodge corner. Compared to the main road, the Andersons Road route is not picturesque, and is no more safer as it requires walkers to be on the road and to cross over the main road at the northern end....an intersection with very poor visibility. If a walking path is going to be made it needs to be safe, and Andersons Road is not safe in any sense of the word. Collaborate with the city council, fund raise, and widen the main road to allow a boardwalk/ footpath, and let us all enjoy a beautiful scenic route that can also be used by those with young children and buggies.</p>	1	<p>With reference to my comments above I would prefer the route to follow the foreshore from Orton Bradley Park to Traffic Cops corner. The route can then follow either 2B from Traffic Cop Corner to the Yacht Club or, as there is ample room beside the main road between Traffic Cops Corner and the northern end of Andersons Rd to install a foot path, the route could join up with the last bit of option 2c as it would allow safe passage until you reach the steps down into Paradise Beach. The first part of 2C ( crossing from Andersons Rd to the sea side of the main road) is totally unsafe as it is particularly dangerous with very little visibility, especially when crossing North to South. Option 2a also has the problem of crossing the main road at an area of very poor visibility. The other negative of this route is having pedestrians beside the road at the Yacht Club corner where, already this year, there have been 3 automobile accidents.</p>	Jillian	Pattinson
55	21664		<p>I do not have a preference for 1a or 1b. I lease part of the land from Orton Bradley Park that the potential route may go through. There has been an informal conversation between the manager and I but I have not been privy to the finer details of where the walkway will go. I was given the impression that there would still be stock access to a paddock I lease adjacent to Andersons Road. However, Option 1b looks like it will preclude this. The main area of interest is from where the walkway will enter OB Park from Anderson Road and how it will navigate through the bottom of the land that I lease. I look forward to discussing these details with you.</p>			Laura	Beck
56	21665		<p>Either of the two options from Orton Bradley to Andersons Road are acceptable but please see response to Options 2. Has consideration has been given to connecting the head to head walk with the Arboretum walk in the Park? It is both scenic and interesting but very underused. Any opportunity that brings more foot traffic into the park should be explored</p>		<p>The proposal to use Anderson's Rd is ill-considered. The most attractive walk is along Marine Drive - the views are much better than anything Andersons Road offers (in either direction) and the low traffic volumes do not warrant a the expense of creating a footpath on Anderson's Road. Locals are surprised Marine drive has been excluded as an option. The reasons given are specious -- the reality is that Marine Drive already gets quite a lot of local walking traffic - and we do not find it unpleasant, but it could be more pleasant. Frankly the worst section is from Orton Bradley to the Andersons Rd corner. The only section of Marine Drive that requires thought due to narrowness is the relatively short section from the concrete boat shed to the jetty - and some cantilevered decking would soon fix that.</p>	Martin	Lee
57	21666	1	<p>I don't have a strong opinion about these two options as far as the SOUTH intersection of Marine Drive and Andersons Rd but I do feel strongly that at that point it would be a mistake to go over Andersons Rd rather than continue round the foreshore. Having spoken to various people in the local walking group and from my own perspective as a regular dog walker living locally, walking along the bay is very much the preferred option. No one is interested in walking through a residential area when there is the option of being down by the water. Obviously it would be pricey to construct a safe walking path between the Andersons Rd intersection and the jetty but as the flyer suggests that part of the brief for this Head to Head walkway is to improve local amenities as well as provide a continuous route for locals and visitors it seems the obvious choice. As a resident on Andersons Road I also worry about the safety of walkers on the road. As locals we know that there are some vehicles using the road at speeds WAY above the speed limit and we are very careful. Would visitors to the area have that traffic sense?</p>	1	<p>As my preferred option for Section One is to walk along the water to Traffic Cop Corner obviously I would want to continue along the waterfront all the way to the Yacht Club</p>	Pippa	Mills

58	21674	1	Could be the most cost effective way. Two submissions were made. These have been combined into one. Here are comments from the second submission Andersons Road needs upgrading and better footpaths	1	The area needs better foot paths and this option would be the most cost effective without interfering with existing carparking that is very short on busy days. A new accessible toilet would need to be built at the top of Paradise Bay which would eliminate the need for a porta loo during the summer months. The costs have to be kept at reasonable level and the locals need better footpaths Two submissions were made. These have been combined into one. Here are comments from the second submission Parking: The boat ramp was built by locals for launching and retrieving boats and parking of cars and trailers when out on the water. It was retained on Harbour Board land not Councils. If the Council wants to put a carpark at the boat ramp they need to consider extra car parking as older people would rather park there and walk rather than walk over Andersons Road. The launching ramp is built over the seabed not on Coaneil land with permission of the Lyttelton Harbour Board at the time.	Brendon Leech
59	21687		In all options using Anderson's Road is problematic. The road is very narrow, has very little residents parking as it is. Commuters do use this as a cut through from Diamond Harbour so the volumes of traffic are sometimes high. There are also a couple of blind corners. The drainage & sewer system is already inadequate. Why have this walkway when you have Orton Bradley & the walkway to Diamond Harbour from Hayes Bay already - plus Packhorse track and many more.		Parking @ traffic cop corner is not feasible. If Council have ever been there during weekends, it is full of boat trailers. It should be restricted to boat trailer parking for residents who pay rates. The toilet facility is poorly maintained & would be inadequate. Walkers will park cars longer term further frustrating boaties. We purchased our home in a quiet area to avoid people driving or tourists walking past our front door! Given the number of existing tracks, I suggest upkeep of those & existing facilities in the area should be the priority for Council. The Health & Safety concerns and lack of parking are vast for a track that will have minimal usage as an entire piece. Council needs to visit in the weekends in the summer to fully assess the risks.	Kim Grafton
60	21689	1	Scenic walk is not along Andersons Road - build boardwalk to road - Marine Drive. Might cost some \$\$ but much preferred - otherwise just a hump up a hill with little to no views		Carry along foreshore to yacht club	Dennis Gilbert Smith
61	21691	1	Is it possible to get land access on the inside of the fence from Orton Bradley gates to top of Andersons Bay Rd hill, or further. This would be preferable to walking on the road.	1	Is it possible to get from end of Andersons Rd straight across road down to the foreshore? This would eliminate section of backtracking on Marine Drive, which is a busy road. Keeping off Marine Drive is imperative in our opinion. Alternatively there is a reserve coming off Andersons Rd, coming behind the houses on Marine Drive. Is it possible to use this land perhaps? Another option is obtaining permission to come behind all the properties on Andersons Rd and Marine Parade to the pedestrian crossing at Paradise Beach. From there continue on the coast to the yacht club. This would completely eliminate any road walking and is away from traffic, therefore safer. (apart from pedestrian crossing)	Andrew & Pauline Harris
62	21703	1	Who is going to pay for the walkway? - Traffic speed needs checking - Maintenance of track? - Numbers using track versus cost - How will you monitor number of people using the walkway? - Lack of road Maintenance on marine drive. Fix potholes		2A - Extremely dangerous road not ideal for walking 2B - Totally impracticable 2C - Crossing to Andersons Rd North from Marine Drive dangerous!!! - Speed limit to be checked along marine Dr - Fix potholes - Deep ditches on side of the road flood in winter - rubbish in ditches - Dry grass beside road - fire hazard. Dog poo on footpath - Dangerous crossings onto Andersons Road - North 7 south - Cost - How many people on walkway each day? - Notorious weeds - currently not controlled by CCC on Andersons Road - Planners of walkway need to walk along themselves - not from a map - Time of day - heavy traffic on Marine Dr - mornings & evenings: Trucks - Over-hanging branches & weeds on footpaths	Sue Currie
63	21707		As this is the 21 century Council works to facilitate public access cannot discriminate against those with mobility challenges, and need to be wheelchair friendly all the way, whichever route is selected.		As this is the 21 century Council works to facilitate public access cannot discriminate against those with mobility challenges, and need to be wheelchair friendly all the way, whichever route is selected.	Zed Potgieter
64	21756	1	None of the above I would like to be heard as the hearing (full submission included below table)		None of the above I would like to be heard at the hearing	Debbie Ayton

65	21763	1	<p>In general I am very excited about the idea of the walking track, and really looking forward to having a safe way of walking from directly outside our house, particularly a safe way to get to the entrance of Orton Bradley. I don't actually mind between these two options, they both look good to me, the one advantage I can see to option 1a is that it allows people who live around marine parade northeast of where Andersons road goes up an easier way to access the footpath to get to Orton Bradley, whereas if the track was behind a fence in Orton Bradley at that stage they may not be able to access the track and therefore would miss out on the advantages of having a footpath. From the maps it was unclear on which side of the road the footpath was going to go up Andersons Road, for the west end of Andersons (i.e. outside our house) it would create fewer interruptions to how we all usually use the road if the footpath was on the southeast side of the road, otherwise would need to figure out how we can continue parking etc. On the other hand if building the track meant building up a proper footpath and adding in better gutters and runoff control on the northwest side of the road that would be beneficial, as we do have some drainage issues contributing to tunnel erosion up the street.</p>	1	<p>I don't actually have that strong a view about this section, so please do listen more to the people who live nearby, just figure that doubling back probably isn't something people are going to want to do (2b), but like that this option includes a bit more seaside walking than 2a.</p>	Jessie	Prebble
66	21794		<p>My name is Philippa Drayton and I reside at <a href="#">397 Marine Drive (next to the Charteris Bay Yacht Club)</a> where I have lived for 19 years and which was a family bach before that for 35 years. Most of the planned/discussed/proposed walkway will not affect me as a walker but will affect me as the driver of a car (often with a trailer)</p> <p>I support, therefore, a route that goes through Orton Bradley Park as much as possible.</p> <p>I support maximum seal widening with associated remediation of the off-road so that the area next to the road is as safe for walkers as possible' and ensures ongoing road integrity/longevity for people parking (cars currently park close to the edge and erode the edge).</p> <p>I do not support any extension of the footpath from its termination outside <a href="#">397 Marine Drive</a>. Seal widening is a preferable solution and ensures a better use of the space that is shared by cars and pedestrians, those coming onto my property, those going down to the Charteris Bay Yacht Club, and those walking around the road towards Black Point/Church Bay.</p>	1	<p>I have conditional support for Option 2c.</p> <p>I have been a strong proponent for a head to head walkway for a number of years and would love to see a walking track around the foreshore to Traffic Cops Bay, and therefore support that element in Option 2c. It has a number of benefits' health, wellbeing, safer for children caught at high tide when it can become dangerous.</p> <p>The segment that I wish to comment on most extensively is the portion from Paradise Beach to Baker's Jetty (and beyond to the Charteris Bay Yacht Club). As a principle I support a totally no smoking path along the foreshore. I assume that because of the health and the fire risks that the whole walkway is/will be smoke free. Please confirm. I cannot support smoking on my property because of the health and, in particular, the fire risks that activity poses. Because I support a head-to-head path, it was to that end that my nephew and I have, over the past 5 years, restored the track that was originally made by some of the Yacht Club some 50-60+ years ago. There are portions of that original track with the original cuts into the hillside. I have done my best to preserve it and focussed on re-establishing the track so that it was as easy a gradient as possible and as wide as possible.</p> <p>The terrain is quite steep and therefore, without significant alteration to the character of the track, and large cost, (ie a change from a track to a thoroughfare) much of it could not be significantly widened. At present most of the track is 700mm wide and for those that use the path the feedback is that it is fit for purpose and fits with the character of the headland. I have done quality work, ensuring that the steps are H4 ground treated boards with D reinforcing rod pegs.</p> <p>Specifics:  Path width: Feedback has been that 700mm is fit for purpose. There are a few places where the path is not 700 and could be widened if it were deemed needed although clearly a study would be required.  Sprays: NONE. I am committed to spray free and have not used sprays on the property for over twenty years. I support NO OPTION that would see the use of (or likely need for) sprays. I have WWOOFERS and one of the organic principles of the WWOOFER organisation is 'spray free'. I would therefore be disadvantaged if sprays were introduced because I doubt that the quality of WWOOFER that is attracted to my property would be interested if they knew that sprays were used. WWOOFERS have asked before coming about sprays and other environmentally-friendly elements.</p> <p>Track composition: I understand that a compacted surface (AP5 or similar) is the preferred surface for the tracks. In making the tracks and turning the 'soil' I have kept the clay at the</p>	Philippa	Drayton

bottom and soil on the surface with a soft topping for walking (Tree Lucerne, stray peastraw, and the like). Because of the approach I take, weeding is not difficult. If AP5 (or similar) is used it will be nearly impossible to weed the surface without damaging the solidity of the AP5 and therefore spray would be needed. (Refer to the above comment on sprays). I would not support the use of AP5 with the concomitant need for sprays at all. Besides, AP5 is harsh underfoot and I will be the primary user of the path and I garden often barefoot. I have many visitors including young people and children who currently zip along the path in barefoot which fits with the countryside environment. A hard surface will drastically change the feeling of my property and the enjoyment of nature and the countryside.

Track route: At present the indicative route takes a path between the lower path (established by the Yacht Club in the 60s-70s) and an upper path that goes to my residence. Such a middle path would cut a swathe through the planting of 24 pohutukawa, renga renga, and other natives and undo most of my gardening efforts over the last ten years' and my family's efforts dating back to 1968. I have been assured that the line is 'indicative' and that there will be 'consultation' but I have concerns of what the Council means by these words. By explanation, I and others listened to the Council (a different department) consult over the water/sewerage works and the car parking at Paradise Beach. We, as a community, were 'assured' that we would not lose 'any more than one car park'. What resulted is not what

was discussed and agreed to by the local community and the Council. I am, therefore, concerned to provide any support for a Head to Head Walkway route that passes below my place because I am concerned that the natural beauty that has taken three generations to grow will be destroyed for the sake of raising a path up the hillside by a metre or two. I recognise that it is a paper road, but I have done all the development and planting (and borne the respective costs) and me and my family are the ones who will be most affected by the outcome of the 'consultation'. Please would urgently detail to me the process (and appeals process) so that I can ensure a fair, open, and transparent consultation and voting. Sadly, the residents are angry and disillusioned over the car parking so are understandably now very wary of any consultation with the Council.

I also wish to comment on the portion of the Head to Head walkway that continues from Baker's jetty, an historic jetty to the Charteris Bay Yacht Club. (Refer to the blog written by local historian Jane Robertson, who recently published a history of the head of the harbour [https://lytteltonharbourjetties.blogspot.com/2019/02/charteris-bay-wharau-3-hays-bay-and.html?fbclid=IwAR2BQZt2ze6cjViNhxttGaFSZ3bYA-4MHYsmRWY-YP8751a37dr\\_LyeF2Y4](https://lytteltonharbourjetties.blogspot.com/2019/02/charteris-bay-wharau-3-hays-bay-and.html?fbclid=IwAR2BQZt2ze6cjViNhxttGaFSZ3bYA-4MHYsmRWY-YP8751a37dr_LyeF2Y4) ) I do not support any proposal that takes the Head to Head walkway down the in road of the Charteris Bay Yacht Club.

The road is unsealed and very easy to skid over, even for those of us who use it on a regular basis. Non-regular/one time users (most Head to Headers) would likely come a cropper, with the consequent likelihood of tailbone (or other back) injuries and cuts and grazes with clay in them.

The walk down/up the road is difficult and steps would be required down to Baker's Jetty at the termination of the portion of the walkway at the foot of my property. Such a set of steps would be slippery when wet and difficult for all but the fit and the young.

There have been three cars drive off the road, including one that landed upside down with two ambulances and the fire brigade and police services (fortunately no car injuries, but there could be walkers injured).

There has been discussion and support for a board walk from Baker's jetty to the yacht club. There has been a bequest for the restoration of Baker's Jetty and this project. Further consultation with those affected myself and the Charteris Bay Yacht Club for a joint initiative to be explored is requested.

					Who makes the decision? What is the decision making criteria? What are the key factors in determining where a path goes?		
67	21803	1	Most cost effective	1	Updated toilets would be needed at Paradise Beach	Carolyn	Leech
	- Late submission						
68	21806	1		1	We are strongly opposed to option 2b. Reasons being:  1. Severely intrudes our property causing an invasion of our privacy, this could cause security issues also. 2. Compromising stability of the banks, the native bush has just become very established creating stability. 3. Massive reduction in property values. 4. Cost & maintenance issues local residents already spent untold hours maintaining mess from trees along this area, the Council would no be able to maintain this area. The area by the toilets is always in a mess from the trees and I have to regularly blow leaves etc. Option 1a & 2a would be the best options as they would be cost effective & not intrude any properties and would also provide good pathways for locals	Melanie & Simon	Williams
	- Late submission						
69	21807	1		1	We strongly object to Option 2b for these reasons:  1. Existing Public Access There is existing public access along the shorefront from the Traffic Cop Bay boat ramp to Paradise Beach on boatshed decks, jetty walkways, slipway decks and paths.  It could be improved by adding a small footbridge over the creek in front of 213 Marine Drive. The local community would supply and erect the bridge at their cost, to improve the walkway.  Approximately three years ago the local community replaced the damaged Aube's Jetty (in front of 421 Marin Drive) and an adjacent sea wall at significant cost.  The existing public access is used daily by locals and the public. The local community committed to maintain the public access along the shorefront.  2. Topography and Cost The topography of the road reserve between Traffic Cop Point and Paradise Beach would make any new pathway a major civil engineering challenge at exorbitant cost - a cost which is totally unnecessary given there is existing public access on the shorefront.  3, Property Owners' Land Retention and Maintenance Property owners along Marine Drive from the Traffic Cop Point to Paradise Beach have spent hundred of thousands of dollars and invested huge amounts of time on the largely steep and unstable road reserve, building and maintaining retaining walls, stabilisation, drainage, paths fences, gateways, clearing dangerous and fallen gum trees, and planting.  The Council has not maintained the road reserve for decades. It is unreasonable for the Council now to bulldoze a walking track between the houses and the boatsheds, through those privately funded structures and improvements, to replicate public waterfront access that already exists on the shorefront.  4. Loss of Street Parking The 2b proposed "dog leg" new path from Paradise Beach to the Traffic Cop Bay boat ramp requires a path beside Marine Drive from the boat ramp to Andersons Road. The only road side	Jill & Russell	Lange
	- Late submission						



parking along that stretch of road will be lost. There is virtually no parking on the other side of the road. We doubt walkers will actually use that route. member of the public that walk along the shorefront continue to walk around Traffic Cop Bay beside the road, and will likely continue to do so.

#### 5. Boat Ramp Parking

The Traffic Cop Bay boat ramp and parking area was funded and constructed by locals many years ago, for boat launching and boat trailer parking. It is very busy during summer and boat trailer parking often overflows around the bay beside the road. It does not have the capacity to provide parking for head to head walkers as well.

Options 2a and 2c are preferred because:

##### 1. Direct Walkway

Options 2a and 2c provide a more direct connection to the Andersons Road section of the proposed walkway and eliminate the "dog leg" to Traffic Cop Point and back to Andersons Rd.

##### 2. Public Shorefront Access

Shorefront public access already exists along the waterfront from Traffic Cop Point to Paradise Beach and that could be a secondary walkway alternative to the primary walkway on Marine Drive.

##### 3. Public Toilet Facility

The existing composting public toilet at the Traffic Cop Point public boatramp was provided by the local community at their cost many years ago. It does not have running water, is unhygienic and does not provide disable access.

The Council provides a public portaloos for the summer months at the Paradise Beach carpark on Marine Drive. It would make sense for the Council to provide a permanent accessible public toilet facility at the Paradise Beach carpark and eliminate the need for the "dog leg" in the coastal pathway to the inadequate Traffic Cop Point public toilet.

Water and services are under the road running past the Paradise Beach carpark, so this would be a cost effective public toilet facility for this section of the public walkway.

#### General Comment on Traffic Control

Traffic speeds along Marine Drive between Traffic Cop Bay and Paradise Beach are well in excess of the 50kmh limit. This was acknowledged by the Council traffic engineer at the Walkway drop in session at the Charteris Bay golf club rooms.

A laminated "SLOW DOWN" speed signs that displays vehicle speed (similar to the signs at Tai Tapu) need to be provided at the boat ramp and around Paradise Beach to better control traffic speed

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1 We strongly object to Option 2b for these reasons:

Howard Buchanan  
& Sarah

##### 1. Existing Public Access

There is existing public access along the shorefront from the Traffic Cop Bay boat ramp to Paradise Beach on boatshed decks, jetty walkways, slipway decks and paths. It could be improved by adding a small footbridge over the creek in front of 213 Marine Drive. The local community would supply and erect the bridge at their cost, to improve the walkway. Approximately three years ago the local community replaced the damaged Aube's Jetty (in front of 421 Marin Drive) and an adjacent sea wall at significant cost. The existing public access is used daily by locals and the public. The local community committed to maintain the public access along the shorefront.

##### 2. Topography and Cost

The topography of the road reserve between Traffic Cop Point and Paradise Beach would make any new pathway a major civil engineering challenge at exorbitant cost - a cost which is totally unnecessary given there is existing public access on the shorefront.

### 3, Property Owners' Land Retention and Maintenance

Property owners along Marine Drive from the Traffic Cop Point to Paradise Beach have spent hundred of thousands of dollars and invested huge amounts of time on the largely steep and unstable road reserve, building and maintaining retaining walls, stabilisation, drainage, paths fences, gateways, clearing dangerous and fallen gum trees, and planting.

The Council has not maintained the road reserve for decades. It is unreasonable for the Council now to bulldoze a walking track between the houses and the boatsheds, through those privately funded structures and improvements, to replicate public waterfront access that already exists on the shorefront.

### 4. Loss of Street Parking

The 2b proposed "dog leg" new path from Paradise Beach to the Traffic Cop Bay boat ramp requires a path beside Marine Drive from the boat ramp to Andersons Road. The only road side parking along that stretch of road will be lost. There is virtually no parking on the other side of the road. We doubt walkers will actually use that route. member of the public that walk along the shorefront continue to walk around Traffic Cop Bay beside the road, and will likely continue to do so.

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The Traffic Cop Bay boat ramp and parking area was funded and constructed by locals many years ago, for boat launching and boat trailer parking. It is very busy during summer and boat trailer parking often overflows around the bay beside the road. It does not have the capacity to provide parking for head to head walkers as well.

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1 General issues

1. Identification of options

- The decision to dismiss the Marine Drive route option was made without community consultation. There is no Charteris Bay Resident Association member on the working party nor in the Community Board. Resident opinion was not sought on the Marine Dr prior to a decision being made by the working party and community board, and therefore is not representative of the Charteris Bay community.
- That decision has meant that the community have been asked to choose between two options, while a third, viable option (Marine Drive) has not been included for consultation. That process is flawed.
- The stated rationale for dismissing the Marine Drive option is in places subjective as significant volumes of traffic making for a relatively unpleasant experience', and at times contradictory with later rationale, eg, where the walkway will again join Marine Drive the same traffic volumes exist, and 'narrowness of road berm' on Marine Drive' however the stated option of Andersons Rd has at times little to no berm.
- Estimations of cost' we were told at the community consultation meeting that the Marine Dr option is too expensive, yet this is challenged by one Charteris Bay resident, an Engineer working on the Kaikoura post-earthquake road reinstatement. Publication of cost comparisons between the Marine Dr and Andersons Rd options would help a rational discussion regarding cost and allow the community to consider whether spreading some of the cost over several years would be worth the delayed benefits that may come with one option over another.

Route Options

Section 1

Option 1a and 1b

Stated Advantages

"Scenic views"

Feedback - Much of Andersons Rd does not offer scenic views, rather it offers views of housing

Stated disadvantages

"Requires funding for construction of new footpath with safe separation from traffic"

Feedback

The road is narrow with out room for a footpath

Considerable expense will be incurred in building a footpath without significant benefit for residents

The main issue for residents of Andersons Rd is traffic speed' this could be more easily and cheaply resolved with traffic calming measures.

The greater need for Charteris Bay residents is safety when using Marine Dr. This is a popular walking route from Andersons Rd (South end) to the boat ramp and in reverse for both residents and visitors.

A laminated "SLOW DOWN" speed signs that displays vehicle speed (similar to the signs at Tai Tapu) need to be provided at the boat ramp and around Paradise Beach to better control traffic speed

Section 2 Murray None

Disadvantages - Option 2b - shorefront walk  
 Feedback

The road crossing at Andersons North end and Marine Drive is dangerous. Due to the topography, it is not possible to see traffic clearly in both directions until the vehicles are very close to the intersection.

This would take walkers in close proximity to boatsheds' these hold valuable equipment and increased access and volume of people increase the likelihood of theft or vandalism. Additionally, it reduces the current peaceful use that owners get from these boatsheds and ramps.

Some of the boatshed ramps are not in good repair and unsafe

Walking could not occur in night hours, whereas if the track ran along Marine Dr residents and walkers could still use the track safely at all hours

The boatshed route is not passable at very high tides or in stormy weather, when at times water comes up into the boatsheds themselves.

Disadvantages Options 2c

This route has the same disadvantages as 2b, but in addition doubles back on itself' this creates additional, unnecessary cost.

Preferred option

Although not listed in the consultation document, my preferred option is from Orton Bradley Park to Charteris Bay boat ramp, then along Marine Dr to Charteris Bay Yacht club.

Advantages

This route brings walkers into contact with coastal views, close access to tidal mudflats and associated birdlife, and great water views.

There are already a number of places on the route with partially formed tracks or actual footpaths.

The route takes walkers past a popular swimming beach at Charteris Bay, before the boat ramp. This beach is tidal and during mid tides, is regularly used esp by families. Current access to the beach already exists via steps and handrail. Existing plantings and seating could be enhanced for public enjoyment.

This route takes walkers past an existing jetty, (earthquake damaged) which like other jetties in the Basin, Council could work with residents to re-instate. This would add to the experience for walkers, who could then fish off the jetty or enjoy walking out over the water.

Enhancement of this route would add significant benefit to local residents as well as walkers.

Many residents make use of this route already, but currently have to negotiate uneven surfaces and in some places, narrow berms. Enhancement could include paths and in places with narrow berms, boardwalks may be an option to move pedestrians away from traffic.

Using this route would save walkers from the dangerous road intersection at Andersons Rd (north end) and Marine drive, as they would already be on the correct side of the road.

It would add to the existing walkway/pavement, creating a seamless walk from Orton Bradly park to Hays Bay' a significant enhancement for local residents and walkers.

Work to halt coastal erosion could also be undertaken at the same time, (using appropriate national roads funding) or spread across several years if cost requires this. This has the added benefit of ensuring ongoing road access for all coastal communities on the south side of the harbour.

Other disadvantages not noted:

Use of Andersons Road route will increase volume of walkers past properties that are in many cases holiday homes. This increases the risk of crime, esp burglary/theft, not because walkers are dishonest, but because it will be harder for residents to differentiate locals from strangers, ie it legitimises people being on this road, Currently, low volumes of pedestrians means permanent residents are know many of their neighbours and can more easily spot unusual activity.

Option 1b fails to offer any significant benefit compared to the cost of the additional work required to access the land through Orton Bradley park.

This route also takes walkers past the boat ramp at Charteris Bay' an interesting place to pause and observe the powered and non-powered craft and a chance to fish off the rocks.

For the times when many track walkers would use the track, traffic volumes are acceptable (Peak traffic use of Marine Dr occurs during traditional commuting periods 7am' 8.30am and 4pm' 6.30pm)

72	22156	1	1	Having lived I the bay for 19 years improved pedestrian access would be very welcome and make the roadside safer. Keep foot traffic along beach front to a minimum. There is already minimal space for beach access, picnic spots, boaties etc. Beach front access would encroach too much on residents privacy.	Teena	Box
73	23547	1	1	<p>Our preferred track option would be option 1b and 2a. We do not have any strong feelings as to the options of 1a or 1b however, we feel very strongly that option 2b and 2c will not offer the best outcome for the community in the long run.</p> <p>Out thought on the proposed Track are as follows:</p> <ul style="list-style-type: none"><li>• Instead of creating a new walking along Paradise Beach, we feel it is more important that proper care and effort should be made improve the already existing access track coming down off Marine Drive down to the beach. It badly needs maintenance. Another track along beach would be surplus in our opinion.</li><li>• Adding a track along paradise beach will drastically reduce the sitting space on the grassed area above the beach on busy summer days – there will only be beach to sit on, and beach would be very small during high tide, sometimes non-existent.</li><li>• Footpath along marine Bay Drive is in places, non-existent at present and spending any time as a pedestrian near the busy road is dangerous. There is some existing footpath in places, that could be built on and utilised as part of this walkway and much money could be saved in doing so. The roadside footpath in this area sorely needs improving and money needs to be spent on improving and creating proper practical footpath that makes the road area safer for local residents. Residents are the ones who would be likely to be using this H2H walkway path on a regular basis, so why not kill two birds with one stone?</li><li>• A walking track that travel along Paradise Beach and climbs up to manoeuvre around and over the cliff point with its varying terrain heights etc., will be more challenging for persons with walking difficulties such as elderly or disabled etc. A flat sealed pathway around the road would be flatter, safer and easier for more people to use, plus it would be more useable in all types of weather</li><li>• Problems with option 2b or 2c is that the creation of a walkway path in front of existing houses on the foreshore means dealing with boatsheds in the way, varying terrain heights, hills, ditches, large trees etc.</li><li>• Rising sea levels and sea corrosion over the years will mean this track will need maintenance and possibly end up needing to be relocated. This will create additional cost in the long run.</li></ul> <p>As pertains to our property, we object to the encroachment of tourists and other people in, on and around our property with the regularity of foot traffic that a public walking track will provide. With how close this walkway would be to our dwelling, we worry about the security and privacy of our house and contents, particularly as it is a holiday home and we are not able to maintain a presence there consistently to keep an eye on it.</p>	Simon & Nicola	Riddell

Paradise Beach has been a sanctuary for locals for years. In its current state it feels secluded and tranquil and we worry that creating easier public access will open it up to being spoilt with foot traffic and rubbish. We worry that this special beach will lose its specialness.

Alternative suggestion of a route not explored would be as follows:

Utilise sealed footpath already existing, as part of track. Continue along footpath next to the roadside from Yacht club, cross at Paradise Beach car park area and travel along behind the houses on the opposite side of the road. Not only would this elevated track provide a fabulous view, but with free grassy space to employ you will have no dangerous busy traffic or buildings to contend with. It would not only be safer for pedestrians, but avoid the cost and hassle of crossing people's property and having to relocate and remove buildings such as boat sheds, pull up trees, bushes etc. This track could continue behind the houses on Andersons Road and drop down into Orton Bradley Park. This option would create a very natural and scenic track and would be a far cheaper option especially if done as a gravel track (similar standard / design to the Diamond Harbour to Purau walking track).

Head to Head Walkway Orton Bradley Park to Charteris Bay route option

Judy

Simpson

Judy Simpson is my name and my parents bought land over at Charteris Bay 80 years ago so I have been lucky enough to have experienced being part of the area during my life time. Unfortunately I was out of Christchurch during the time the information was sent out regarding the above and the subsequent discussions that took place. I have a double section bordering Marine Drive and Andersons Road.

- I strongly oppose the use of Andersons Road as it is very narrow, in places two cars could not pass.
- Many a car is heard racing over this road trying to beat another car who has chosen Marine Drive.
- The start of the hill walk (south end) is reasonably steep and not all walkers would find this enjoyable and surely this is what it should be.
- I understand it has been suggested that the track could go along the front of 410 and 412 Marine Drive mine being one of these properties, which I strongly oppose as we would lose our privacy which we have established over many years – also I note from your comments “the residence would benefit from this”, what about the owners of the properties concerned no consideration has been given to them, and do we have to maintain it?
- Also it has been mentioned that a pedestrian crossing be placed by my driveway. From my experience this will be too close to the bend as recently when lights were placed there when road works were being undertaken many cars come around the bend too fast.

I note that the option along Marine Drive to Traffic Cop corner has been ruled out. As I regularly walk this route I feel it is the best option with small changes.

- The view along the water front is amazing
- Many of the disadvantages as outlined in option 1 will not need to be considered as there are just a couple of houses near the entrance out of Orton Bradley Park.
- There are existing toilets already on the walk as they pass the boat ramp.
- From the corner before the jetty at Traffic Cop Bay to the boat ramp and just passed to the right of way down to the foreshore there is almost a path formed and one already established.
- No pedestrian crossing will be required.

I hope that I am not too late with my feedback as I feel very strong the outcome should be a fair one and residents are not affected.

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Head to Head Walkway Orton Bradley Park to Charteris Bay.

Brian & Carpenter  
Sally

We find it hard to believe that the Christchurch City Council are considering a walking track on Andersons Rd Charteris Bay.

We have serious doubts that only the fittest could cope with the southern end of the road. We would have thought that the development of the proposed track would have been suitable for all ages and fitness. Because of the steepness many walkers would find reaching the top difficult.

Please consider the Marine Drive route.

We walk the coast road on a regular basis. This is a delightful walk experiencing great views, sea air, birds and sea life.

Traffic Cop Bay has the advantage of part tracks already formed which lead to the boat ramp and toilets.

We strongly appose the Andersons Rd route track plan. The road is in poor condition and one way in places.

We would appreciate updates.

Sincerely,

Brian and Sally Carpenter

Additional attachments provided by submitters.

Submission number 21756 from Debbie Ayton

## **Head to Head Walkway Submission**

### **Charteris Bay Area - General Overview**

1. There are a number of long standing issues in the area, which the draft proposals sent out to the Charteris Bay residents do not address, and even ignore or make worse.
2. The Head to Head plans are mainly designed with outsiders needs being the overarching consideration
3. Local needs and requirements are treated as insignificant and secondary to strangers who may pass through the community perhaps once or twice in their lifetimes
4. The recent discussions held with CCC representatives left many locals frustrated and disappointed, with most believing the decisions had already been finalised and the 'consultation' was merely 'window dressing'
5. There appeared to be a heavy emphasis on the Head to Head project rather than the communities that will have the walkway pass through their area
6. The CCC representatives seemed unaware of the local issues and concerns, many of which had been raised with the Council and its representatives over many years, and in some cases decades.
7. Most residents are happy with the idea of the Head to Head project but its management and design ideas leave the residents unimpressed and believing they are just 'dust on the boots' of the project.
8. The local community has fought for years for safe walking areas around the main roads but were advised there was no funding
9. The Head to Head walkway now appears to have funding but has designed concepts that make no sense to the local community.
10. Funds will be used to locate walkways where they are not needed and which create major issues of safety and security.
11. They have been designated to be in areas where they have never been requested or required by the community or visitors to the area.
12. This use of the Head to Head funds in this way is quite inappropriate. They should be used for all walkers, plus benefit the whole community – not just used in isolation.

### **Summary**

- The Head to Head project appears to be driven for strangers rather than in conjunction with the community needs, and the Head to Head walkers.
- The consultation process has left many of our neighbours feeling that the CCC has predetermined the design. They believe that their input is a waste of time, and many have decided not to bother with submissions, especially as the logical route is not even an option in the submission process.
- There appears to be a deep lack of understanding by the CCC representatives of the specific issues in Charteris Bay.
- The routes highlighted by the consultation process are neither practical nor suitable when viewed by the residents and those who use area.

- The Head to Head project appears to be a project in isolation rather than a collaborative and cost effective project for both the residents and the Council.
- This is an opportunity to engage with the community, and provide joint benefits, for walkers, locals and council infrastructure – do not let it go to waste.

Submission number 21349 drawings from Tom Kuenning



## **Charteris Bay Residents Association.**

### **Head to Head Walkway Proposals**

The Charteris Bay Residents' Association (CBRA) represents approximately 120 residents and property owners who live or have holiday homes in Charteris Bay.

Over the years the CBRA has made numerous submissions to the governing councils for the establishment of footpaths in the area. Residents welcome the Community Board's Head to Head walkway initiative. It is a positive answer to the many in the community who value the exercise given by walking and a way that the beauty of the Southern Bay's water's edge may be enjoyed by locals and other city residents.

It is our view that the preferred H2H route should be the one that is currently taken by walkers today. This follows the seaward side of Marine Drive from the Yacht Club, along the roadside until the southern end of Andersons Road. From there walkers tend to cross the road and walk along the Orton Bradley Park (OBP) side of the road to the Park. However, it would be safer, were there more room for a footpath, for it to continue around to the entrance to the Park where it would also be safer to cross the road. Parts of the route follow established footpaths; other parts are along the grass berm which varies in width from wide in Traffic Cops Bay (TCB) to narrow and difficult where it leaves TCB until it arrives at OBP. Despite this being unformed and difficult this is the preferred route used by local walkers and the one that provides the most practical, scenic and safest solution to a walkway through Charteris bay.

The CBRA has several concerns with all the proposed routes through the Bay

1. Andersons Road.
  - a. Requires considerably more footpath formation.
  - b. Unless traffic calming devices can be formed the route is positively dangerous for walkers as it is very narrow in places.
  - c. To access Andersons Road walkers would have to cross Marine Drive at Jacomett's corner which is very hazardous.
  - d. When Marine Drive has to be repaired the alternative route to the Southern Bays, albeit narrow and dangerous, will be Andersons Road.
  - e. When this occurs Andersons Road will be even more unsuitable for foot traffic.
  - f. The local community had a taste of this when, following the slip in Church Bay, Bayview Road became the main access to the Southern Bays.
2. Marine Drive.
  - a. The seawall between TCB and OBP is showing signs of erosion which will need to be addressed in the near future.
  - b. When this is done provision of a wider berm and footpath could be addressed.
3. General
  - a. CBRA urge CCC to take into account local concerns and respect the wishes of the local community.
  - b. While the local community applauds the initiative of the H2H walkway there are some concerns about security for properties bounding the walkway as residents can be away at work or if it is a holiday home the owner can be absent.

We wish to be heard before the CCC makes any decisions.



Submission number 23547 from Simon Riddell

