

ID	Speed limit change	Parking changes	Bus stop relocations	New pedestrian islands	Intersection upgrades	Any other comments on our proposal	First name
35987	<p>The NZAA appreciates the opportunity to comment upon the proposed changes associated with the above project. The Automobile Association supports safe mobility for all modes and road users.</p> <p>We concur with the planned parking changes and safety upgrades as detailed, with the exception of the proposal to reduce speed limits.</p> <p>The location of the Christchurch Yacht Club in Moncks Bay does suggest some reductions may be appropriate but boating and swimming activity is largely confined to the summer and principally weekends. Given the lack of property accessways along the road east of the boat storage shed there appears to be insufficient reason for limiting speeds beyond that point. Pedestrian activity will be confined to the coastal path and cycling activity to the provided cycle facilities. There is an absence of any conflicting traffic movements, residential driveways, pedestrian crossings or other conflicts until Clifton Terrace in Sumner roughly 900 metres further along Main Road. It is not appropriate to limit speeds permanently because of an activity which is only seasonal, and nor where there is a clear roadway with an absence of safety issues.</p> <p>It is noted that the "Have Your Say" publication indicates on the map that the proposed 40kph area may be extended through to the 30kph area commencing at Marriner St, but the section headed, "What we are changing", says that the 40kph speed zone is going to extend from 157 Main Rd right through to the 30kph zone in Sumner, a rather different proposition from what is proposed in the map.</p> <p>This would mean that users of this road, classified as a minor arterial road under the District Plan could be limited to speeds of either 30kph or 40kph for up to a total of 3.3km (depending on route). The section that passes Peacocks Gallop is straight for 400 metres, has no stopping signage on both</p>						Roy Hughes Chairman, NZAA Canterbury West Coast District

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	<p>sides, has cycle lanes, has a pavement on one side only, and is free of driveways or cross traffic of any type, thus signaling to drivers a risk free section of road appropriate for travel at 50kph. Traffic count (CCC) records 15,141 vehicle movements per day in this area and thus compares favourably with the McCormacks Bay causeway which has similar characteristics (road width, no vehicle entries or exits, a traffic volume of 16,809 vehicles per day) and a speed limit of 50kph, but pavements on both sides and pedestrians crossing the roadway.</p> <p>Consideration of accident history (Transport Agency Crash Analysis System) of three sections of Main Rd shows:</p> <ul style="list-style-type: none"> • Marriner St to 157 Main Rd (approx. 1500 metres); 6 serious accidents and 1 fatal (this being consequence of a medical event) • 157 Main Rd to the east end of Mc Cormacks Bay Causeway (approximately 1200 metres): 7 serious and 1 fatal. • The length of the Mc Cormacks Bay Causeway (approximately 1200 metres): 9 serious <p>Thus the section of road to be subject to a speed reduction is shown to be the least prone to serious accidents of the three sections considered. The other two sections remain at a speed limit of 50kph.</p> <p>The Main Rd adjacent to the east end of the Ferrymead Bridge passes the Mt Pleasant Yacht Club, a much larger club with significantly greater vehicle entry and exit movements than the Christchurch Club, a significant intersection, and residential driveways, yet it retains a 50kph limit. Additionally, before the commencement of the causeway there are adjacent facilities accommodating a Kids First Kindergarten, the Mt Pleasant Community Centre, and the Mt Pleasant</p>						

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	<p>Squash Club.</p> <p>If these activities in the Mt Pleasant area do not justify a lower speed limit it is difficult to see how it is possible to justify a 40kph limit in the Moncks Bay area.</p> <p>It is the view of the NZAA that as a road classified as minor arterial within the District Plan, the correct speed should be 50kph excepting for possible short areas of high risk that may be associated with schools where a properly established school speed zone would be appropriate. It is also considered likely that drivers will ignore speed signs that are inconsistent with the natural traffic flow and volume and driver perceptions of the safety of the road.</p> <p>The AA does not support the speed limit reductions proposed.</p>						
35985	<p>The Association is fully supportive of the proposed speed limit, but recommends that it be extended eastward to the Redcliffs traffic lights and westward to the Sumner limited speed zone, thus providing a limited speed zone for the length of the pathway immediately adjacent to the Main Road. This will also increase safety for pedestrians with regard to residents backing out of driveways across the pathway. Note that the Association has recommended that this speed limit apply to the whole of the Main Road in Redcliffs from the new school limited speed zone.</p>	<p>The Association is in agreement with the proposed parking changes with the exception of the Cliff Road area where parallel parking should be maintained for yacht trailer parking in association with yacht club activities.</p>	<p>Agree with bus stop relocations</p>	<p>Agree with new pedestrian islands</p>	<p>Agree with intersection upgrades but note that the crossing adjacent to Cliff Road should be moved further east (toward Sumner), to avoid conflict with traffic turning from Cliff Road as well as the Yacht Club carpark.</p>	<p>a) The extension of the pathway into the carriageway to enable the path to get past the yacht club should be extended further toward Sumner than currently shown so that the entire pathway can pass on the road side of the existing rock wall (some rock wall will be lost); the carriageway widened toward the landward side to maintain the necessary road width.</p> <p>This will save most of the very popular Moncks Bay Beach, which should not be sacrificed.</p> <p>The path should swing back to the currently proposed route before the boatshed deck.</p> <p>b) The proposal from Moncks Bay to beyond Shag Rock has a solid concrete wall abutting the pathway providing a very unpleasant walking environment - the plan should be modified to enable planting and trees to be established between the path and the road.</p>	<p>Chris Doudney Redcliffs Residents Association</p>

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						<p>c) Toilets should be included in the plan, at the yacht club carpark or nearby. (Beach users can get desperate!)</p> <p>d) There are 3 existing seats between the tram shelter and the yacht club which need to be retained, and additional seats provided between the yacht club and Shag Rock.</p> <p>e) The proposed lookout should be larger and at the Shag Rock corner, with access to the beach from this point.</p> <p>f) We request further involvement by Redcliffs residents in pathway design development in the Moncks Bay section.</p>	
35983		<p>Exiting the properties (when making either a left or right turn), between 242 Main Rd & 256 Main Rd approx 18 properties plus exiting Cliff St can be very difficult. I feel this exiting will be more difficult with the removal of the parking strip outside the properties. The power poles will be a blind spot. If the power poles could be removed this would be a significant safety improvement.</p>		<p>The placement of a Zebra Crossing in the vicinity of the Yacht Club. The road is busy & frequently hard to cross.</p>		<p>I largely support what is proposed.</p>	Kevin Murdoch

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35982	<p>The 40km per hour limit on Main Road is a nonsense and will only encourage civil disobedience and when the police decide to enforce the new limit our Council will have a political problem.</p> <p>Generic claims of safety without facts have no credibility.</p> <p>There have been two deaths on this road in recent years both with their own tragic set of circumstances none of which a 40km speed limit would have changed.</p> <p>On weekend traffic speeds are well below 40 because of traffic density.</p> <p>To try to cross Main Road to get to the Estuary is difficult at all times and the provision of carparks on the wrong side of the road is foolish in the extreme.</p> <p>Reducing the speed will not help those wishing to cross the road.</p> <p>In fact unless the traffic lose to stopping speed cars will not stop due to the frustration factor of lack of progress due to low speed.</p>	<p>The plan for my own street of Bay View Road has a continuation of the "cut the resident motorist out philosophy" of the Council planners. The parking and street tree will remove the ability to quickly absorb the space and atmosphere of the estuary on the morning commute. There is no need for traffic calming at this point as any speeding happens further up the road.</p> <p>The yacht club, Moncks Bay beach and boat shed deck precinct with the carparking on the wrong side of the road is another example of poor thinking by our planners.</p> <p>There is plenty of room here for the road to be flexed into the hill with a radius similar to the Shag Rock end. Car parking should be on both sides of the road.</p> <p>Room could be allowed for good access to the yacht club and the boat shed.</p> <p>Presumably the beach will be destroyed by the sea wall.</p> <p>There is no reason this area should not be a slow zone as there is in fact historic facilities available in this area that should be utilised better.</p>		<p>To cross from Bay View Road to the Estuary I have had a times to resort to holding my hand up and walking out onto the road. Since the marked cycle lane has been installed there is danger in this approach as cyclists progressing at speed with their heads down in the lane are not inclined to even slow down.</p>		<p>The residents of Redcliffs, Moncks Bay and Sumner have been badly served by the poor design of the main road works post quake from Ferrymead bridge to Sumner.</p> <p>What before the earthquakes was a relaxing drive home with views over the estuary has been turned into a visually confined pipe with no opportunity to stop or enjoy the sweep of the estuary. The no stopping lines run on both sides of the road for 2km from the bridge to the old school site.</p> <p>The roadside planting by its very form is designed in interrupt the view of the water. Scott Park is the only place to stop on the estuary side of the road and it is unsealed and strewn with AP 65 grade road metal. To add insult to injury the view out to the estuary has a public toilet plonked dead centre.</p> <p>The entrance from the road has been designed in a de-emphasised manner so that it is easily missed even by those looking for it.</p> <p>I have seen one accident at this location.</p> <p>The causeway has an over provision of road width for cyclists compared to motorists, the two cycle lanes plus half the walkway add up to more than one traffic lane on the road. The population east of the Ferrymead bridge is not big enough to support the numbers required to fully utilise the area of asphalt set aside for cyclist use.</p> <p>To claim more people will use it has not been borne out by my observation over the years.</p> <p>No figures on cyclist use for these areas have been presented to the</p>	Gordon Macadam

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						<p>public.</p> <p>My criticism of planning continues with the layout of the road along what was Peacocks Gallop.</p> <p>The corner at Shag Rock is naturally elevated, the road have been allowed to drop down so that the sea is largely hidden behind the sea wall and planting. Thousands of tonnes of rock and fill were available from the cliffs adjacent that could have been used to maintain the elevation of the road and thus give a sense of occasion to the entrance to Sumner.</p> <p>Christchurch deserves better that what we have been given.</p> <p>There has been a lack of innovation and too much ideology to our area.</p>	
35981	Agree with 40 speed limit	No objection to parking in Cliff Street, however, object to tree in Cliff Street landscaped area. Low planting would be a safer option.			Cliff Street intersection - totally opposed to patterned surface and slow zone. We currently have seal that dulls the noise to residential properties. A patterned surface and tactile pavers will create noise for residents. Also this is a very dangerous intersection with boat ramp and carpark located here. It would encourage people to cross here instead of designated cross areas. This is an unnecessary cost.	The roading should remain as it is currently, this is not a commercial area. No tree in Cliff Street garden as per plan.	Marion Archer
35979	Agree with reduced speed limit	Current Cliff Street parking is sufficient, this is a Coastal Pathway/cycleway should not create extra parking requirements			Object to Cliff Street intersection patterned surface and tactile pavers. This is a busy road and at 40kph the buses and trucks will create increased road noise and jarring to residents as they hit the pavers. This is a residential zone, not a commercial zone.	Delete tree in Cliff Street corner garden, low planting is safer at intersections. Leave current smooth road surface that dulls traffic noise in a residential area.	Andrew Davidson

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35978						<p>The Christchurch Coastal Pathway is an iconic asset for Christchurch, and Spokes Canterbury is delighted to see it proceeding to full completion of its planned length and width, and especially that this has been facilitated by government funding.</p> <p>We note that the detail of "What we're changing" mentions "Two new pedestrian refuge islands at the stone tram shelter and Moncks Bay car park". For safety and consistency we ask that there also be pedestrian refuge islands on Main Road at:</p> <ul style="list-style-type: none"> • Barnett Park, a very busy place at times, particularly on Saturdays and weekly winter evenings when there are many junior sports players. • Cliff Street, the main access point to the Christchurch Yacht Club. This crossing is used by swimmers of all ages accessing the small Moncks Bay Beach and on sailing days by many junior sailors, many of whom are wheeling their boats across Main Road. 	Chris Abbott SPOKES - Secretary
35977	I fully support the reduction to 40 km/h. I would prefer this starts at the end of the causeway/Beachville Rd and continue all the way to the existing 30 km/h limit in Sumner.	I support the changes proposed	I support the changes proposed	I support the proposed islands	I support the proposed changes	<p>Driver education is required to remind drivers not all cyclists will use the path, as some of us are too fast for that environment.</p> <p>Please include cut-downs along the way to allow transitioning between the path and the road.</p>	Fiona Bennetts

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35975	Speeds should be reduced to at most 40 km/hr from Redcliffs school to at least end of moncks bay. Traffic (especially coming from Sumner) go too quickly and do not look out for pedestrians.			Not good enough. We need a safe zebra pedestrian crossing to get from the coastal pathway to Barnett Park. It is needed to get from the coastal pathway to the park safely. Cars go too quickly between the yacht club at moncks bay and barnett park, it is nearly impossible to cross.	I find that there are not enough deterrents to make sure motorists dont speed. We need to make it harder for motorists to speed through redcliffs.	<p>- Moncks Bay beach: the pathway should not intrude at all on the small beach in Moncks Bay. This beach is important to the community and should be protected. It would be better to use more of the roadway here.</p> <p>2. Toilets: Moncks Beach should have toilets and ideally change rooms. It is a lovely and safe community beach, but some are turned off by lack of toilets. Please make sure that public 24-hour toilets are installed at Moncks Bay near the yacht club.</p> <p>3. Please provide more information on planting, benches and other details that will be included in the proposed works.</p>	Marie-Claude Herbert
35974	Good - support these changes.	Look fine.	Supported - will make exiting Wakatu Ave much safer.	<p>Great - we can real difficulty crossing the road when walking. Will need to be spacious enough to accommodate 2 or 3 people and dogs. Will also need to be highly visible and robust. We note the islands in the Redcliffs village occasionally get flattened by cars.</p> <p>Even harder if trying to cross with a paddleboard or a kayak.</p>	Look good.	In the future we can see it will be necessary to have zebra crossings across main road somewhere in Moncks Bay as traffic volumes can be intense.	Don and Leanne Kennedy

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35973	Supportive of the proposed speed changes - will make it much safer for people - plus with the extra car parks it will be safer for people to move in and out of traffic.	Very supportive - makes good use of space.	Very supportive - its present location is a hazard when you are trying to pull out of Wakatu Avenue and onto Main road heading towards town - if there is a bus pulled up you can not safely see around it to pull out. Therefore - very supportive.	Extremely supportive - for years we have struggled to cross here with two kids - in summer it is especially difficult. An island would be a great solution.	supportive	<p>There is a small beach area, opposite about number 232, before you get to the yacht club (if you are going from Redcliffs to Sumner). This is a well used, sheltered little beach - it would be great if we can retain this little beach.</p> <p>Also, the beach past the yacht club next to the boat ramp and car park - it would be most useful if there was more of a divide between the beach and the road - as it is extremely well used, particularly in summer or on hot evenings. Being so close to the road it isnt very safe for younger children. I know you will be building the footpath so I hope that will provide the necessary barrier.</p> <p>Also, I couldnt see from the plans whether the new footpath will impede the current beach at Moncks Bay?</p> <p>Finally, if you could speak to the Yacht Club owners about being a little more community hearted in terms of 'sharing' their jetty. Every summer they get grumpy with children, families...anyone actually, for even walking on the jetty - perhaps it should be a community one and fully open to the public.</p>	Carly Waddleton
35972	The proposed changes are a great idea.	I happy with the proposed changes to parking	Relocating the bus stop makes sense.	The pedestrian islands are a great safety initiative	I am happy with the intersection upgrades	Great job ccc with the development of the cycle ways. Its great knowing I can cycle now in relative safety. The stats show you are doing the right thing.	Johnno Tunnell

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35971				The proposed islands are good but there desperately needs to be (at least) another pedestrian island to allow pedestrians to cross Main Road within close proximity to Bay View Road and Cliff Street. With the new proposed parking in those streets ideally there would be one pedestrian island at each location or at the very least somewhere in between these two streets.. The current proposal relies on people walking too far from their parking spot on Bay View Rd or Cliff St to cross Main Road using a pedestrian refuge (especially people parking at Bay View Road wont want to go back to use the refuge island near Wakatu Ave when most people will be heading the opposite direction in towards Sumner) and without additional refuge islands at these locations pedestrian safety will be at significant risk.		As a Bay View Rd resident with young children I can attest to the difficulty and danger at times of crossing Main Rd and I see the addition of new pedestrian islands as a bare minimum. I would like to see the addition of a number of new pedestrian islands plus, critically for the new proposal to be a success, a more substantial pedestrian crossing in the Moncks Bay region, where cars give way, somewhere between Wakatu Ave and Cliff street (eg: full pedestrian crossing or; traffic lights or; give way signage with flashing lights during peak periods etc). This would not only ensure the safety of all users of the pathway, from local residents to tourists, pedestrians and cyclists (especially where pedestrian islands are not designed for cyclists, it will be even more difficult for cyclists crossing the road without any refuge, especially with young children in tow, families etc) but also increase the convenience for all users which in turn will lead to more people enjoying this wonderful new pathway for years to come.	Peter Hatton
35969	I agree with the speed limit changes. It should start at 83B Main Road to link with the cycleway on Beachville Road	Looks fine	looks fine	The pedestrian island on Main Road at Wakatu Ave needs to be upgraded to a pedestrian/cycle crossing (similar to Ilam Road). Main Road can become very busy at times and it is difficult to get across, particularly if you are slow or have children on bikes with you. It is also a strange place just round the bend as it will be difficult to see the traffic going to Sumner from the cycleway side. I regularly try to cross by the Yacht club and it can take a long time to get a gap in the weekends. Getting back to the cycleway on Beachville Road is fine as there are lights at the Supermarket	Cliff Street and Bay view Road should have stop signs rather than give way.	There should be a proper cycleway connection all the way through to Beachville Road. It seems crazy to not join up the pieces. It discourages the less confident and those with children from biking what is often a very pleasant (depending on the Easterly) journey into Sumner and back. However it is great that the most dangerous part will be fixed. I would have preferred a few more bike stands and a water stop.	Anne Scott
35968		Angle parking in Cliff Street will make it difficult for cars with boat trailers attached to park				A toilet - even a single unit one - at Moncks Bay. This would replace the one removed by the new school.	Austin Ebert

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35967	<p>We are in favour of the proposed 40km/h speed zone with potentially the stretch from Shag Rock to Gollans Point remaining at 50km/h.</p> <ul style="list-style-type: none"> • Travel may take a little longer but this is offset by community benefits of a quieter safer area. • Current vehicle congestion on sunny days in this area is unlikely to worsen as the bottleneck appears due to the Redcliffs township traffic lights. • It is often difficult to cross Main Road in Moncks Bay and the proposed 40km/h speed zone combined with other traffic calming measures and pedestrian refuge islands makes crossing safer and easier. 	<p>In relation to the proposed changes to the Moncks Bay (Pump Station) Car Park:</p> <ul style="list-style-type: none"> • Car parking for residents and visitors needs to be carefully managed to ensure it is adequate but not an oversupply, so as to encourage visitors to use Public Transport or bike and maximise green space. • We want CCC to ensure the car park design prevents potential noise and nuisance issues particularly graffiti, burnouts, freedom campers, and late night revellers. • We are not in favour of the proposed entrance to the car park being directly opposite our garage and propose it is moved west. Our reasons are potential safety issues through backing into oncoming cars turning into the car parking area; security and privacy as the entrance into the car park faces directly into the garage; and loss of the forecourt which provides amenity including a place to stop and open the garage. • We consider boat trailer parking needs to be provided to support the new boat shed users at the eastern end of the car park. • We request any lighting upgrades be sympathetic to the Dark-sky concept to avoid light spill whilst being safe for pathway users and car park security. • Secure bike parking near Mulgans Track entrance would be helpful for residents and visitors. • Quality signage is important including a map of the coastal route clearly indicating the toilet locations at Scott Park, Barnett Park, and Sumner Surf Club. We do not want toilets in the Moncks Bay car park area and consider it will bring unnecessary 	<p>We support relocating west by 32 metres the Pump station car park bus stop.</p> <ul style="list-style-type: none"> • The proposed location provides protection from the elements and traffic and improved seating, makes waiting for a bus safer and more pleasant. <p>An important aspect of the proposed relocated bus stops is that buses do not park and idle at these stops to meet their timing requirements. Electric buses would prevent diesel pollution impacting on housing and pedestrians particularly directly in the area of the bus stops. The CCC is responsible for the infrastructure and Environment Canterbury for the contracted bus services and should be working together to quickly move the fleet quickly to cleaner quieter electric buses. Currently buses visit every 15 minutes during peak daytime hours day for this route and electric buses would make buses more appealing and help reduce the demand for parking.</p>	<p>We are in favour of the two new proposed pedestrian refuge islands.</p> <ul style="list-style-type: none"> • We often currently cross Main Road near the boat shed being built and consider it a good location for that crossing. • The addition of the ability to pull a boat on a beach trailer across the pedestrian refuge from the Pump Station car park to the boat shed being built is important. 	<p>With regards to the Cliff Street and Main Road proposed intersection:</p> <p>We are in favour of the paved surface at the intersection of Cliff Street and Main Road to calm and slow traffic and assist turning vehicles.</p> <p>However:</p> <ul style="list-style-type: none"> • there does not appear to be a flush median strip for right turning traffic. • proposed planting at the intersection should not obscure the visibility of available parking for yacht club car park overflow. • heavy oversize vehicles travelling from the Port mean paving needs to be robust. • paving materials used on these upgrades must be chosen for dampening/absorbing sound and carefully laid so there is not a clunking sound as cars mount and dismount the paving. Existing new Sumner paving near Nayland Street has noise issues whereas the paving on the Wakefield Avenue and Main Road corner has less issues 	<p>Important additional points on this change proposal for Moncks Bay part of the Coastal Pathway:-</p> <ul style="list-style-type: none"> • The loss of the beach to the east of the Yacht Club car park would be an unacceptable consequence of building the Coastal Pathway. Everything possible should be done to retain the beach including advice from experts looking at the water currents and wind movement causing the building up of sand at the beach here. This beach is well used and loved by the local community and visitors including for swimming, playing, picnics, dogs, surf lifesaving club practice, and boat launching. • The infrastructure west of the Christchurch Yacht Club is an important community asset and should be retained. The infrastructure includes the concrete slipway, the two cradle slipways and the associated winches. Please allow for this amenity to be retained as part of the Coastal Pathway. • The Christchurch Yacht Club now 130 years old has historical significance https://www.cyc.net.nz/history. The Coastal Pathway also benefits from the Club as sailing adds an exciting and picturesque attraction to the area for walkers and cyclists, so ensuring the needs of the club members for boat trailer parking and launching are adequately met is important. • We would like the surface for the Coastal Pathway itself to be suitable for both small wheels (e.g. roller blades) and large wheels such as bikes. And request the surface is the least noise generating as sound travels easily 	Andy Dowgray

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		<p>passing motorists to the area. If there becomes an issue with toilets in Moncks Bay then these are best located in the yacht club area where the greatest numbers of people are spending most of the time. However, we believe with signage there are adequate toilets at Scott Park, Barnett Park, and Sumner Surf Club – and those toilets can also be upgraded if necessary.</p> <ul style="list-style-type: none"> • We request plantings be: of plants native to the area; not sprayed with herbicides; and no cabbage trees as the fronds of an existing tree already create a load on the gutters. • We note that current usage of the Pump Station car park area is primarily Mulgans Track resident parking particularly the five properties with no drive-on access; local people walking a circular Mulgans Track route for exercise and dog walking; and a few people parking and walking the existing coastal pathway. People coming to Moncks Bay primarily visit the yacht club wharf area and beach for fishing and swimming and park as close as possible to those attractions so are likely to continue to prefer parking at the yacht club and Cliff Street. As the Pump station car park is located along the Coastal pathway it is also more likely Coastal path users will use car parking at either end of the Coastal pathway - Scotts Park, Beachville Road or Sumner beach car park. 				<p>in this location.</p> <ul style="list-style-type: none"> • Post consultation works undertaken to complete the Coastal Pathway and any parking and road upgrades need to ensure the community is fully informed and noise minimised particularly at night. • The Moncks Bay part of the Coastal Pathway project is fortunate to have been funded through the Government 'shovel-ready' project programme. Whilst we understand there is an urgency to get the planning completed and consents signed due to the funding - it is a pathway not a highway - and the proposed pathway needs to take meaningful account of local community needs. • We support the Moncks Bay part of the Coastal pathway to be undertaken with the same level of quality as the reminder of the already completed pathway. <p>Thank you for your consideration of our comments for this important proposal.</p>	

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35966		<ul style="list-style-type: none"> • I object to the proposed parking changes along the section of Main Road from numbers 266 to 278 that removes the road side parking. • There are six properties above the road that require parking. These houses on the side of the hill are accessed on a private right of way walking track. Everything has to be carried up and down from the car along the footpath and up the track to the house. Residents living further up near the top generally park at the end of Kinsey Terrace and walk down. Parking there is difficult. • The proposal to provide four off road angle carparks, the location of which is yet to be decided, is completely inadequate for the residents and their visitors. Being the closest parks to the beach they will often be taken up by people using the coastal walkway. The existing parking is already insufficient, particularly since parking on the opposite side of the road was changed to cycle lane with the 2017-18 roadworks. • At times it's likely that the only available carparks will be some distance away at the bottom of Mulgans Track, if they are not already taken. 					Keith Riley
35965						<p>Christchurch Yacht Club Submission on Moncks Bay coastal pathway.</p> <p>Thanks for meeting with the CYC committee members at CYC on 02 Dec 2020. The main areas the club has concerns about in the current plans are</p> <p>1) Access to the boatshed / deck from the road.</p> <p>To be able to effectively use the boatshed / deck area CYC will need access from the road onto the deck area. This will be required for</p>	Sean Thomson Christchurch Yacht Club - Vice Commodore

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						<p>construction and maintenance of the boatshed, to drop off / retrieve yachts and rescue craft, and potentially for LPG gas delivery for boat shed hot water. We'd envisage a loading zone like area on the seaward side of the road somewhere around the deck or just past it. This is effectively what was there pre earthquakes. Obviously there would need to be a break in the proposed concrete barrier to allow access through and any gradient would have to be such that it would be possible to wheel trailers in and out. Rescue craft on road trailers would be the largest/ heaviest craft envisaged.</p> <p>2) Trailer parking</p> <p>We have concerns that the proposed angle parking in Cliff st will reduce the availability for trailer parking in the area. On a regatta weekend we would expect to have 6-8 cars with trailers using Cliff street which is not currently provided for in the plans. Additionally CYC feels its important to have trailer parking nearby for the public who launch vessels off trailers on the public ramp. We often ask these users to park on the road (Cliff st) which is seldom an issue. If there is no nearby trailer parking though this will be more difficult and will block up the ramp carpark/ rigging areas.</p> <p>3) Moncks Bay car park.</p> <p>CYC would like to see this have two entrances / entrance and exit. This would allow a vehicle with a trailer to enter, drive through and exit. This would be useful for turning and potentially a waiting area if dropping off a boat at the Boat shed - eg if the proposed "loading zone" was occupied. This</p>	

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						<p>area could include some trailer parking though if Cliff st remains available for trailers that is probably most suitable for CYC</p> <p>4) Rock wall between the existing public boat ramp and the boat shed deck ramp (ie the rocks between the pathway and the sea)</p> <p>Its not quite clear how far to the west this rock wall starts (ie how close to the public ramp) The sandy beach section by the boat ramp is heavily used by the public and also its the main launching area for CYC yachts. Most yachts launch off the beach not the ramp. Its important that we don't lose the high tide sand aspect. This is only important for the first section of the beach up to approx the current rubbish bin.</p> <p>At the boat shed deck ramp end CYC need a clear run for ~10m to allow for rescue craft at low tide to be easily lined up for the ramp.</p> <p>5) Road/walkway abutting the boat shed deck area</p> <p>For ongoing maintenance of the underlying steel substructure of the deck there will need to be an accessible gap of 0.5-0.75m between the steel and the road/walkway. If this needs to be discussed further the best CYC contact is Frank Coppens [REDACTED]</p>	
35964	I agree with and support the speed limit change and think it should be extended to include the Redcliffs village.	I agree with and support the proposed parking changes as long as the parking lines on the side streets aren't painted until after reviewing the impact on boat parking for the yacht club.	I have no problem with the bus stop relocation.	I support the proposed pedestrian islands given the roading constraints and the lack of sufficient width to include one in front of / near the yacht club.	No comment, looks good.	Bring on the Coastal Pathway completion!	Christine McCormack

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35963	Fantastic, thank you!	No opinion.	No opinion.	Brilliant.	No opinion.	I cycle along this road often. Drivers speeding and not passing cyclists with enough space are the most dangerous part of the road, and I imagine discourage some people from cycling there. The changes being made look like great improvements.	Rory Sweeney
35962	Fully support. This will have a negligible impact on travel times and a beneficial impact on safety of active road users. But I wonder why the speed limit change can't be rolled out further in other sections of the coastal road?	I support the removal of car parking to add space for active modes. I do not support the addition of parking on side streets. Angle parking is bad for cycle safety.	Support.	These should be zebra crossings to give priority to active modes.	I support traffic calming measures at intersections. It would be good to see some physical separation of on road cycle lanes from vehicles (separator posts) at intersections and on bends.	Looks good. Coastal pathways with safe facilities for active modes are a valuable asset, and safety should not be compromised to prioritise traffic.	Oliver Hutchison
35961	I agree with the 40km speed limit	Do not agree with the location of the new entrance to the Monks Bay car parks. It should not be opposite the private garage this makes it too difficult for the owner to come and go from their garage with other cars coming in at that same point to park cars. Move the entrance further towards the Shag Rock end.	Makes sense to relocate the bus stop to where the stone building is.	The pedestrian island along from the boat shed deck is in safer position for crossing the road from the walkway to the other side of the road.			Faye Tunnicliffe
35960	Approve through to 30km/h zone at Sumner. Scope to extend reduced speed limit to west of Redcliffs shops?	Necessary and should help to improve traffic flow and safety for on-road cyclists.	Not in a position to comment.	Approve	Approve	The Christchurch Coastal Path is already a great community asset. This final step is appreciated and welcomed. Next project please to look at cycling improvements in our other seaside suburb - New Brighton.	Robert Fleming
35957	Not practical as it will slow the traffic down even more than it is now	Removal of car parks on Main Road will inconvenience all residents and make access to cliff St and Bayview Road more difficult.	Not needed as 3 bus stops in half kilometre is unnecessary	In wrong place for the position of the car parks and people wanting access to the Yacht club	This will slow traffic down even more especially with the car parks planned	I feel that this proposal doesn't give any consideration to residents and has only been proposed to suit cyclists. The cost is totally unnecessary.	Richard Gant
35955						Please consider all pedestrians and not just walkers. There is a need to consider other surfaces for pedestrians than asphalt which may be ideal for wheels, but not feet. There are now new path materials available that use recycled rubber from old tyres, resulting in a softer surface for pedestrians. These can also be porous reducing the need for a camber. An example is www.trailflex.co.uk but I think	Mary O'Connor

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						<p>similar is available in Australia and possibly NZ.</p> <p>E-bikes, e-scooters and similar, plus cyclists can all travel at speeds much faster than many pedestrians. There is a need to segregate pedestrians from those on wheels to encourage all pedestrians, including those with disabilities and the elderly, who may be using zimmer-frames.</p> <p>In the plans I can see no mention of seating, for those who may want to sit and rest. Also, no mention of the location of public toilets. While Christchurch is well catered for public toilets, knowing the location of them near the Coastal Pathway is essential.</p> <p>There is the health concern of inactivity, but present infrastructure is not pedestrian-friendly and shared-paths discourage many pedestrians from using them. With your statement, "is expected to be a significant visitor attraction once it is completed", it implies that you are expecting that this path will be well-used which is great. Are you adequately planning for the number, speed and variety of users that you expect will be using this when the final section is completed?</p>	

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35954	Great to see, and extending it to Sumner would be good, but some further speed management measures would be needed to achieve this well. Why not also extend it into Redcliffs Village? And why not some of the small side streets as well?	Seems like a sensible way to reallocate space without any real detriment to parking demand. Not fully clear which ones will be designated mobility parking? Could also put additional bike parking at the Moncks Bay parking area (near start of track walk) and why not in front of the Chch Yacht Club (eg by the stone walls) rather than across the road?	They make sense, given the available space, although the ones near Cliff St aren't really supported by adjacent pedestrian crossing	If someone parks at Bay View Rd or Cliff St there is no real assistance for them to get across Main Road (the raised platform at Cliff St doesn't really help that). Do any of them warrant a raised platform and/or zebra crossing? The forthcoming NZTA Pedestrian Network Guidance would suggest this might be worth considering.	They seem OK; good to tighten up the rather wide streets	Great to see this going ahead finally! The path alignment near the stone bus shelter seems too sharp; I imagine that some riders would just carry on straight ahead and go through the gap in the walls. For the remaining on-road cycle lanes, please ensure these are at least 1.6m wide (as per current national guidance; more next to parking) and a few separator posts on the insides of lefthand curves wouldn't go amiss either. Other than at the few crossing points, I don't see many places one can join or leave the pathway/road (they're also not that obvious at speed); as it stands at the moment already, if you miss seeing the subtle gap in the fence just west of Shag Rock you are doomed to staying on-road until the Surf Club carpark. I also don't see any detail about what the outside protection between the path and the seawall will be; also how well will lighting cover the pathway for riding at night?	Glen Koorey
35953	<p>I can not see any reason to reduce the speed limit along the section of main road indicated on the plan once the new coastal pathway is constructed. There does not appear to be any reduction in the width of the road and there are several pedestrian refuge crossing areas planned. With the proposed increased width of the pathway between the boatshed deck and the shag rock bend, there will be little reason (if any) for people to cross the road along that strip - people currently sometimes walk along the south side of that strip because of the narrowness of the walkway on the water front however, that reason will be eliminated with the new pathway.</p> <p>During busy times, traffic speed is very low; during non busy times, there is plenty of visibility, bikes are likely to pass cars which creates a more dangerous situation.</p> <p>With the coastal pathway completed, less experienced cyclists including children, who</p>	No objections	No objections	No objections	For each of Cliff St and Bay View Rd, there needs to be plenty of room for a car turning into the side street to easily pass another car waiting to turn into Main Road. The current design appears quite tight.	When walking north west (toward the city) it needs to be crystal clear that the coastal pathway continues along the footpath at the tram stop. A continuation of the ground surface is not enough. Because it is named the "coastal pathway", people do and will continue to believe that the coastal pathway continues along the grassed area in front of the waterside of 165, 163, 161 etc Main Rd properties. This confusion already exists and will be exacerbated by the greater number of users expected and causes frustration for both the coastal pathway users and residents who have walkers trying to exit through their private properties back to Main Rd, not just the first few houses, but many houses beyond. Whilst some of this land is public property, there is no exit back to the Main Rd through public land.	Richard Dalman

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	<p>currently ride on the road in this area, will more likely be riding on the coastal pathway removing a current potential hazard. So there is no need to remove the speed limit for the sake of such cyclists.</p> <p>For much of the time there is little traffic on this section of road, people will be frustrated that they have to drive slower and at such times there are plenty of safe opportunities for the occasions that a pedestrian needs to cross the road.</p>					<p>Therefore, I suggest that obvious signage is placed at the area behind the tram stop to direct people back to the roadside footpath, even stating that the coastal walkway continues along the footpath and that there is No Exit along the waterfront.</p> <p>It would also be helpful if a similar sign can be placed at the Beachville Reserve corner directing south bound walkers to Main Rd as some try and scramble at low tide along the foreshore which on this strip, is mostly private property as many legal boundaries are in the water. It is also dangerous for people who end up scrambling on sharp, unstable rocks.</p>	
35952	40 km from Redcliffs School to Sumner is preferred	Good	Good	Cliff street preferred over the two proposed, or the other two and not cliff street. One or the other not all three.	Water on Main Road Bayview Road and Cliff street needs to be addressed, do not agree with change in road surface at cliff street	Remove power poles and put underground.	Elizabeth Hymers
35951	<p>Prefer 40 Km from Redcliffs school right through to Sumner.</p> <p>30 to slow and going from 40 to 50 to 30 not ideal.</p>	Fine	Fine	Cliff street needs to be a proper crossing and more important than the 2 proposed or you have people cross at the proposed and leave cliff street as not a crossing.	Drainage issue, drains not taking water of high tide and heady rain along main road and cliff street and Bayview.	Electrical Pole at 254A Main Road removed as it is at the right hand side of the drive looking for oncoming cyclist and cars it creates a blind spot and is dangerous.	Dean Ross
35950	I feel it should be 40 km from Redcliffs school right through to Sumner, 30 too slow and 40 to 50 to 30 confusing.	Agree with no parking on Main Road but also not that many people actually do. Most pull over to use their phones and then carry on.	Fine	There is quite a few, don't agree with the one at cliff street if you have 2 others otherwise I would do a proper crossing at cliff street if required and do away with one or both of the others. The road surface change at cliff street I do not agree with as trucks already vibrate houses as they go by on smooth surface.	Water is a problem on Cliff street, and Bayview road during heavy rain and high tide,	The street light at 254A Main Road needs to be removed for better visibility. It is right at the end of the drive on the right hand side and blocks view of oncoming cyclists and cars.	Deb Hymers-Ross

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35949	Please note that I object strongly to the proposal to reduce the speed limit from 50 to 40 kph on the stretch of road between redcliffs and sumner. I consider this to be unnecessarily slow. I think you need to remember that sumner residents need to travel to other parts of Christchurch for reasons such as work, going into the city, going to the airport, accessing other suburbs and beyond and we need to be able to do this in reasonable time frames as provided by current speed limits.						John Martin
35948	Approve of the speed limit changes	Parking lines in Cliff St are unnecessary and will impede the yacht club trailer parking	Approve of the bus stop relocations	Approve of the new pedestrian islands	Do not agree with the Cliff Street intersection upgrade. We have lived near this intersection since 1994 and witnessed numerous accidents and near misses. This is not a good place to encourage pedestrians to cross due to the bend in the road and the traffic trying to exit the yacht club carpark on a busy traffic day. It is effectively a four way intersection. The patterned surface is noisy for neighbours with 10,000 cars and heavy port traffic passing each day and any imperfection in the surface causing vibration & house movement. Road carpet was recently installed and we do not agree with this being disturbed. A better location for a patterned surface would be at the crossing point at the Moncks Bay carpark beside the pump station. Cliff St is a residential location, not commercial, and it is inappropriate.	Low planting please in the Cliff St intersection [REDACTED] [REDACTED] Cliff St floods so could any bark/soil be well contained so as not to block the drain. Bike stand at Cliff St should be located on the pathway side of the road. There is no toilet allowed for in this area. The carpark, beach and red zone are regularly used for toileting.	Ashley & Meg Rule

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35947	I agree with the change to 40km speed limit. I would like to see this continued around Peacock's Gallop to connect with the 30km limit in Sumner Village. I think it is confusing for motorists to have several speed changes in a short distance. I also think that the new road layout will be narrow and the less speed the better, especially at Shag Rock corner.	I'm happy with the parking changes.	Bus stop relocations are fine.	Happy with the proposed new pedestrian islands.	I don't agree with the proposed intersection upgrade at the entrance to the Yacht Club. I do not think it is safe to encourage pedestrians to cross by indicating a crossing point on the footpath over a cobbled area. We have this in Sumner, and I have witnessed some near misses when kids think they have the right of way (as in the case with a zebra crossing) and cars do not stop. I think the proposed pedestrian islands are enough.	This is a very exciting project - thanks to the CCC team for your hard work on this.	Georgie Lang
35946	I am totally opposed to the proposed speed reduction as I believe that the current 50 km/hr limit is appropriate. I do not believe that the proposed limit will reduce injury accidents, but will simply cause frustration if it is introduced and enforced.	I am in favour of the 26 new car parking area. I am not in favour of the parking changes proposed for Cliff St. Why do it? I park there often at the weekends, and there is always plenty of space available.	In favour.	In favour of the island.	Not in favour. Restricting the entrance to Cliff St and Bay View Rd is lunacy. It will restrict traffic flow and be hazardous for large vehicles turning into these streets.	In my opinion much of the proposed changes are a blatant waste of tax payers funds. Mostly they are not necessary and the speed restriction will undoubtedly cause a lot of frustration to motorists.	James Begg

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35945	I expect 40kph is warranted around the Shag Rock corner. I'm unsure if it is warranted and likely to be complied with over the remainder of the project length.	I support the no stopping markings as shown but recommend extending: (i) the length outside the 1 Bay View Rd property by 5-10m on Main Rd to improve the intervisibility to approaching traffic from Sumner for traffic exiting Bay View Rd. It is difficult to see beyond parked cars on this corner currently, and the design at present appears to replicate the risk (ii) the length outside the 218 Main Rd property to full length along the Bay View Rd approach, given the angle parking and approach to the relatively tight intersection width (iii) the length outside the 248 Main Rd property to full length along the Cliff St approach, given the angle parking and approach to the relatively tight intersection width.	I note that the proposed stop locations are not ideal in terms of proximity to crossing facilities, intersections and curves, however I appreciate that space constraints along the corridor require compromises. On expectation that the design has been safety audited and risks considered, the design for bus stops appears ok to me.	<p>I strongly support the proposed island outside 165 Main Rd as there is a strong crossing desire in this area.</p> <p>I support an island near 262 Main Rd, however I think the proposed position is too far to the east for adequate safety, as sight distance and reaction time for eastbound traffic to any pedestrians crossing their lane ahead may be partially compromised by the curve and/or any obstacles, traffic or cyclists. I think the island should be shifted 10-20m to the west so that it sits nearer to the apex of the curve where pedestrians can be more easily seen from all approaches.</p> <p>I support the island outside 280 Main Rd given this is the start/end of the footpath on the east side of the carriageway.</p>	The width of Bay View Rd and Cliff St appear to be reduced to 7-7.5m at their intersections with Main Rd. While I support narrowing the intersections, this width feels too narrow to me given the number of vehicle movements, the common presence of cyclists, the desire to enter/exit the (high volume) Main Rd traffic stream promptly, and the presence of the proposed angle parking on the sideroads in close proximity to each intersection. I predict some congestion and safety problems in these areas if the intersection widths are constructed as narrow as indicated. I recommend widening the intersection widths to 8.4-9m (allowing for nominal 2 x 3.2m lanes + 1m shoulder allowances for cyclists / operational flexibility). I also recommend removing the parking bay closest to Main Rd on each of these sideroads, and extending the landscape planting instead to mitigate accident potential from the limited sight distance between traffic egressing parking spaces conflicting with traffic turning in from Main Rd. Refer also to the No Stopping length recommendations for these sideroads above, to again mitigate risks in each area.	<p>The details of the proposed concrete barrier around the Shag Rock corner are unclear in terms of beginning and end locations and end treatment(s). There is one gap indicated adjacent to the pedestrian island crossing point - is any blunt end protection proposed? I recommend that appropriate design details be worked out and safety audited.</p> <p>Overall the proposal looks good and will deliver substantial improvements to the area - looking forward to seeing it completed!</p>	Simon Harty
35944	Very good idea	Good use of otherwise wasted space down Bay View Road and Cliff Street	All good. Particularly pedestrian islands			Landscape planting needs to be less than 1 metre high (i.e. no higher than existing sea wall. Otherwise will get vandalised. Trees can go higher though	Murray Hills
35943	Good idea but needs to be consistent along Main Road - can't expect people to stop/start/change etc. in such short km distance	Concern with visibility when driving onto Main Road from 163/161 - curve in road and parked cars obliterates any view - yellow lines need to go to 159 from 165 to enable view	Visibility / speed major issues at 161 - 163 - 165 Main Road / Wakatu Ave - buss allocation / new islands fine as long as visibility for those driving from homes onto road	Pedestrian islands good		As in most countries, central marking division on walkways to prevent accidents between cyclist / walkers / dogs etc. - central line - one side for each e.g. dotted line or picture marking	Enberg

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35942	40 km/h not really needed, but if introduced it should start at Cliff Street, not 157 Main Road.	Not a good idea	Moving bus stops on Main Road should be beneficial	New pedestrian islands will be very helpful as it is very difficult to cross the road near the Yacht Club at weekend			Ann Newsom
35940	Accept as necessary to help protect cyclists and pedestrians.	Not a good thing for residents but the walkway can not exist without coming into the road, very very difficult for home owners to get in and out especially with properties with gates either manual or electric. We will have to sit in the middle of the road while gates open (not a safe place to be) or hang out over cycle way and roadway while waiting at our gate to get in.... BOOM a cyclist on car or car on car incident is imminent. The same applies to leaving the properties to even get out of our gates far enough to get vision of the road and cycle way, by the time we can see what is coming we are already into the cycle way. For properties along Main rd from the pump station West the existing power poles block vision, E Bikes and ordinary bikes come around the corner by the pump station at over 30kph and we can not see them because of the poles, same applies to cars. The poles have to go if the cycle way and roadway are going to be right on the kerb. I do not agree with the car parking being removed unless there is considerable thought given and changes made to vision and therefore safety as above. With the current parking situation there is better vision and a buffer between car and cyclist or another car.	Moncks Bay bus stop move will mean if a bus is at the stop residents travelling East and waiting to turn across traffic into 250 or 252 main rd will stop traffic.	The one at Moncks bay pump station does push traffic and cyclists very close to the kerb... this extends in either direction because of the white lines expanding in the middle of the road to separate traffic for the Island.... once again this results in poor vision for residents along main rd...the large diameter power poles have to go to assist with vision		Angle parking in Cliff street would have to be waived for yacht club events, they have to park with their trailers on these weekends. Vision along Main rd has to be addressed the large poles have to go, very slim light poles only would help.... it is crucial... the cyclist swerving into the road to avoid a resident who was unable to see him could very easily have fatal results and or result in a car avoiding the cyclist having a head on or ending up on the Coastal pathway!!!	Roger Townshend
35939	ok	ok	ok	about time.	fine	Please provide public toilet facilities near the yacht club/ Moncks Bay beach. It is unreasonable to expect the crowds of visitors attracted by the walkway and beach to seek alternative places for relief.	Richard Tremewan

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35938	<p>Agree completely.</p> <p>I would like to see this extended along Main Road all the way from Redcliffs School, through the village centre to Moncks Bay in addition to the section from Moncks Bay to Sumner. I think this would promote safety, improve the experience in the village centre and be less confusing for motorists.</p>	<p>No pressing need to maintain the same number of spaces as at present they are underused. The yacht club needs parallel parking to accommodate its trailers and I would suggest this would be appropriate in Cliff Street rather than angle parking.</p>	<p>No problem.</p>	<p>Good. But there is also a need for a pedestrian crossing at Barnett Park.</p>	<p>No problem.</p>	<p>1. Moncks Bay beach - I do not think the pathway should intrude at all on the small beach in Moncks Bay, which is heavily used - better to use more of the roadway here. Consider a narrower path at this location if this is not possible - it is a busy area and people do not need to go fast here.</p> <p>2. At present there is a serious need for a public toilet in Moncks Bay near the yacht club and beach as this area is much used and it is unsanitary and objectionable to see the public currently using the beach and open ground nearby for toileting. This problem will worsen as the pathway is more heavily used, and there is no toilet on the pathway between Scott Park and Sumner Surf Club. Please ensure that a public toilet is installed, for instance in the Moncks Bay car park where it will cause minimal disturbance to residents.</p> <p>3. Ecology - there is little indication of integrating landscaping for littoral planting and softening the edge of the pathway. Admittedly the physical constraints may limit this but it would be good to see acknowledgement of the small stream entering the estuary.</p> <p>4. Seating and lookout points. There need to be places where people can move off the main pathway to sit or stand to look at the views along the estuary and not just at one lookout as indicated. If necessary the pathway could be narrowed in places to allow people to feel they can stop, rest and experience the environment. It is much more than just a through route. A long expanse of hard surface will be visually intrusive and inappropriate in this part of the pathway.</p>	<p>Pat McIntosh</p>

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						<p>5. Cycle stands. It is unclear what is the purpose of the proposed cycle stands at the entrance to Cliff Street, on the opposite side of the road to the pathway. They are needed on the pathway itself, in particular at the Yacht Club car park, at Shag Rock and near any seating.</p> <p>6. Consultation - I feel the community should be involved in the detailed pathway design as well as the roading issues. For instance, here there is no indication of the treatment of the edge of the pathway, landscaping and seating. I hope that there will be further opportunities for community input as the design progresses.</p>	
35922	<p>Speed limit reduction in Moncks Bay supported however will need to be enforced to make people follow it. I don't think the peacock gallop section at 40km will work unless you introduce further traffic calming measures - a speedway there at the moment.</p>	<p>Generally ok, do we really need this many? seems like a lot of parking when I think most people would just head to Sumner if they are going to use the Pathway - have to make sure allowance for car and trailer parking near the Boat Ramp.</p> <p>Use permeable surfaces and rain gardens in the pump station parking lot to filter all stormwater coming off this area - could part of the Redzone area be used for this if extra area is needed?</p> <p>Add more trees with access to decent soil volumes to support long term growth (10+ cu.m)</p>	ok	<p>If you are going to push all the parking south of the Yacht club shouldn't there be a pedestrian crossing at the Cliff St intersection?</p>	<p>The paved intersection at Cliff St will be confusing if this is not a formal pedestrian crossing and the noise of vehicles hitting it at speed will likely be a nuisance to neighbors.</p> <p>It looks like there are some bike racks on the south side of Cliff St? - I don't think anyone will use these - move them to the north near the pathway.</p> <p>Where possible use the intersections to form raingardens to help remove pollutants before they enter the storm system.</p>	<p>The pinch point on the cycleway west of Wakatu intersection is unfortunate - can this be addressed as part of the works.</p> <p>The 90 deg pathway dogleg around the historic tram stop will be a safety liability - can this be angled to provide a smoother transition?</p> <p>Sustainable stormwater management should be included across the project, look at options for subsurface biofilters where space is constrained, potentially under the coastal pathway if needed.</p> <p>Include provision of planting within the ocean side riprap - this will be colonised by plants over time so rather than having to continually spray get some desirable plants in there from the outset.</p> <p>Include opportunities for trees to be planted along the pathway - the sun/heat is brutal in the summer so some shade would be great. Look at opportunities to include this</p>	Gabriel Ross

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						along the section approaching Shag Rock.	
35918	<p>a) Speed limit change should extend at least to traffic lights in Redcliffs, to make pedestrians on the pathway and crossing the road safer, and also improve safety for residents backing cars across the pathway and onto the road; and also to the Sumner speed limit area. Preferably extend the limit to include the Redcliffs School 40k limit area.</p> <p>b) Agree with the proposed change</p>	<p>Agree with parking changes, but note some further location changes to accommodate comments below in item 4</p>	<p>Agree with bus stop relocations.</p>	<p>Note that in addition to pedestrian islands there should be pedestrian crossings at the island locations.</p>	<p>Agree with intersection upgrades.</p>	<p>a) A public toilet should be provided at the very popular Moncks Bay beach. Note that since the earthquakes, Redcliffs has lost two public toilets adjacent to the coast, and gained one very popular coastal pathway.</p> <p>b) The Moncks Bay beach is the only all-tide beach within Christchurch that is sheltered from the cold NE summer wind. It is justifiably very popular for locals and visitors alike. The proposed pathway and rip-rap seawall will essentially destroy the beach. As the road carriageway is proposed to be modified to enable the 4m pathway to get past the yacht club, the same modification should be extended to enable the pathway be established in the current carriageway with minimum disruption of the south end of the beach, and with adjustment of the carriageway on the landward side of the road bend to enable the desired refuge, etc. The pathway would rejoin the current proposed pathway trajectory south of the boatshed deck. This option will be very, very much cheaper than the current proposal, and will retain most of the existing stone wall, vegetation, and beach.</p> <p>c) The proposal includes the intention for the pathway between the existing boatshed deck and Shag Rock to construct a 4m wide cantilevered concrete pathway deck anchored to extensive concrete footings adjacent to the road carriageway. A more economical construction method, and one kinder to possible penguin populations, would be to install piles similar to the boatshed deck</p>	<p>Chris Doudney</p>

ID	Speed limit change	Parking changes	Bus stop relocations	New pedestrian islands	Intersection upgrades	Any other comments on our proposal	First name
						<p>piling, with associated precast beams and decking anchored to the shore as necessary. (Timber piles and decking, if chosen, would be a more sustainable option). This pathway option would enable suitable planting to be included between the pathway and the proposed concrete wall which is assumed to be included in the project as a future flood barrier. The current proposal makes for a very unpleasant environment for pathway users.</p> <p>d) I understand that trees marked with a double red cross are those that are intended to be removed. Trees with a single cross are existing and will be retained, including the three large trees adjacent to the tram shelter building. I do not agree that the three trees shown on the plan between the boatshed deck and Shag Rock on the landward side of the road should be removed.</p>	
35917	I agree with your speed Limit.	I would like to see No Parking Lines extended from No 161 towards Redcliffs. It is very difficult to see cyclists, and traffic driving towards Sumner when Im attempting to drive out of my property at [REDACTED], when vehicles are parked outside 161, and often its a matter of taking a risk!	I prefer the bus stop close to me to stay where its presently located ... again to assist my vision while driving out of my property.	No objection.		<p>[REDACTED]</p> <p>The reason being I presently find it very difficult driving in, and particularly out of my driveway safely, the way it is.</p> <p>I have had some near misses, and with the increased pathway traffic, Im very concerned from the safety aspect.</p>	Mrs Bev McCashin
35915	Absolutely support the speed limit change	We would prefer more than 4 car parks near 276 Main Road, and/or some car parking near 272 or 274a Main Road, for those residents living further up the hill	Pedestrian are great. Intersections look fine				Mary Hutchison

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ID	Speed limit change	Parking changes	Bus stop relocations	New pedestrian islands	Intersection upgrades	Any other comments on our proposal	First name
35913	Supported - the area can become very busy and has had a number of accidents - reducing speed will increase safety.	Supported - reducing parking in Main Rd and adding parking in the side streets will make the area safer for the reasons noted above.	Supported	Supported - crossing the Main Rd can be difficult during peak traffic times, and in the weekends and on hot days. Adding a crossing at the island near Cliff St would also help.	Supported		Annie Griggs
35912	Supported - it will make the area safer	Supported - moving parks from the Main Rd and putting angled parking in the side streets will make the area safer	Supported - it will also add to the safety of the area by reducing congestion in high use areas	Supported - crossing the Main Rd can be difficult during peak traffic times, and in the weekends and on hot days. Adding a crossing at the island near Cliff St would also help.	Supported		Benjamin Whiteside
35911	Agreed - the area is used by a lot of people - pedestrians, cyclists, beach users, people engaging in water sports, fisher people, etc. Reducing the speed limit will make it safer for all and will provide easier access to and from the yacht club car park, Cliff St, Bayview Rd, and homes in the area, and for pedestrians crossing the road.	Agreed - removing parking from Main Rd will make the road safer and remove a hazard (poor visibility) for people exiting their homes on Main Rd. The angled parking that will be added will more than make up for the lost parking.	Agreed - it will make it safer (less congestion) to move the bus stops as proposed.	I support the addition of these islands - they will be especially important with people parking in Bayview and Cliff St and will also serve to help slow the traffic through this area. I also strongly recommend that a pedestrian crossing be added to the island near Cliff St as the Main Rd can become very busy and congested at peak traffic time (weekday mornings and evenings), in the weekend and on hot summer days, which makes crossing the road safely very difficult.	Agreed		Eileen Whiteside
35910	I agree with the speed limit change - it will make the area much safer for all.	I agree with the parking changes - it makes sense to keep the Main Rd clearer of parked cars and providing angled parking in Cliff St and Bayview will make up for the lost parking on Main Rd.	Agreed	I agree with the new pedestrian islands - the one near the yacht club and beach will be particularly important if people are parking (cars and cycles) in Cliff St. I suggest that a pedestrian crossing be added to this island to facilitate people crossing as the road can get very busy with cars backed up during the weekends or warm summer days, which makes crossing difficult.	Agreed		Andrew Whiteside
35909	Completely unnecessary, for the most part there is nothing at the other side of the road to cross over to, not even a footpath						M Moreton
35908	It would be great if the 40kmh was extended to the main road up until the causeway as people drive through Redcliffs too fast.					Would like it if the path continued in front of the main road beach houses as per the original plan as the strip of land is owned by the council and it would connect it up with the rest of the pathway.	Stefan Downs

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ID	Speed limit change	Parking changes	Bus stop relocations	New pedestrian islands	Intersection upgrades	Any other comments on our proposal	First name
35907	I support the reduction in speed limit. I would suggest that the 40kmh zone is extended to the start of the 30kmh zone in Sumner	I support the parking changes which will add amenity.	Relocating the city bound bus stop to the west of Wakatu Avenue will improve the viability for exiting Wakatu Avenue when buses are at the bus stop. This is a significant safety improvement	This is a great initiative that will vastly improve safety of pedestrians crossing Main Road. Of all the parts of the scheme, I rate the pedestrian islands as the most important, and encourage these being advanced as quickly as possible.	Intersection upgrades do not appear to have any negative effects on traffic movements and provide improvement to pedestrians.	The proposed concrete barrier East of the yacht club could be visually improved if lined with stone to match the barrier section opposite Bay View Road	Vincent Vella-Brincat
35905	Keep it at 50km please.						Lyndon Bendall
35904	Proposed speed reduction is stupid. Traffic goes slowly anyway.				Its crazy to make to road narrower in that area.	The sea wall that is in place now should be saved as they are part of this city's history and we are forever loosing more and more of our city's history.	N Swale
35903	In the weekends or holidays sure all good, but 7-9am and 4-5pm in the week when people just want to go home or get to work it's going to be a pain / ignored. It's just too slow at those times and the area is just too big for it.... Do digital signs and swap it depending on the day, like a school zone.	Too many parking spaces down quiet residential streets, over kill it seems. Look at the one on Beachville Road (near number 15) or the one just over the Ferrymead bridge on the left, both these are rarely full even on hot days. These locations you've suggesting are at the end but not quite the end of the pathway, who will park here and use the path? Naturally you'd park at either end if you were to use the pathway for recreation. If you do go forward with them, will there be bins?		Good ideas		light the parking areas up so boy racers don't like to gather at night, the 26 on the corner, locking this at night could be good.	Daniel McQueen
35902	I support	I support	I support	I support Recommend a zebra crossing or an extra pedestrian island near Cliff St. Too far to walk to the other ones and highly likely to be a popular crossing area due to extra car parks in Cliff st.	Cliff st intersection, no cars parked on outgoing side onto Main Rd for 20 meters. As the road is being narrowed, cars will be pushed to the incoming lane into Cliff St because of parked cars.	Make sure the penguin nesting area amongst the rockery is not disturbed during nesting time. Sumner Penguin Nest/Pest group are happy to work in with council on this sensitive area. Possible 'Caution - Penguins crossing at night' signage if we can identify penguin nesting boxes in Peacocks gallop area. Can be a nesting time sign then taken down when they are not nesting.	Marnie Kent

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35901	I would prefer slightly extending the 30kph limit rather than adding a 40kph limit.	Do whatever needs to be done to get the pathway open ASAP!	fine, as long as the new bus stops have a shelter and seat.	I am not a traffic engineer - should leave it to the experts	I am not a traffic engineer - should leave it to the experts	<p>This is great, the only issues I have are;</p> <ol style="list-style-type: none"> 1. Its not long enough to go round the whole estuary 2. Its not complete yet and I would like to use it now :) 	Mark Penrice
35897	I am happy with the proposed speed reduction. I also think it should extend west to meet the Redcliffs School speed zone.	I am happy with parking changes except in Cliff St where you will find that Yacht Club members and visiting sailors need to parallel park their vehicles with trailers and long boat masts in the street. They will also need to be able to turn around in the street.	These are all ok.	<p>The two proposed are ok. I believe another one is necessary near Bay View Road if you intend Coastal Pathway users to be using the angle parking in that road.</p> <p>Please note that there should also be a crossing point at Barnett Park as the only toilet on the Coastal Pathway is in that Park.</p>	<p>Cliff Street threshold/kerb buildout will be too tight for many vehicle/trailer carrying boats with long masts.</p> <p>Cycle stands could be near the car park or on the Bay View Road buildout.</p> <p>Bay View threshold changes will be good for safety.</p>	<p>Please provide a toilet block at the easternmost car parking area, possibly near the pumping station. There are no others except those non-signed ones at Barnett Park.</p> <p>Please do not destroy ANY of the old rock wall adjacent to the road from the gun emplacement west. The rest is more recently built, and is nice but could be moved.</p> <p>Please ensure that the outflow of the Bay View Road Creek is made more attractive, flows very well, has one-way valves to stop high tides ingressing up the road, and has a nice wide bridge over it on the CP.</p> <p>Please do not disturb, and certainly do not destroy any of the beach, rocky areas and trees where birds rest, roost, feed along this section of the pathway. The bird habitat has been severely affected by all the other sections of the CP so please please please give the birds a fair go in Moncks Bay.</p> <p>Please do not make this part of the CP too neat and tidy, with concrete and asphalt. Please keep some of the natural, less organised plants and ensure that new plants are selected for their historical appropriateness ie plants that would have been in this area many years ago.</p>	Christine Toner

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ID	Speed limit change	Parking changes	Bus stop relocations	New pedestrian islands	Intersection upgrades	Any other comments on our proposal	First name
35896	I agree with the proposed change to 40kph but wonder about the implementation and policing of it. The 30kph speed limit introduced for Sumner village seems to be totally ignored as most vehicles, from my regular observations there, are travelling at 50kph minimum. However, on hot summer days/weekends/holidays, traffic to Sumner always comes down to a crawl pace and congested/backed up right back to Ferrymead so vehicles will be travelling very slowly at those times.	I agree with the extra parking spaces being implemented but do not agree with the construction/installation of a new toilet block in that area. There are plenty of toilet facilities at Barnett Park and Sumner Lifesaving Club already available.	Fine.	Thank you for considering pedestrians as crossing this busy road is becoming a nightmare, in my experience, usually involving running to get to the other side.	Fine.	Thank you for keeping the cycle lane on the road, this is essential. The 4metre coastal pathway sometimes becomes congested with lots of people walking, running and jogging, pushchairs/prams, cyclists (adult and children), scooters including dangerous fast moving electric scooters, skateboarders, dogs on and off the leash etc and at times like these, cyclists need to revert to the roadway cycle lane for safety reasons. Consideration must be given to the many Sumner residents who commute daily to the city by bike who use these cycle lanes on the road and anything to improve cycle safety would be appreciated.	Suzanne Fenwick
35895	I do not support this in any way. We live out here, so travel along that road most days, not just the weekends. I think this is unfair and hinders residents.	Great				It would be nice to keep the mature pohutkawas, but I understand if this is not possible. This will be a real asset to our city, many people will use and enjoy it.	Rachel Murrell
35894	I don't think it is necessary to change speed limit on causeway - people aren't crossing here and there are islands at beginning at each end of causeway.					I can't see how we get past the new bot shed platform with our narrowing road?	Nicoli Fox-Waite
35893		See 4 below respecting unmarked land belonging to our Mulgans Track section				Please note strip of private land belonging to No 1 Mulgans Track (immediately left of No 266 Main road on the map) is not identified and car parks appear to encroach on it.	G G S Fleming

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ID	Speed limit change	Parking changes	Bus stop relocations	New pedestrian islands	Intersection upgrades	Any other comments on our proposal	First name
35892	<p>I do not support the proposal to reduce the speed limit to 40kmh. I am advised that the reason for this is due to people on the coastal pathway needing to cross the road. As a resident of Main Rd and a very frequent walker of the coastal pathway, it is evident that fellow walkers rarely cross the road.... there is little reason to. For the very few people who may need to eg if their car is parked on the western side of the road (unusual as most walkers are residents or park their car at the start of the pathway) or they live on the western side, 2 factors support that a 24/7 reduction in the speed limit is unnecessary;</p> <p>1. When the pathway is busiest, the road is also the busiest. For example, on a sunny weekend, when this is the case, it is almost quicker to walk than travel by car and therefore there is no problem in crossing the road. When traffic is actually able to travel at 50kmh, eg when it isnt a sunny day or on weekdays during travel to and from work, the number of people walking on the coastal pathway is negligible. To restrict the comfortable, safe car travel of residents coming home from work, when there is NO ONE seeking to cross the road, will be unnecessary, frustrating for drivers and likely more dangerous (due to the frustration, risking unsafe overtaking etc) than the introduction of a 40kmh zone.</p> <p>2. It is proposed that new pedestrian refuge islands be built and therefore these will provide a halfway stop for those rare occasions that pedestrians may want to cross when the traffic isnt travelling slower than walking pace.</p>		I support these	I support these		<p>When walking north, obvious signage is needed behind the tram stop to direct pedestrians back to the road. Even if the pathway goes that way, signage advising the "coastal" pathway moves to the road side is necessary as some walkers currently clamber dangerously through private property after continuing along the "coast" but as the public land ends, do not turn back but rather, try and force their way through homes back to the main road.</p>	M Smart

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35889	We support the reduced speed as proposed including its extension through to link with Sumner 30km zone, this will improve safety, and avoid confusion of varying limits within a short stretch	If parking is to be removed from Main Road, angled parking to Bayview & Cliff streets will be essential and therefore we support, Yacht club parking should also remain publicly accessible 24/7 (currently we have an increasing problem with Yacht club & trades and even campers using private driveway @242 for parking off street)	Generally support - concerns there is no pedestrian islands or controlled crossings at Yacht Club / Cliff Street parking interfaced, cycle park @ Cliff St seems random if it is assumed most users will be on opposite side of road on coast path, moving bus stop at 244 to 234 improves exit visibility from 242 & Moncks Bay Lane which is positive			Currently there are 14 properties turning at 242 Main Road and 10 off Moncks Bay Lane. Right hand turns are currently safe & workable due to current road width. Reduced width will mean traffic stopped to achieve turn in, hence support for reduced speed.	John McGrail
35887	This is ok	We are not in favour of pushing all the Main Road parking into the side streets of bay View and Cliff Street. This will change the feel and business of these quiet streets for kids on bike / property owners etc.	Not in favour of the Bay View intersection narrowing and parking			What is the rationale behind needing 16 carparks in bay View Road? Is all the on street parking along the main road being removed?	Caleb Ballin
35876	40kph is ok	Ok	Ok	Good idea	Good idea	As a frequent walker on the coastal pathway, particularly from Ferrymead Bridge to Redcliffs, I would like the council to consider installing a speed time of 20kph for cyclist on the pathway. I have had numerous near misses from cyclists speeding past with no warning. If they wish to travel above 20kph then they should use the road cycle lane. A painted white line, keep left, speed limit and shared pathway signage would help greatly. Regards Gordon Hartley	Gordon Hartley
35874	Agree with 40 km/h speed limit - suggest speed camera for re-enforcement	Agree	Agree	Agree	Agree	Does new sea wall preserve beach opposite Moncks Bay Lane?	Kathey & Tony Page
35869	Great! Lowering speed limits saves lives and hopefully will	I believe that we do not need to reinstate more parking if parking is taken away to create a better environment for walkers and bike riders. Adding parking will always perpetuate more private vehicle use and dependency on peoples' cars. Remove the parking, and allow the bike and other wheeled recreational devices to be used.		Would like to see these islands be changed into a fully raised crossing so that vehicles have to enter the pedestrians environment, rather than pedestrians having to drop down into the vehicles' environment. Particularly as the Cliff St intersection is going to be raised, it would be wise (for drivers) to have consistency, and therefore raise the pedestrian crossing in a similar way. I have attached a photo of a similar intersection adjacent to Kelly Taltons in Auckland that uses a raised pedestrian crossing in this way.		Overall, it is great, but refinements may need to be made to ensure this corridor is future thinking, sustainable and making the environment equitable for everyone!	Nick Reid

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35866	<p>I support this change though the 30 limit in Sumner does not appear to restrict vehicle speed (mostly abused by the locals) so without enforcement the change will have no effect. I would encourage the use of electronic signage to notify vehicles of their speed if this could be built in to the design changes.</p>	<p>I support this change.</p>	<p>I support this change.</p>	<p>I support this change.</p>	<p>I support this change.</p>	<p>I would caution that exit of the pathway alongside #165 Main Road is likely to bring exiting users into direct conflict with those trying to enter. Those entering are coming off a narrow pavement and have poor visibility of what might be approaching due to the bus shelter. Those exiting may be at speed and not prepared for the sudden appearance of those entering. Could you consider a central bollard or other feature to artificially narrow the pathway as one exits in a NW direction so that it slows the exiting users in the same way that traffic islands slow vehicle users.</p>	<p>Mark Darvill</p>
35864		<p>We live at [REDACTED] and are writing in regard to very limited parking and garaging space for ourselves and for our neighbours. We have a single garage on road frontage rented from the council .Residents at 266,268,270,272,274 and 276 have 4 car parks on the street close to their dwellings. It is often very difficult to find a park close to our access for ourselves visitors and tradespeople as we have no drive on access and have to carry everything by hand. Recreational fishermen and coastal pathway walkers also use these parks.</p> <p>[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>					<p>John and Christine van Uden</p>

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35860	This is a MAIN ROAD, keep the speed limit the same - 50km/h	Keep the on-road parking on main road, why do you need to narrow the main road to build a boardwalk over the water?	Leave the bus stops as they are	A good idea, but change the locations to where people *actually* cross the road	leave the intersections alone - DO NOT NARROW ANY ROAD	<p>None of your proposed changes to Main Road are actually required for the construction of the pathway. Stop and look at how the road is actually used. Traffic includes heavy vehicles and many, many regular vehicles, if you narrow the road, it will only increase frustration, and actually make the road more dangerous. The angle parking on Cliff Street and Bay View Roads is badly thought out, as it will be dangerous to enter/exit, and it is better with the current parking on these roads, especially for people with trailers/overlength vehicles.</p> <p>Build the pathway, leave the damn road alone.</p>	Luke Riedinger
35853	Support a lowering of the speed	Support		Support and propose the construction of a walk/cycle overpass at the Mt Pleasant intersection (understanding that this is out of scope of this study)		<p>Issue - These comments are outside the scope of your review, but I would appreciate if you could take note of them for future discussions. I am a frequent cyclist - I bike to work each day and I also often bike in the weekend. I live on Mt Pleasant Road - I find it very difficult to cross the road to access the coastal bike/walking path even at the Community Centre where it is one lane. I need to cycle around SH74 from the Ferry Road corner to Ruru Road. I find cycling SH74 really unpleasant, and I find it almost impossible to cross in the afternoon.</p> <p>Relief - what is needed on SH74 is an adjacent cycle way through the CCC farm that is completely off the SH74 road. In terms of the estuary cycle/walk way I support an overpass for foot and bike traffic - this is a frequently used crossing and as it is now, it is dangerous.</p>	Alison Underf-Lay

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35852	<p>Recommendation: Keep speed limit at 50km.</p> <p>As with Nayland and Wiggins Streets, where the reduction in the speed limit to 40km has already been implemented, traffic is light. The only times when traffic is congested is in the weekends on fine sunny days. You should note that the congestion of vehicles has increased since the speed limits have been introduced with cars banked up to the bottom of Nayland Street all the way to the Ferrymead lights. Roads are designed to efficiently move vehicles from one location to another however reducing the speed limit in Sumner, it seems has had the opposite effect.</p> <p>The proposed speed limit for Main Road is devoid of any dangerous corners, driveways or side streets, in fact from Peacocks Corner to Sumner, vehicles are unable to stop or turnoff making that straight part of the road safe, similar to that of the causeway which has a 50km limit.</p> <p>With the implementation of the Coastal Pathway both pedestrians and bicycles will be dramatically reduced on the Main Road which will increase safety for all.</p>						Michael Esposito
35851	I agree with slowing the traffic.	Agree. The road belongs to everyone not just the home owners. Less chance of cyclists being doored.	No comment.	Great! Safer for the young frail and elderly	Agree	Thank you for considering and challenging the traditional road heiracy and proposing changing that make walking and cycling more attractive in this area.	Meg Christie
35850	Excellent.	OK	OK	Excellent	Excellent	I really love the way young people are swimming off the yacht club jetty. It is a joy to watch kids from poorer suburbs get off the bus and swim. I do worry that on the outgoing tide they could unsuspectingly jump off the end and get sucked under. Its like a strong river. I also love seeing people from poorer suburbs bussing here to fish.	Pam Jacomb

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35849	This is the main road from city to Sumner and beyond. The diagrams show that from Sag Rock to Sumner the speed limit is 50 kph yet the words say 40 kph from Monck's Bay to Sumner. The main issue comes from cyclists who use the walkway mostly and on occasions use the cycle lanes on the road. In essence this amounts to road narrowing and speed restrictions to accommodate 3 lanes for cyclists. It would be best to have one lane for cyclists on the road in the direction of the city and one lane accommodated on the footpath. The safety aspects for cyclists would be improved and the need to restrict traffic speed eliminated. Cyclists would need to obey rules that provided for pedestrian priority on the walkway. Cyclist direction on the walkway should be from the city to Sumner only.	The narrowing of the two streets looks dangerous the narrowing of the streets should occur at least 50 m down each street to accommodate the angled parking	No comment	The proposed locations fly in the face of the purported safety imperative. They are both located on corners and are dangerous from a vehicular and pedestrian point of view. They should be located on straight stretches of road away from corners with good visibility in both directions	See Parking changes		Peter Gunn
35848	I don't think it's a good idea, the commute from Sumner is long and congested enough as it is, with no real alternative to help.	They don't look angular at all, just 90 degree with the pavement. That's going to make reversing out dangerous when other cars block your view. Wouldn't it be better and safer to have the parking at a 45 degree angle?	N/A	Good idea	Bad idea, why narrow the intersection? It's another traffic choke point.		Tim Bowman
35846						By making the road narrower means less of us will go over to support the beach and businesses. I suppose no parking will apply as well. By keeping it local will stop Hornby etc. coming over and enjoying a lovely area for the day. Well done Liane and team.	Dawn Martin
35841	Can this be 30 or 50 km/hr, as there are multiple speeds in short area this may be confusing for drivers to know what the speed is	Are perpendicular parking on Cliff street and Bayview Road required? Could accessible parks be added as perpendicular and leave the remainder as parallel? Cost saving could be used for cycle parking or bike repair stand	Noted	Noted		Super excited about Finishing this cycle link. This will be a good asset to the city	Carissa Ptacek

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35839	I think speed limit should stay the same (50 km) as it will keep cars flowing to sumner and not create congestion on the main road which is already really bad on busy days	I Think the angle parking on cliff st and bay view is a poor idea as it is not fair on the residents in the area as outside their homes become like a shop fronts and there will be no where for the sailors to park their boat trailers on regatta days which they do now on regatta days why don't we use the massive area that is now green zone. to create a few more parks	I think there is too many bus stops in moncks bay which never have any one waiting at them except on weekends. I think 2 bus stops will work perfectly and open up more car parks. The one at the east end of moncks bay near the car park will service the hill, cliff street and down to 226 main road. The bus stop at the end Wakatu will service the bayview and wakatatu block. This will also help traffic congestion with the bus having one less stop to pull into traffic.	I think this is a good idea to have a safe area to cross	I think this is a good idea	I think there needs to be more public toilets along the walkway	Nicholas Roagtski
35838	I think that the speed limit should stay at 50 kmh as this makes the flow of traffic into Sumner moving as there is already congestion on hot day and at the weekends.	I do not agree with angle parking in Cliff st as on yacht club days we often have the street full of boats and trailers. How are they going to angle park. We have a lovely little quiet street that cars seldom use and we would like to keep it this way.	Why do we need three bus stops in Moncks Bay? Why don't we have the proposed one at the carp park and Wakatu only and that will create more car parks as well on Main Rd		Like the idea of a smaller entrance to Cliff St	We need to address the issue of toilets as at the moment there are toilets at Barnett Park which are near the sports grounds and not easily found. There used to be toilets at the entrance to Barnett Park. Th e next one is at Sumner surf club. We live in Cliff St opposite the red zone land and are sick and tired of people using this for their toileting not only here but they also use the beach at Moncks Bay as a toilet. This is disgusting. I have personally approached people doing this and have been abused. Please can I suggest a toilet in the proposed car park at Moncks Bay. Thank you	Robyn Rogatski
35833	Definitely!!, people in Sumner drive 30 km/h and then hoon through Moncks Bay, like a race track!!	Good idea - make use of a wider road with infill housing, more parking is required. Lots of people park and then ride or walk on the flat		Love the new pedestrian islands. A much needed change for students crossing road from Tram stop and swimmers crossing Main Road. I have requested a pedestrian crossing or island for 20 years!			Sue Cooke
35832	Do not think 40 kph is necessary for this section. If however it is imposed surely it should extend back to Redcliffs Village Centre?	Seem OK	Good				Mike Rossiter
35831	Good	Think more angle parking should be in Wakatu Ave, perhaps 8 in Bay View & 8 in Wakatu?	Good			Public toilets need to be installed by ChCh yacht club. Perhaps part of their re-build, but definitely something in the meantime	Kate Livingston

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35830	We do not agree with the proposed 40 km speed limit - unnecessary		The pedestrian islands are an excellent idea				Donna Thomson
35829	Agree	Good idea		Great to have an island by Wakatu		We really could do with more toilets between Ferrymead and Sumner, two lots have been taken away 1. Barnett Park cnr of Moncks Spur Road 2. Main Road where new school is	Jan Leitch
35827	Agree	Agree	Agree	Agree	Agree	Will be great to complete the pathway and a huge asset for Christchurch	John Carter
35825	Not sure if dropping speed is necessary when most pedestrian and cycle traffic will use the new pathway. If the intent is to get cyclists and pedestrians using the pathway why reduce road speed? Will only congest an already busy part of the road especially during heavy commute times between 730am-9am and 5-6pm. We saw the effect slower speeds had when road works took place following the eq and it makes the commute harder.		Concerned the one near the yacht club is being moved east (can't find the new location on any Map) as this will possibly mean it's nearer the bend? And not be as safe as the where it currently is on the straight section.	This will slow traffic which would mean there is no need for the speed reduction as assume cyclists are on pathway so won't be at risk in the narrowed roadway?			Charlotte Dooley
35818	Can see more congestion with reduced speed limit...weekends are particularly bad and this would make it worse. It is already a nightmare wishing to leave Sumner Sat/Sun afternoons! We often go through Lyttelton to avoid the chaos.	No issue	No issue	The road is too narrow for pedestrian islands, these are not necessary.			Jill Ryan

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35816	<p>The proposal to extend the speed reduction all the way into Sumner is not supported.</p> <p>The proposal to reduce the speed limit as shown is not considered adequate. For this reduction to be effective and to deliver the benefits touted it must extend west to Beachville Rd so that the whole of Coastal Pathway is managed for all users.</p>	<p>Although controversial generally support. However, I advocate for more on street parking to be found in the side streets.</p>	<p>No Comment changes minimal</p>	<p>Wakatu Ave refuge needs to be enlarged to enable cyclists to use this. Currently there is no protection for cyclists who use the pathway, heading west, to cross over to the other side of the road as the two-way cycle way appears to end at this point.</p>	<p>Please ensure that Main road is wide enough to allow under-passing of cars turning right into the side streets.</p> <p>Also please remember that residents turn left and right onto Main road.</p>	<p>From an urban-design perspective the design is pedestrian at best. (For reference please look at Uddevalla's (in Sweden) coastal pathway. However, it is consistent with other completed sections.</p> <p>The design as shown is not resolved at the western end, particularly for cyclists heading into the city. As it stands it could lead to dangerous behaviours from both cyclists and motorists.</p> <p>The design as shown ignores the implications of the existing boat shed deck. The deck is an independent structure that will not easily be integrated into an earthworks solution. The alternate could be impinging about 3.5m into the Main Rd carriageway for the length of the boat shed. Either way it would be appropriate to understand these implications in this consultation phase.</p>	<p>Tim Anthon</p>
35815	<p>No need to change the speed limit on a main arterial. Keep it at 50kph.</p>						<p>Andrew Herring</p>
35812						<p>Is it possible to put on map or whatever, MEMORIAL SEAT TO MAUREEN ANN IMRIE? at the site. Bruce Imrie (donated)</p>	<p>Bruce Imrie</p>

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35811	No comment	Fine, but more car parks the better as it means that the residential streets are less likely to be used by visitors to the area for car parking	Fine	Fine	Yes works well, make sure they are not too narrow. We live on a street with a narrow entrance, and cars turning into the street have to stop if there is a car trying to turn out. They either stop and cut off a traffic lane or the bike lane or both. It does cause hazards that some bikers (and drivers) fling out into the traffic trying to get around the car, causing risk to themselves and others.	Increase the amount of beach and improve access to the beach by the Yacht club, the existing beach is one of the nicest parts of Redcliffs (for kids and adults to play in) especially when it is windy on Sumner Beach. I worry the sea wall will ruin this beach. It would also be nice if a beach was created in front of the sea wall by the Bus Stop (near 165 Main Road). I think it is important to encourage people to connect with the water. Having little beaches would help with this connection and softens the urban environment. An example of this is the little beach in front of 12 Beachville Road.	Andrew Carter
35808	I hate to see the Council encouraging drivers to brake the law. By installing speed limits in areas where EVERYONE will exceed them during quiet times of the day and night it is instilling a habit of disregarding speed limits. You should use signs (beware of pedestrians) and cobbled zones to reduce speeds at critical times.						Max Peacock
35807	It's ridiculous lowering the speed limit to 40 ks on a main rd, if you can't make it safe as it is maybe it shouldn't be happening,						Nicola Bond
35806	I would like to see a speed limit of 40 km per hour between Shag Rock and The Causeway.		The bus stop at end of Wakatu Avenue should be moved further west, closer to Barnett park, so that the parked buses do not obstruct the views of people coming out of Wakatu Avenue				Martin Sheperd
35805	The speed limit should stay as 50, we spend all this money creating cycle lanes, painting the road putting up signs surely that is enough without having to slow the speed limit down as well.	Does this mean virtually all on street parking on main road is taken away. Can't agree with that. What happens when older people visit the residents and they cannot park close by. Another example of cyclists ruling at the cost of all other users of the roads and foot paths.					Martin Robertson

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35804	Yes good! Makes it easier to cross and nicer to cycle :). And if I'm driving I wouldn't mind driving a bit slower	All good, if I'm by car I wouldn't mind a small walk in this beautiful area.	I can't answer. I don't take the bus here.	Yes! Good job		Happy to see this happening :) if I'm commuting over the hills into town now I always prefer to be on the cycle facilities. It feels safer, easier and above all the air is better, you out of the heavy emission zone, way healthier.	Milou van Mierlo
35802	Just plain stupid. No intelligent thought put into the increased congestion and no consideration given to Main Rd property owners.	Stupid to put parking on the wrong side of Main Rd and causing all pedestrians to cross one of ChCh's busiest Main Rds. Re-align road lanes to provide parking on seaward side. No consideration to property owners and affect on their property. Will make it near impossible for those parked cars to exit onto Main Rd, especially given the stupid proposed reduced speed limit and resultant increased congestion.	Stupid to relocate right in front of private residences. Nothing wrong with current location. Creating additional wasting of public funds for the sake of creating work for council staff.	Waste of money due to placing parking on wrong side of road. Road lanes should be realigned so as to provide parking on the seaward side of Main Rd, eliminating the need for pedestrians to cross the road in the first place. Council staff should be looking to decrease danger, not create it.	Stupid to strangle the entry and exit to Moncks Bay's main through road servicing most of Moncks Bay residences, Bay View Rd. Putting non residents rights ahead of permanent residents rights.	Why isn't the walkway continuing around the publicly owned land behind the houses on Main Rd from Tram Station to Beachville Rd. This waterfront land is public land, not private land and is currently being illegally occupied by those property owners, depriving the public of access to the public waterfront reserve strip. It would be easy to conclude that some relationships exist between some of those owners and council staff. Is there corruption at play? There is NO good reason why the public walkway should not continue around the waterfront to Beachville.	Peter Clark
35801	Is this really warranted?					Has resource consent been applied for in the coastal marine area? Has an ecological assessment been undertaken? How will traffic flows be maintained during construction? How will pedestrian access be maintained during construction, especially when the footpath on the otherside of the road opposite the new boat shed platform has power poles in the middle of it.	Craig Redmond

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35800	<p>Totally support the traffic speed change, and would keep it all the way into the 30km zone in Sumner.</p> <p>I think you could be braver and start the 40km near Celia St so that it also covers the shops and entrance to Barnett Park.</p> <p>Also the no exit roads that meet the 40km Main Rd section should also be 40km (i.e. Cliff St, Monks Bay Lane, Bay View Rd, Wakatu Ave, etc). It does not really make sense to have a 40 km section that then goes into a 50km section for a no-exit residential road.</p>			<p>Good to have islands as there is a lot of people trying to cross the street in this area</p>			Richard Smith
35799						<p>there is very little allowance for vegetation. Existing trees are being removed. The area will look and feel like a city street. The bird life, sea life, and us humans, need vegetation on the coastal margins.</p> <p>There are a couple of small areas of grass identified. What is the point of this - there needs to be more vegetation that does not need mowing and watering.</p> <p>There is already an extensive lack of vegetation on the completed parts of the Coastal Pathway - why make the same mistake here? Its so sad. This is 2020, we are in a Climate Crisis. The CCC has acknowledged the need for us all to address the Climate Crisis. Can you please make every meter of infrastructure part of a sustainable city. We need a creative living system. I prefer to ride my bike, walk and run on the existing gravel track than participate in this concrete and tarseal monstrosity.</p> <p>There is no consideration of this being an important ecosystem - it is all about hard surfaces created by humans. What is the allowance for global warming, flooding and other impacts of climate change with large storm cycles expected?</p>	Michele Laing

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						https://www.mfe.govt.nz/climate-change	
35798	Thank god! You may save my children's lives by doing this, well done!	Angle Parking on Bayview and Cliff seems like a bad idea, not much demand for parking on main Rd anyway	Sure	Thank you!!!! Yes!!!! Watching kids from Wakatu and Bayview dodging traffic, especially on the weekend, is utterly terrifying.	Yes	Safety is the ONLY priority. Especially for young families and elderly that live in this area. Also... the huge trucks that barrel past from the Port, they need to be restricted to 30km/h	Tim Loftus
35797	This is a good idea	nice compromise		Great!		Thank you for making it easier for us to bike to the beach safely with our small children.	Alicia Moggre
35796	We support the 40km speed limit change through Moncks Bay and along Peacock Gallup. We also think it should continue from Moncks Bay all the way to the start of the Causeway/just past the new Redcliffs School. Barnett Park, the intersection with Moncks Spur and the Redcliffs village are all very busy areas and it doesn't make sense to go back to 50kms ph through there.	We support the parking changes	We support the bus stop relocations	We believe at least one pedestrian crossing is necessary to make crossing and joining with the coastal pathway safe. Moncks Bay is a residential area with many very young and elderly. With the coastal pathway increasing usability by these groups there will be even more foot traffic crossing the road. We don't believe the islands will be sufficient. We also think it would be a good thing that the pedestrian crossings will slow traffic through Moncks Bay.	We support this.	We're excited about the continuation of the coastal pathway through Moncks Bay and think it will be a great asset to the wider Christchurch Community.	Jade Taylor
35794	This should be combined with a 30kph speed limit through Redcliffs Village (from the current school speed zone) through to at least Barnett Park) to reflect the fact that it's a village centre.	It's not clear why all of the parking is needed, is there a parking survey to show that there is demand there and that Council funding for private vehicle storage is good use of scarce resources? This reduces the amenity for pedestrians and residents so evidence is needed to demonstrate that there is demand and value in providing parking on Council land.	No comment	It is not clear why these cannot be zebra crossings to provide pedestrian priority and enable safer passage to and from the Coastal pathway for local residents. This should also provide a clear signal on priority for the corridor for people not vehicles.	Narrowing of the ends of the streets will slow vehicle speeds and make these roads easier and safer to cross so fully support.		Darren Fidler
35793	I don't see the point of reducing the speed on this stretch. Unless you are radically narrowing the road for the pathway (and that's not at all clear from the low-res diagrams provided), the width and separation of the Coastal Pathway provides plenty of safety for pedestrians and cyclists alike. So why reduce the limit? I'm in Redcliffs so it wouldn't affect me a great deal, but it seems very hard on Sumner commuters and casual visitors.	Fine	Fine	Good idea, locations make sense.	Fine		Peter Hyde

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35787	No way - why do this?! The traffic is slow enough right now. You have absolutely zero proof that this speed reduction will make this part of the road 'safer'. There is also no evidence of any accidents in this area where a slower traffic speed would have avoided the accident. I 100% do not support this.						Blair Quane
35783	The speed limit should be changed through the village of redcliffs. This would give greater safety for all road users and give a clear demarcation of speed level changes. It is import to recognise that there is greater pedestrian and cycle activity with interaction iv vehicles turning stopping etc			Use of pedestrian islands needs to be a feature of the road and act as traffic calming devices. More should be added.			Christopher Charlton
35773	Fine	<p>As owners of [REDACTED] we will be directly affected by these changes as the proposed angle parking stops right beside our driveway. We can accept these changes as more people are parking in our street already, which indicates pressure.</p> <p>(I'd prefer it if people who intended to walk the pathway parked at Ferrymead, and then caught the bus, which in the new timetable will be every 10 minutes. Can the Council encourage the use of public transport to access the pathway please?)</p> <p>Also - where will the streetside parking on the west side of Bay View Rd recommence given there will be no room to park on the west side of the road up to 8 Bay View Rd at least?</p> <p>It would also seem fairer to spread the impact of this increased incursion on a quiet neighbourhood across streets by including some angle parking in Wakatu Ave as well. There is room to do this with the wide berms.</p> <p>Some beautification of Bay View Rd would be welcome, beyond the landscape planting at the intersection. Can we have some roadside trees to compensate for the anticipated intrusion of cars?</p>	Fine - these will work for us. We are regular bus users	These are essential! Thank you	Fine	<p>Public toilets as part of the Yacht Club rebuild (as at the Sumner Surf Club building):</p> <p>There is an urgent need for public toilets other than those in Barnett Park which are hard to find. The Community Board will be aware of problems around the yacht club at Moncks Bay where youths and fisher folk have been using the beach and carpark as a toilet, and also the red zone land across the road. No doubt they are using the estuary as a toilet as well. This behaviour is defiling precious public space.</p>	Philippa Mein Smith

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35765	I think this is a great idea as a lot of cars speed down this stretch of road and there are a lot of adults and children in the area walking and on bikes.	We would really appreciate if outside of our house [REDACTED] we could extend the parking only slightly (a couple of metres) so we can park right outside by our driveway. We have 4 little children (5years and under) and need to escort them to the car regularly which is parked on the Main Road and with Main Road being car busy I would really appreciate not having to try and usher the 4 safely outside the gate and down the road any further than I need to. [REDACTED] [REDACTED] On the plan posted out, I would just want 1 yellow line removed and made into parking. Thank you so much	Looks good	I think these are a great idea!	Looks perfect	It looks amazing! Can't wait!	Charlotte Williamson
35752	Good	Does not apply to my street	Good	Good	Good	Concerned with entrance to Wakatu Ave from redcliffs, traffic behind when turning into wakatu get to close and following vehicles have to swerve into bike lane as they don't see you clearly. This is a daily occurrence. A defined turning box/ zone might help.	Narada Casiello
35748	This should remain at 50km/hr. The cycleway negates the need to reduce speed here and there is no traffic congestion due to commercial activity or increased pedestrian presence or use. This part of the road to Sumner is also between Redcliffs and Sumner villages and there are only houses on one side. Furthermore with the coastal pathway bicycles and pedestrians should not be on or near the road. Therefore there is no need to reduce the speed here from 50km/hr and the speed limits should be kept simple and predictable and be maintained as they are between the two villages. Finally any reduction in speed will further decrease the flow of traffic here. The speed limit should remain at 50km/hr	Even though there is going to be some reduction in potential parking along Main Road to accommodate the cycleway there is no need to spend money, time and resources changing the already available street parking in Bay View Road and Cliff St. I really cannot see who the council thinks these carparks are going to be needed for except the residents already there. No-one is going to park here to use Redcliffs village shops or start or end using the cycleway here or park to get busses. Money for this part of the project should be saved.	The Wakatu Ave bus stop move further west to the other side of the street may affect the width of the road where cars are turning off Main Road into Wakatu Ave and will also mean busses cut across the end of the street and the on road cycleway here.....has this been considered in this change?	These are all good and very useful	All good	The Pump station site carpark upgrade is great, safety upgrades otherwise are good, Not sure why there is a need for an elaborate cycle stand at the end of Cliff St - it's in the middle of no where as far as biking goes!!! Use this money to put a bike stand in where needed in Redcliffs Village perhaps.	Luke Mahon

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35727	Not another speed limit, please! I'm speaking as a commuter from Taylor's to central. In between there is Sumner and now Woolston. This would seriously make me want to move away at some stage. Kiwis need to learn how to drive more responsible, not being forced to go slower. It is already safe for cyclists and pedestrians to have their own separate part of the road, plus the islands are an upgrade as well, I don't see how a speed limit would change things for them!	Ok	Ok	Not a lot of people crossing there? Necessary? But okay for safety.			Sabrina Rentzschke
35726	We do not support a new 40 KM speed zone from 157 Main Road as with changes suggested we feel it would not be necessary.	Like the proposed space for 26 new car parks in order to remove all car parking from Main Road. Do not support the angled parking on Bay View Road or Cliff St as feel this would cause issues for local residents and make quiet residential road's so much more busier and hence dangerous with young children and families living down this road. People drive in and reverse out of angled parking making the likelihood of hitting a round child much more likely.	ok	ok	ok	Can we not extend the Coastal Pathway past the Bus stop and continue to follow the estuary to eventually meet up with the stretch opposite McCormacks Bay - would make a lot of sense and provide a wonderful recreational and safe pathway.	Richard Benton
35724						How will the coastal path navigate around the existing boat shed which narrows the pathway to single file at one corner? There has been no reference to the boatshed in the plans at all. Many of us in the community want to understand how this will work. keeping a single file navigation around the existing boat shed will cause issues, make it difficult to keep foot traffic flowing	Niamh Buchanan
35722	Appropriate for the area and the layout. I'd be happy even if it went down to 30	The angle parking on the side road offers plenty of parking to make up for the parks removed.				Looks great! Can't wait for this all to be linked up - what an asset for the city.	Catherine Warren
35714	It takes too long now at busy periods so this will just slow things down yet again. I do not agree with this	Please do not remove ANY car parks. Parking is a nightmare in Summer and even adding angled parks in Cliff Street is not enough. There should be a NET GAIN in car parks for Moncks Bay	Fine	The trouble with these is that the average driver doesnt know whether to stop at these and give way, or to keep going. They confuse people!	Surely there isnt enough traffic using Cliff Street to warrant expenditure on that intersection	I am appalled at the total cost to the tax payer of this upgrade. \$15.8m could be far better spent on people in need	Jan Edwards

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35712	Good idea	Definitely necessary	No problem	Essential	Will stop people cutting corners when turning off Main Road	Looks great - Can't wait for construction to start	Margaret Ellis
35705	Agree will be safer for all road users			Would be great to have a signalised crossing in at least one of these places to improve accessibility for everyone.	Will the raised platforms at the intersections of Cliff and Bay View keep a detectable kerb? Will the driveway to the Yacht Club be prioritised for pedestrians?		Carina Duke Blind Low Vision NZ - Rehabilitation Instructor