

Rangiora Town Centre RTC2020

Public Consultation Issues & Concepts



SUBMISSIONS ANALYSIS

**Prepared by Policy & Strategy Unit
July 2010**

EXECUTIVE SUMMARY

This document provides an analysis of feedback gained through the public consultation process the Waimakariri District Council (the Council) undertook for the Rangiora Town Centre Public Consultation Issues and Concepts Document and is envisaged to aid the decision-making around finalising the Rangiora Town Centre Strategy.

The Public Consultation Issues and Concepts Document explored and consulted on three broad themes and related concept ideas that emerged from previous collaboration with the community and other work: Providing for Growth; Improving Access; and Enhancing Character and Quality.

The Council received a total of 76 submissions during the consultation period, which began on 31st May 2010 and closed 25th June 2010.

Providing for Growth

Direction of Growth for Rangiora Town Centre

The majority of submitters (47%) would prefer the Rangiora Town Centre to grow towards the north and south. This, submitters believe, would keep the town centre compact and accessible by foot, would balance the High Street, keeping it at the town centre's heart, and would prevent the town centre from developing in a linear direction. This links with findings from the Rangiora Town Centre 2010 Business Survey, which identified the town centre's compactness and ease of accessibility as an aspect most liked by businesses. Eleven percent preferred the town centre grow to the east; 9% to the north; 8% to the west and 1% to the south. One in five (20%) suggested other options.

Improving Access

Importance of Improving Access

Almost nine out of ten submitters (87%) believe it is important that access in and around the Rangiora Town Centre is improved. Similarly, the Rangiora Town Centre 2010 Business Survey highlighted significant dissatisfaction with the traffic flow system and access to the town centre. Likewise, the 2001 to 2010 Council Surveys revealed a trend of low levels of satisfaction with Rangiora's traffic flow system. Levels improved significantly after the construction of a roundabout at the Blackett/Ashley Street intersection and changes were made to controls at Red Lion Corner in 2005; however levels of satisfaction significantly decreased again thereafter. Eight percent do not think it is important that access in and around the town centre is improved.

Red Lion Corner

The majority of submitters (68%) support a concept for Red Lion Corner (intersection Ivory/Ashley/High Streets) that involves realigning Ashley Street and possibly Ivory Street and adding traffic lights. This is thought would allow better flow of traffic and would make this intersection safe and more attractive for pedestrians, particularly for those with impairments, the elderly or those pushing prams. This would allow access to High Street from the east. Results link with those highlighted in the Rangiora Town Centre 2010 Business Survey, which revealed that Red Lion Corner is seen as

particularly problematic and difficult by town centre businesses, and vehicle access and flow an aspect highly disliked. In addition, the Rangiora Town Centre Community Street Review identified road crossings at Red Lion Corner as among the least walkable in the town centre. Again, the 2001 to 2010 Council Surveys showed levels of satisfaction regarding Rangiora's traffic flow system improving after changes were made at Red Lion Corner in 2005, but then decreasing again significantly thereafter. Eighteen percent of submitters would prefer to do nothing at Red Lion Corner; 9% suggested other options.

High Street

The most supported concept for High Street is creating a two-way High Street with parallel parking on both sides, with one in three submitters (31%) favouring this option. This is thought would improve traffic flow significantly by allowing access from the east, which would make High Street more practical, safe and visitor friendly, as well as less congested. This loosely aligns with findings from the Rangiora Town Centre 2010 Business Survey, which found that some town centre businesses believe reverting High Street back to two-way traffic would create better traffic flow and less confusion for visitors; however at the same time, businesses advocate for more car parking and would not like to see car parking spaces reduced. Conversely, the RTC2020 Parking Survey found that - albeit car park occupancy being high on High Street - there is generally sufficient parking in the town centre.

One in four submitters (25%) suggest other solutions for High Street, including reconfiguring High Street to two-way traffic flow with angle parking on one side and parallel parking on the other, or turning High Street into a pedestrian mall. One in four (24%) would prefer to do nothing to High Street, as it is seen as working well as it is. Sixteen percent support making High Street two-way with angle parking on one side.

On/Off-Street Car Parking

There is significant support for more car parking in or around the current Blake Street area, including Blackett Street, and many would like to see a multi-storey car parking building erected, whether at this site or elsewhere in the town centre. Some would like to see more on/off-street car parking supplied to the north or south of High Street. At the same time, a recent Rangiora Town Centre Parking Survey projects that the demand for car parks would exceed the supply by 2017 and recommends that, instead of providing more spaces, the long-term demand / supply relationship could be better managed. The Rangiora Town Centre 2010 Business Survey also identified improving car parking, largely by providing more, as the predominant change businesses would like to see made. At the same time, the 2001 to 2010 Council Survey reveals an overall increase in the percentage of respondents who are not satisfied with off-street parking in Rangiora.

Enhancing Character and Quality

High Street Character

Almost all submitters (93%) support protecting the High Street character, as they feel the character and heritage look of the High Street is what makes Rangiora unique and gives it a rural town atmosphere. Similarly, the Rangiora Town Centre 2010 Business Survey found that the town centre's environment and presentation, including High Street's character and attractiveness, is an aspect most liked by businesses.

Height Limits for Buildings

There is great support for lowering the height limits for buildings on High Street (73% support), largely because submitters feel taller buildings would block out sunlight at pavement level. In addition, keeping building heights low is thought would retain the current character of High Street and pedestrian friendliness. Some suggest allowing higher building heights is acceptable outside the main heritage area of High Street.

Existing Laneways and Pedestrian Connections

Nine out of ten submitters (91%) support improving existing laneways and pedestrian connections in Rangiora Town Centre. This is thought would encourage motorists to better utilise off-street car parking away from High Street as the pedestrian experience from car parks to High Street would be enhanced significantly. Aesthetically, improving and upgrading existing laneways and beautifying pedestrian connections is thought would strengthen Rangiora's green connections, provide better visual links between High Street and surrounding areas that are safe, clean and convenient, and could become a real feature of Rangiora Town Centre. According to the Rangiora Town Centre 2010 Business Survey, 39% of businesses are dissatisfied with pedestrian access between off-street car parks and the High Street, representing noteworthy room for improvement. The Rangiora Town Centre Community Street Review identified a number of town centre path lengths that were not considered walkable, and improving existing laneways would go some way to increasing the overall walkability of the town centre.

New Public Square

The majority of respondents (51%) support the suggestion of providing a new public square north of High Street. Submitters here believe a good gathering space for locals would add great value to Rangiora Town Centre. Around one in four submitters (25%) oppose it and consider it unnecessary, as there are thought to be enough public green spaces in the vicinity. Others here think the proposed location is unsuitable. Town Centre businesses, as highlighted by the Rangiora Town Centre 2010 Business Survey, would like to see improvements made to the town centre environment and presentation, including better landscaping, more public seating places and more vibrancy – wishes that could be met by a new public square.

Blake Street Car Park Area

Almost nine out of ten submitters (87%) support redeveloping the Blake Street car park area, as they consider the current Blake Street car park area unattractive, disorganised, uninviting, hidden and under-utilised. More car parks could be achieved and if redesigned, motorists would be encouraged to better utilise this area. This is also reflected in findings from the Rangiora Town Centre 2010 Business Survey, which revealed that businesses want to see improvements made to the current car parking system in the town centre. In addition, the 2001 to 2010 Council Surveys reveal an overall increase in the percentage of respondents who are not satisfied with off-street parking, despite dissatisfaction rates having dropped slightly since 2007.

Civic / Community Area

There is great support for enhancing the civic / community area in Rangiora Town Centre (74% support), believing it would create a better link between the Council buildings, the library and Victoria Park. One in ten submitters (10%) oppose the concept idea because they believe the area is satisfactory in its current form. To complement this, town centre businesses, as revealed by the RTC 2010 Business Survey, would like

to see improvements made to the town centre environment and presentation, including better landscaping, more public seating places and creating more vibrancy in the town centre.

Alfred Street Area

Around two in three submitters (67%) support the concept idea for enhancing Alfred Street area, and find the current area unpleasant and unattractive. The pedestrian experience of Alfred Street is thought needs significant improvement, something that is supported by findings from the Rangiora Town Centre Community Street Review, which rated Alfred Street as the least walkable (assessed) path length in the town centre. Thirteen percent oppose this concept idea. A number of submitters urge the Council to keep Alfred Street open for vehicle movement. Alongside this, the Rangiora Town Centre 2010 Business Survey revealed that businesses would like to see the presentation of the town centre improved, as well as the pedestrian access and flow in and around the town centre.

Style of New Development

There is sound support for ensuring new development in the intensification / growth areas of the Rangiora Town Centre away from the heritage area of High Street is built in traditional style, by aesthetically complementing existing character buildings through means such as facades and verandas. Many also support a modern style. Some think this would provide a great contrast to the traditional buildings in the heritage area of High Street; however others suggest new, modern development should blend with the old and complement traditional elements. Support for a mix of traditional and modern style buildings is also evident. Findings from the Rangiora Town Centre 2010 Business Survey reveal that the town centre's environment, including the traditional character of the High Street is a key aspect most liked by town centre businesses.

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1. INTRODUCTION

This document provides an analysis of feedback gained through the public consultation process the Waimakariri District Council (the Council) undertook on the Rangiora Town Centre Public Consultation Issues and Concepts Document. It gives a comprehensive and holistic overview of issues raised in submissions, and is envisaged to aid the decision-making around finalising the Rangiora Town Centre Strategy (RTC2020).

In order to do this, this document:

- briefly outlines the background for RTC2020;
- discusses how the Council consulted on the Public Consultation Issues and Concepts Document;
- provides an overview of the type of submissions that were received;
- analyses the feedback provided in submissions on a topic-by-topic basis;
- where appropriate, intertwines commentary from other relevant sources to provide points of comparison, value and depth; and
- acknowledges the issues and limitations of this analysis.

1.1. Background

The Council initiated the RTC2020 project in October 2009 out of concern that the area was not well positioned to meet the challenges that lie ahead nor capitalise on the opportunities that the future offers. A community workshop was held; key issues and challenges have then been further developed by the project Steering Group in collaboration with two Reference Groups, the project's consultants and Council staff. Project work that together, informed the resulting Public Consultation Issues and Concepts Document includes a range of surveys, a street review, and an intensive three-day workshop followed by a public open day in late March 2020 (reports can be found at www.rtc2020.co.nz).

Three broad themes emerged from the workshop, which were then further explored and consulted on in the Public Consultation Issues and Concepts Document:

- Providing for Growth
- Improving Access
- Enhancing Character and Quality

The next step is to develop the RTC2020 Strategy, and begin to make some positive changes.

1.2. Consultation Process

The Local Government Act requires Councils to conduct their business in an open, transparent, and democratically accountable manner, and to take into account the diversity of community views when making decisions. The Council is dedicated to its mandate under the LGA's principles of consultation and is committed to seeking community views in alliance with its own Consultation Policy and Guidelines.

The period within which the Council invited written submissions on the Public Consultation Issues and Concepts Document was from 31st May 2010 until 25th June

2010. The full consultation document and the summary brochure were made available on the RTC2020 website (www.rtc2020.co.nz) and at Council offices, service centres and libraries. Copies of the full consultation document, as well as the summary brochure, were also proactively distributed to various interest groups, including owners of businesses located within the Rangiora Town Centre, the reference groups involved in helping shape the document, ward advisory boards, community boards and other interested groups and stakeholders. Presentations and meetings were also held to enable the opportunity for clarification and feedback.

Questions relating to the concepts presented in the consultation document were included on the feedback form (see Appendix 2). These were structured around the three key themes explored in the document, and sought feedback around:

- the direction the Rangiora Town Centre should grow;
- improving access in and around the Rangiora Town Centre;
- concepts for Red Lion Corner (intersection Ivory/Ashley/High Streets);
- concepts for High Street;
- the location of more on/off-street car parking in Rangiora Town Centre;
- protecting High Street character;
- lowering height limits for buildings on High Street;
- improving existing laneways and pedestrian connections;
- providing a new public square north of High Street;
- redeveloping Blake Street car park area;
- enhancing civic / community area;
- enhancing Alfred Street area; and
- the style of new development in the growth area of the town centre away from the heritage area of High Street.

1.3. Received Submissions

The Council received a total of 76 submissions on the Public Consultation Issues and Concepts Document, 66 of which were posted, and 10 electronic. Most gave their feedback via the provided feedback form; a few wrote a letter. The vast majority of respondents reside in Rangiora, and a few elsewhere within the District, such as Kaiapoi, Ohoka and Oxford. A very small number are Christchurch residents. Most submitters represent individuals. Around one in four are staff or owners of local town centre businesses. A few represent groups; submissions were received from Environment Canterbury, as well as the Waimakariri Access Group and Our Town Rangiora (OTR).

2. ANALYSIS OF SUBMISSIONS

The following pages provide an analysis of the submissions received. Because many of the consultation questions were largely open-ended and therefore resulted in large amounts of written text, this analysis is a thematic discussion of responses, issues and opinion, providing a holistic overview of submissions.

2.1. Providing for Growth

The Council sought feedback on the community's views regarding better and more intensive use of the land within the existing Rangiora Town Centre.

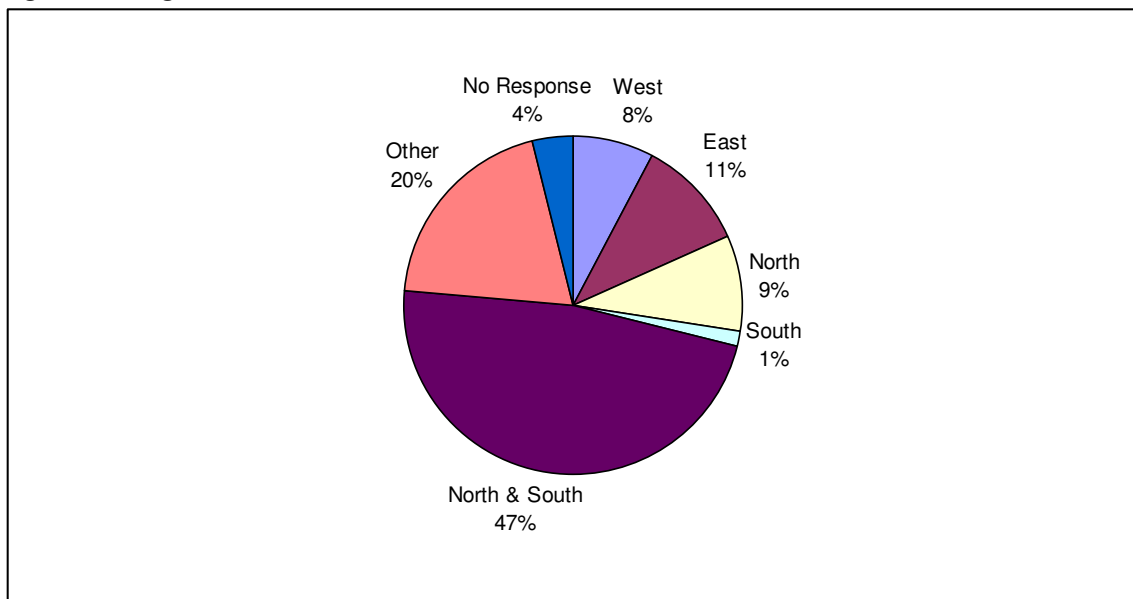
2.1.1. Direction of Growth for the Rangiora Town Centre

Respondents were asked in which direction they think the Rangiora Town Centre should grow. The following table and graph illustrate their answers.

Table 1 Rangiora Town Centre Growth

	Frequency	Percent
West	6	8
East	8	11
North	7	9
South	1	1
North & South	36	47
Other	15	20
No Response	3	4
Total	76	100

Figure 1 Rangiora Town Centre Growth



Almost half of all respondents (47%) would prefer the town centre grow both north and south. This, submitters believe, would keep the town centre as compact as possible, making it easy to walk from one end to the other. It would balance both sides of High Street, keeping High Street and Red Lion Corner at its heart, would provide symmetry, maintain the relatively short High Street's charm and would prevent the town centre from becoming too spread out or linear. Some believe the natural boundaries are already there, such as Blakett Street to the north and Queen Street to the south; others consider the railways lines to the east an obstacle.

Rangiora Town Centre 2010 Business Survey

Findings regarding the desire to keep the town centre compact by extending north and south correlate to those from the RTC 2010 Business Survey. This survey, which took into account the views of all Rangiora Town Centre Business Zone 1 businesses, identified the town centre's compactness as an aspect most liked by businesses. Businesses like that everything is within easy walking distance and that the town centre is 'not too big' and 'not too spread out'.

One in five respondents (20%) had other suggestions of where the town centre should grow, including growth into all four directions (east/west/north/south), as well as various combinations of directions, such as east/south, east/north/south, west/north, west/south, and west/north/south.

11% of submitters would like to see the town centre grow to the east, largely to encompass existing commercial premises to the east of the railway lines, and because there are fewer residential properties to the east that would otherwise potentially be disrupted by further development. The character of the area is thought would lend itself to larger commercial buildings, in line with current commercial premises dominant to the east.

Those who believe the town centre should grow north (9%) think it would keep the town centre more compact and contained, would tie in with the main residential growth area and more available space, and would leave the southern option open for easier access to daily commuters to Christchurch and State Highway 1. Southbrook, one submitter suggested, would in time result in more development to the south.

Finally, those who would like to see the town centre grow towards the west (8%) believe the west should not be ignored, that the trend in recent years has been developing into the west anyway, and that this would better connect the town centre to more subdivisions.

2.2. Improving Access

The Council sought feedback on how best to improve access for vehicles, pedestrians and cyclists to and within the town centre.

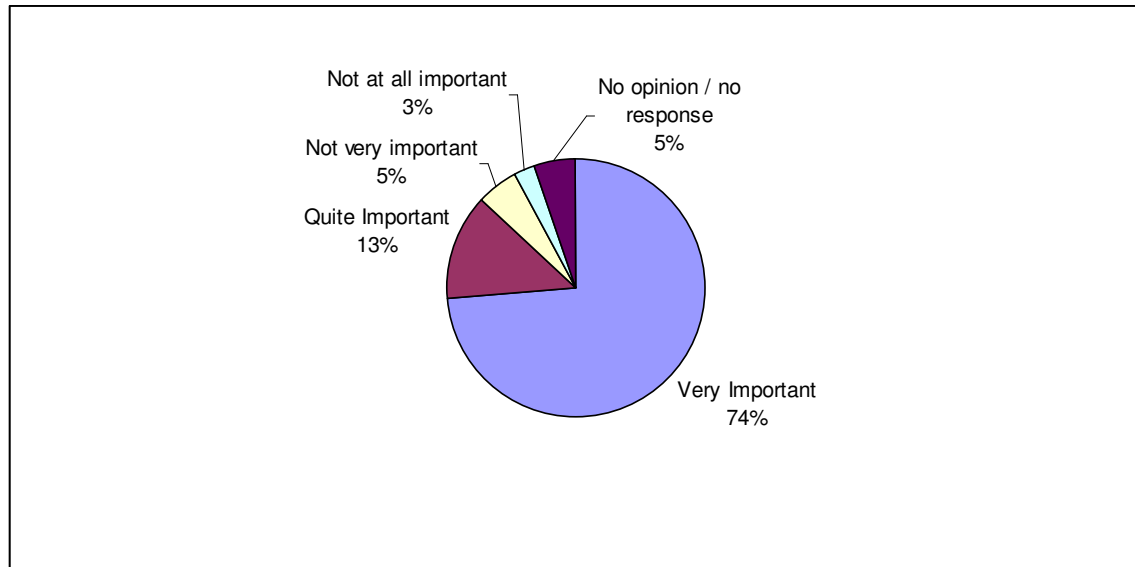
2.2.1. Improving Access in and around the Rangiora Town Centre

Respondents were asked how important they think it is that access in and around the Rangiora Town Centre is improved. The following table and graph illustrate their responses.

Table 2 Importance of Improving Access

	Frequency	Percent
Very Important	56	74
Quite Important	10	13
Not very important	4	5
Not at all important	2	3
No opinion / No response	4	5
Total	76	100

Figure 2 Importance of Improving Access



Around one in three submitters (74%) believe it is very important that access in and around the Rangiora Town Centre is improved, and another 13% think it is quite important. This means almost nine out of ten submitters (87%) are in support of improving access in and around the Rangiora Town Centre.

Rangiora Town Centre 2010 Business Survey

The wish that access in and around the town centre is improved was also highlighted by the RTC 2010 Business Survey. Businesses identified vehicle traffic access and flow as a key aspect of the town centre most disliked and one that businesses would most like to see improved. In addition, the survey identified that three out of four town centre businesses (74%) are dissatisfied with the traffic flow system in the central business area. Over half of all businesses surveyed are also dissatisfied with access to the town centre for private cars and delivery vehicles.

Waimakariri District Council (Customer Satisfaction) Surveys 2001 – 2010

Trends over the last nine years show that in general, there were low levels of satisfaction with Rangiora's traffic flow system in both 2001 (21%) and 2004 (23%); however, there was a significant increase in the level of satisfaction in 2007 (48%). This change in attitude can be traced to the changes made in the traffic flow arrangements in 2005 with the construction of a roundabout at the Blakett/Ashley Street intersection and the changes to the controls at Red Lion Corner. However, results from 2010 show a 37% satisfaction rate, which represents a significant drop since 2007.

2.2.2. Concepts for Red Lion Corner

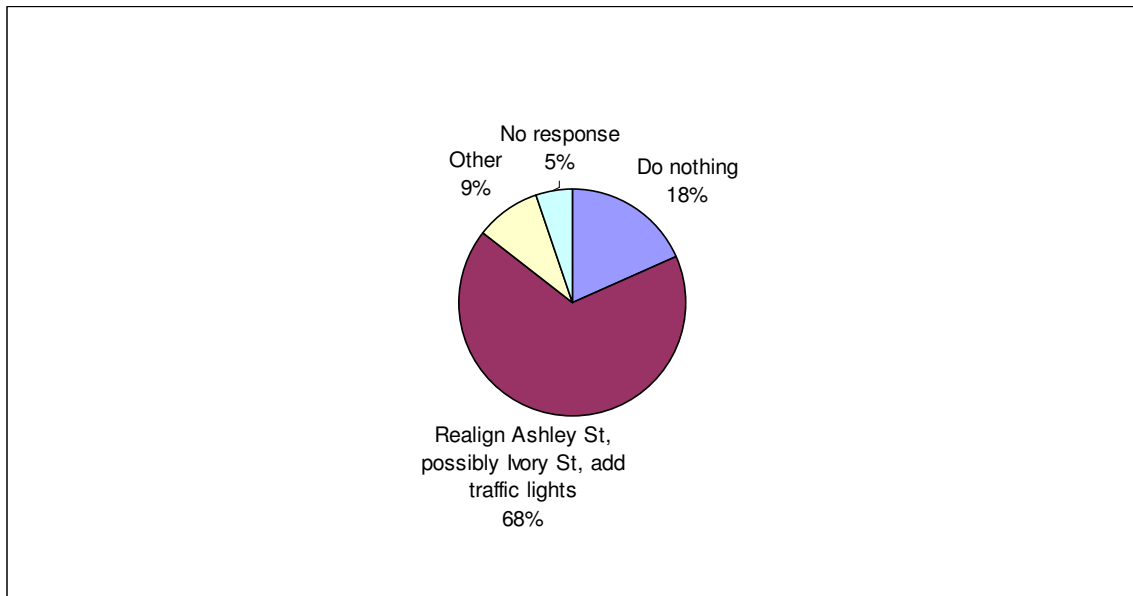
Respondents were asked which suggested concept for Red Lion Corner (intersection Ivory/Ashley/High Streets) they prefer: Do Nothing, Realign Ashley Street and possibly

Ivory Street and Add Traffic Lights, or Other. The following table and graph illustrate their responses.

Table 3 Concepts for Red Lion Corner

	Frequency	Percent
Do nothing	14	18
Realign Ashley St, possibly Ivory St, add traffic lights	51	67
Other	7	9
No response	4	5
Total	76	100

Figure 3 Concepts for Red Lion Corner



The majority of submitters (68%) support a concept for Red Lion Corner (intersection Ivory/Ashley/High Streets) that involves realigning Ashley Street and possibly Ivory Street and adding traffic lights. Submitters largely comment that realigning this intersection would allow for much better, more simplified, less confusing, more manageable and safer flow of traffic, and would make this intersection safer, more attractive and more walkable for pedestrians. It is believed it would ease congestion as the intersection in its current form is thought to be dangerous, cluttered and offering poor visibility for drivers.

Realigning the streets and adding traffic lights would allow pedestrians to cross more safely, particularly those with mobility impairments, parents pushing prams, children, Rangiora’s ageing population and people who are sight impaired and rely on their sense of hearing to know when to cross safely. It is also thought this concept would remove the current barrier to the east by making the pedestrian journey to eastern developments more attractive and accessible. Many believe it is important to realign Red Lion Corner in order to make High Street more accessible, especially from the east. Access to eastern developments as well as Ashley Street would also be easier. Some consider that realigning Red Lion Corner would open up positive long term options, including continuous business growth to the east. Albeit wide-spread support, some submitters here voice some reservations, including the cost involved, needing to consider

alternative routes for heavy vehicles nevertheless, and propose the possibility of a roundabout or give-way signs instead of traffic lights.

Rangiora Town Centre 2010 Business Survey

Red Lion Corner is seen by town centre businesses as particularly problematic and difficult, and vehicle access and flow an aspect highly disliked by Rangiora businesses. Creating better flow east to west and reconfiguring Red Lion Corner were changes businesses would like to see made in order to improve vehicle traffic access and flow in and around the Rangiora Town Centre. This is thought would also make navigating the town centre less confusing for visitors. Eastern access to High Street is also sought by many businesses.

Rangiora Town Centre Community Street Review

Pedestrians of Rangiora Town Centre would also like to see changes made to Red Lion Corner. The RTC Community Street Review, which saw participants rate various path lengths and road crossing in the town centre according to 'walkability' found that Red Lion Corner was among the least 'walkable' road crossing in the town centre. Crossing Ivory Street as well as Ashley Street, it was considered pedestrians are particularly unsafe from traffic (especially those with impairments) and experience unacceptable delay when trying to cross. Priority over motor vehicles was thought would make these road crossings significantly more pedestrian friendly and safer.

Just less than one in five submitters (18%) would prefer to do nothing to Red Lion Corner. Most here believe it works well in its current state, provides satisfactory access for pedestrians from High Street, and feel that other options are too expensive or would further isolate the town centre to the east of Ashley Street. A couple of submitters mention the need to reroute heavy traffic instead, while another – a land owner of a historic pre-1900 building – voices they have no interest in relocating their business.

Waimakariri District Council (Customer Satisfaction) Surveys 2001 – 2010

Trends over the last nine years show that in general, there were low levels of satisfaction with Rangiora's traffic flow system in both 2001 (21%) and 2004 (23%); however, there was a significant increase in the level of satisfaction in 2007 (48%). This change in attitude can be traced to the changes made in the traffic flow arrangements in 2005 with changes to the controls at Red Lion Corner. However, results from 2010 show a 37% satisfaction rate, which represents a significant drop since 2007.

Seven submitters (9%) would like to see alternative concepts for Red Lion Corner. Suggestions include

- creating an Anzac Square;
- introducing a ring road instead;
- adding pedestrian controlled lights to the current arrangement, which would further slow traffic at Red Lion Corner;
- installing a roundabout;
- relocating north/south traffic further east;
- giving precedence to the Blakett Street / Keir Street extension and then modelling traffic behaviour thereafter; and
- realigning Edward and Albert Street in order to remove one feeder road from the roundabout which would allow better, safer access.

Some are concerned that adding traffic lights at Red Lion Corner would result in grid locking and cause significant traffic congestion, potentially resulting in traffic being diverted to residential areas, such as King Street / Enverton Drive. Others criticise the high cost inevitably involved in realigning Red Lion Corner.

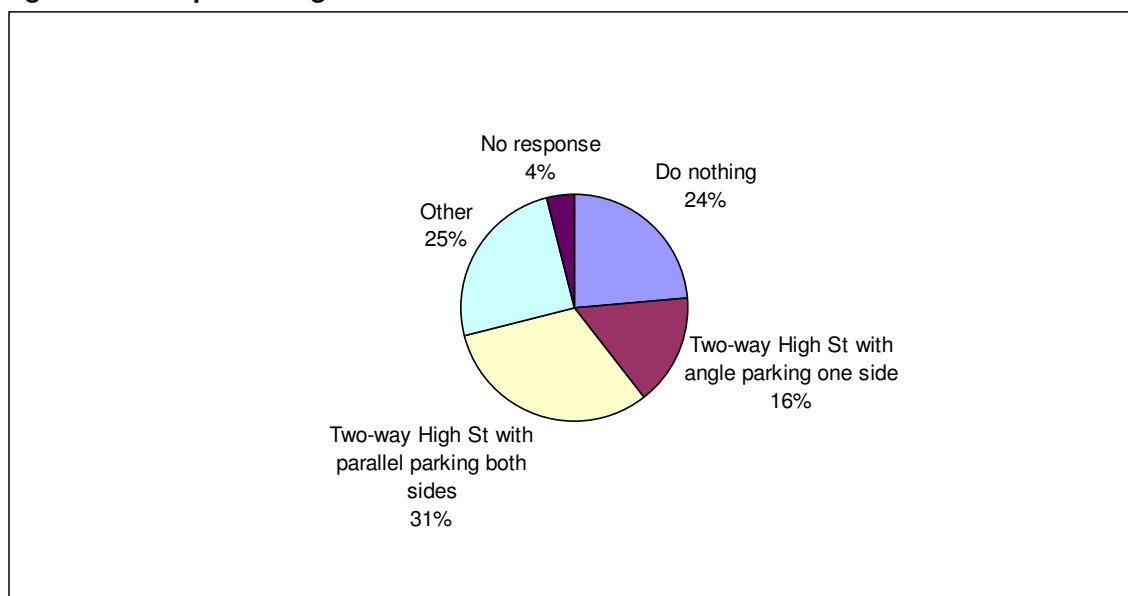
2.2.3. Concepts for High Street

Respondents were asked which suggested concept for High Street they prefer: Do Nothing, Two-way High Street with Angle Parking on one side only, Two-way High Street with Parallel Parking on both sides, or Other. The following table and graph illustrate their responses.

Table 4 Concepts for High Street

	Frequency	Percent
Concept 1: Do nothing	18	24
Concept 2: Two-way High St with angle parking one side	12	16
Concept 3: Two-way High St with parallel parking both sides	24	31
Other	19	24
No response	3	4
Total	76	100

Figure 4 Concepts for High Street



Responses regarding suggested concepts for High Street are somewhat mixed. However Concept 3 – Two-way High Street with parallel parking on both sides receives the most support, with one in three submitters (31%) favouring this option. Predominantly, submitters here believe a two-way High Street with parallel parking on both sides would improve the flow of traffic significantly, by allowing vehicle access from the east which would make High Street more practical and visitor friendly. A better traffic flow and parallel parking would also result in less congestion as cars back out of angled parking, would speed up traffic moving through High Street, and would create a safer environment for both pedestrians and motorists. In addition, some feel it would reduce

conflict between pedestrians and cyclists, as cyclists suffer from poor visibility in the current configuration.

Some believe a two-way High Street with parallel parking would increase retail patronage as it allows easier access to shops. While some comment the inevitable loss of car parking spaces along High Street, they acknowledge that the current configuration with angled car parking is not safe for pedestrians, cyclists or motorists. Some insist that 'people will learn to park and walk to High Street', others worry that if drivers cannot find a car park, they will move on without stopping. However, it is acknowledged that if pedestrian connections between

off-street parking away from the main street and High Street were strengthened, walking to the shops would be less of a burden. Two-way traffic flow along High Street would also make parking on Percival, Victoria and Durham Streets more easily accessible.

Rangiora Town Centre 2010 Business Survey

Similarly, the RTC 2010 Business Survey found that some town centre businesses believe reverting High Street back to two-way traffic by opening the east side up would create better traffic flow and less confusion for visitors.

However, the survey also revealed businesses' reliance on car parks along High Street.

Convenience and ease of parking for customers is an aspect highly valued by businesses and one of the main reasons businesses are based here. In fact, businesses would like to see more car parks along or close to High Street as they perceive supply does not meet demand. 65% of businesses are dissatisfied with High Street car parking.

Rangiora Town Centre 2020 Parking Survey

A recent parking survey conducted by Abley Transportation Consultants found that there is generally sufficient parking in the town centre, hence it could be said to be viable to reduce the number of spaces along High Street. The survey found that the average occupancy rate of on-street car parks on High Street is 68%; however this percentage rises to 84% during the peak time of the day (11-11:30am) and remains generally high (above 80%) for the majority of business hours. General on-street car parking has 63% occupancy on average; off-street Council car parking has 53% and off-street private car parking 40%, indicating there is room for encouragement for parking away from High Street.

One in four submitters (25%) recommends other solutions for High Street. The most popular suggestion here (8 submitters) is to reconfigure High Street to two-way traffic flow with angle parking on one side and parallel parking on the other. This, submitters believe, would allow the retention of as many car parks along High Street as possible, would result in slower traffic, would make for a more attractive and safer pedestrian environment, and would mean less queuing of vehicles at Red Lion Corner. Six respondents suggest turning High Street into a pedestrian mall, removing all traffic from Percival Street to either Victoria Street or to Ashley Street. Submitters here believe removing cars from High Street would create a more pedestrian friendly and attractive environment, would enhance the quality and character of High Street, would be good for business, and would strengthen the green link of Rangiora Town Centre. Spaces for markets or performers, as well as other public amenities could then be added.

Other suggestions include a one-way High Street with angled parking on one side, and right angled parking on the other; leaving High Street as it is but removing blocks of car parking to create a less car dominated environment; reversing the one-way traffic flow along High Street to allow access from the east; and leaving High Street as it is but allowing straight ahead, left and right turn at Ashley Street. One submitter also

encouraged the Council to survey users of disabled parking along High Street, in consultation with the Waimakariri Access Group or CCS, before making any changes.

Around one in four respondents (24%) would prefer to do nothing with the current configuration of High Street. Some feel it works well as it is, that drivers and pedestrians have adjusted to it, and that it is quite user-friendly. Others find the current configuration a safe option for both pedestrians and motorists, as it slows traffic and deters boy racers, while retaining a pedestrian character. This option also offers the most car parking spaces along the High Street. Some here are concerned with potential costs involved to realise other concepts and would find this a waste.

Only 16% of submitters support Concept 2 – Two-way High Street with angle parking on one side. Submitters' reasons here for supporting a two-way High Street are similar to those discussed above (Concept 3), including allowing vehicular access from the east, making it easier for out-of-town visitors to negotiate the town centre, providing a safer and more pleasant pedestrian environment, as well as a safer, slower environment for motorists, and the opportunity for better public amenity. The point of difference between this option and Concept 3 (above) is the configuration of car parking. Supporters of this option find angled parking along one side of High Street an aesthetically pleasant design and some believe parallel parking would hold up traffic with motorists reverse parking. The suggested concept for car parking here is believed would be safer for motorists and pedestrians and would avoid accidents caused by poor visibility. Again, some submitters here urge motorists to park away from High Street and walk, while another reminds the Council of the importance of providing disabled car parks near the shops.

2.2.4. On/Off-Street Car Parking in Rangiora Town Centre

Respondents were asked where they think more on/off-street car parking in Rangiora Town Centre should be located. Submissions reveal significant support for more car parking in or around the current Blake Street area, including Blackett Street. Many would like to see the erection of a multi-storey car parking building to cater for current and future car parking demand in Rangiora Town Centre¹, particularly at or near the Blake Street site. A few also suggest other sites for a car parking building, including behind Farmers, near the library, by Durham Street, Good Street or New World Supermarket.

Some submitters would generally like to see more on/off-street car parking to the north of High Street, behind the High Street commercial properties. A few suggest more car parking is needed

Rangiora Town Centre 2020 Parking Survey

To paint the picture for car parking demand in the town centre, a recent parking survey conducted by Abley Transportation Consultants found that there is generally sufficient parking in the town centre, with an average occupancy rate of 68% occupancy for car parks on High Street (80%+ during majority of business hours), 63% for general on-street parking (of which High Street is a subset); 53% for off-street Council car parking; and 40% for off-street private car parking. However, the survey also concluded that, based on the projected growth in population versus the historic growth in parking demand, the demand for car parks would exceed the supply by 2017. The Survey Report recommends that parking in the town centre can be better managed in the long-term by managing the demand / supply relationship through the development of a Parking Management Strategy, which could explore numerous techniques to best utilise parking resources.

¹ Around one in five respondents voice their wish for a car parking building.

south of High Street, while a small number of submitters recommend more car parking at the fringes of the town centre, or to the east or west of the town centre. Only two submitters commented that no additional car parking spaces are needed in the Rangiora Town Centre, as motorists should be encouraged to park further away and walk to High Street or seek alternative modes of transport, such as public transport.

Rangiora Town Centre 2010 Business Survey

Improving car parking in the town centre is the predominant change businesses would like to see made, including more car parking spaces by for example building a car parking building close to High Street. The survey also revealed high levels of dissatisfaction with current car parking provision: 65% of town centre businesses are dissatisfied with High Street parking; 66% with off-street parking north of High Street; and 69% with off-street parking south of High Street.

Waimakariri District Council (Customer Satisfaction) Surveys 2001 – 2010

Figures from the previous four Council (Customer Satisfaction) Surveys show an overall increase in the percentage of respondents who are not satisfied with off-street parking. Between 2001 and 2007, the percentage dissatisfied increased from 32% to 51%. Since 2007, dissatisfaction dropped to 46%. Still almost half of all respondents are not satisfied, representing noteworthy room for improvement.

2.3. Enhancing Character and Quality

The Council sought feedback on how best to enhance the character and quality of the Rangiora Town Centre.

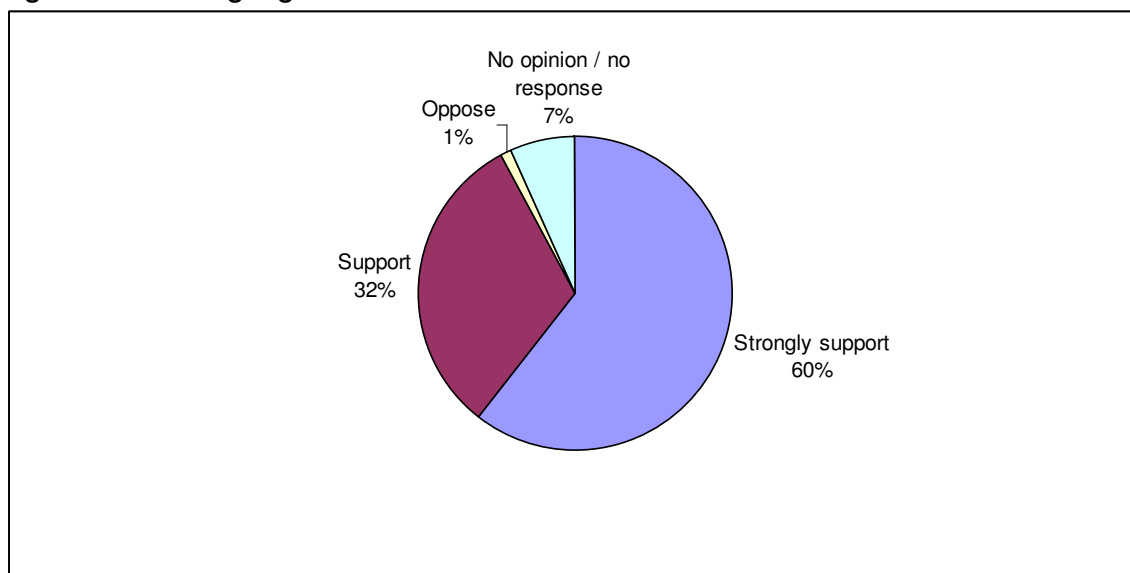
2.3.1. Protecting High Street Character

Respondents were asked to what extent they support protecting the High Street character. The following table and graph illustrate their responses.

Table 5 Protecting High Street Character

	Frequency	Percent
Strongly support	46	61
Support	24	32
Oppose	1	1
Strongly oppose	0	0
No opinion / no response	5	7
Total	76	100

Figure 5 Protecting High Street Character



The vast majority of respondents (93%) support protecting the High Street character, with 61% strongly supporting this concept, and 32% supporting it. Only one submitter opposes protecting the High Street character. Respondents feel that the character of High Street is what makes Rangiora unique and strongly believe it must be treasured. High Street’s character is the focal point of the town, adds great heritage value with its unique curved veranda roofs and iron laceworks, and gives Rangiora a special rural town feel. Some suggest more needs to be done to protect the great High Street buildings from King Street to Ashley Street to retain Rangiora’s point of difference. Others suggest the Council undertake a thorough heritage review assessment analysing the built elements that make up Rangiora’s unique character.

Rangiora Town Centre 2010 Business Survey

Rangiora’s Town Centre environment is an aspect most liked by businesses in the town centre, as revealed by the 2010 RTC 2010 Business Survey. This includes the town centre attractiveness and presentation and particularly the character of the High Street.

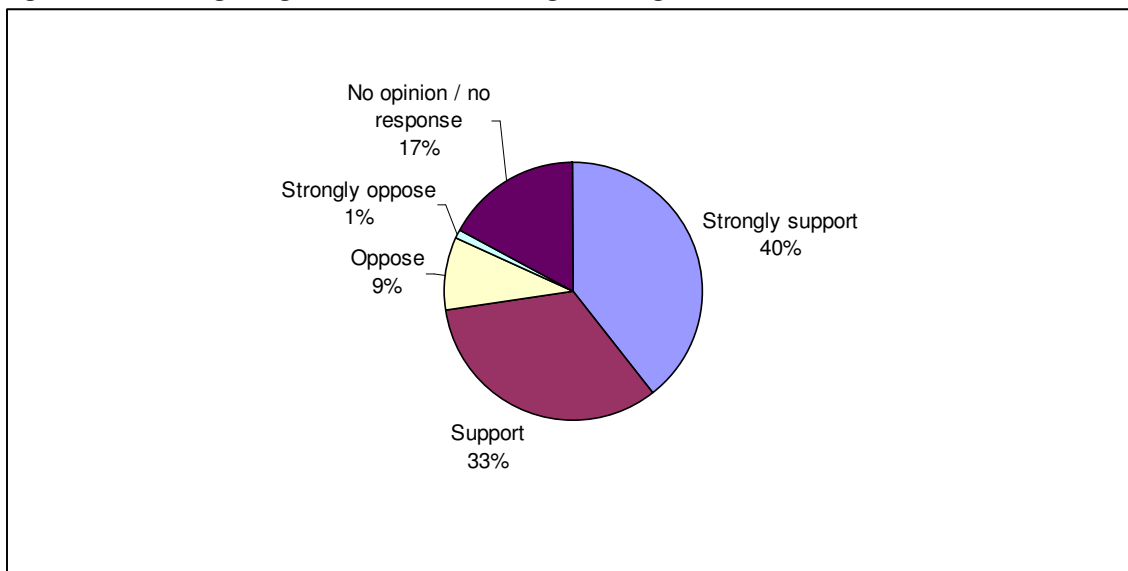
2.3.2. Lowering Height Limits for Buildings on High Street

Respondents were asked to what extent they support lowering the height limits for buildings on High Street. The following table and graph illustrate their responses.

Table 6 Lowering Height Limits for Buildings on High Street

	Frequency	Percent
Strongly support	30	40
Support	25	33
Oppose	7	9
Strongly oppose	1	1
No opinion / no response	13	17
Total	76	100

Figure 6 Lowering Height Limits for Buildings on High Street



Around three in four respondents (73%) support lowering the height limits for buildings on High Street, with 40% strongly supporting and 33% supporting this concept idea. One in ten (10%) oppose it. Many submitters here urge the Council to lower the height limits for buildings on High Street to a maximum of 9, 10 or 11 metres because taller buildings would block out sunlight at pavement level, which would make High Street draughty, dark, and cold and therefore unattractive to outdoor dining. Keeping building heights low is thought would retain the current character of High Street and pedestrian friendliness; however some suggest allowing building heights up to 15 metres is acceptable outside the main heritage area of High Street. This area is defined slightly differently by different submitters – between King Street and Ashley Street, King Street and the railway lines and Percival Street and Ashley Street.

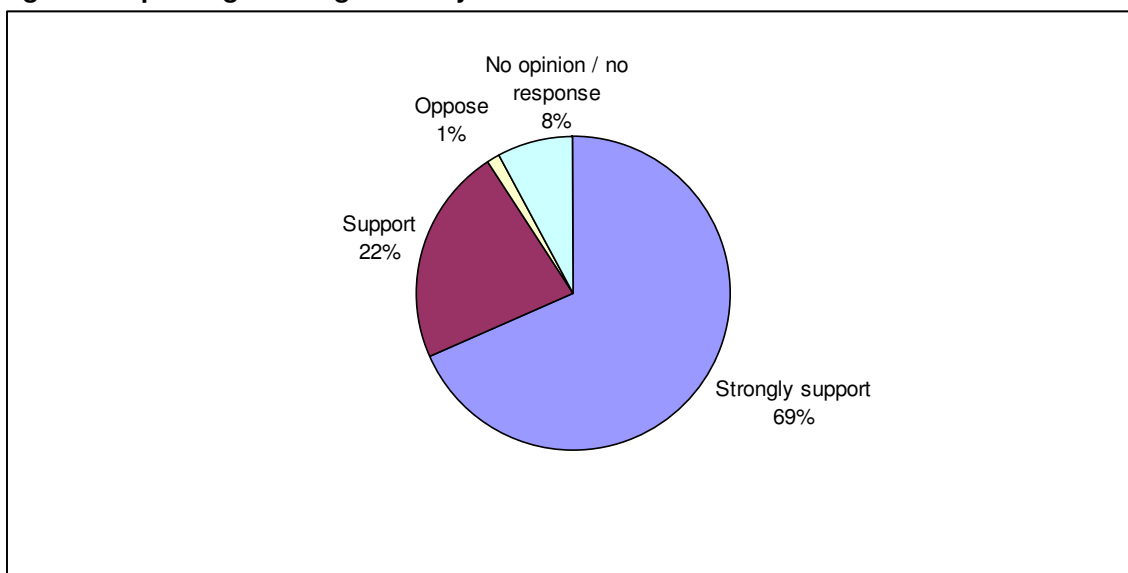
2.3.3. Improving Existing Laneways and Pedestrian Connections

Respondents were asked to what extent they support improving existing laneways and pedestrian connections in the Rangiora Town Centre. The following table and graph illustrate their responses.

Table 7 Improving Existing Laneways and Pedestrian Connections

	Frequency	Percent
Strongly support	52	69
Support	17	22
Oppose	1	1
Strongly oppose	0	0
No opinion / no response	6	8
Total	76	100

Figure 7 Improving Existing Laneways and Pedestrian Connections



A vast nine out of ten submitters (91%) support improving existing laneways and pedestrian connections in Rangiora Town Centre – 69% strongly support, and 22% support this concept idea. Only one respondent opposes it. Submitters believe improving laneways, including clear signage, would encourage motorists to better utilise off-street car parking away from High Street as the pedestrian experience from car parks to High Street would be enhanced significantly. This in turn would encourage walking and overall pedestrian movement and flow, which is thought to be the future of Rangiora Town Centre. Improving existing laneways and pedestrian connections, with smooth surfaces and continuous accessible paths, would particularly enhance the movements of pedestrians with mobility and/or visual impairments, Rangiora’s ageing population and people pushing prams.

Aesthetically, improving and upgrading existing laneways and beautifying pedestrian connections is thought would strengthen Rangiora’s green connections, provide better visual links between High Street and surrounding areas that are safe, clean and convenient, and could become a real feature of Rangiora Town Centre. Good Street is thought to be an excellent example of a successful and appealing laneway that submitters would like to see more of. Provision of seating in laneways and protection from the weather by way of a cover is also sought by a few.

Rangiora Town Centre 2010 Business Survey

Results from the RTC 2010 Business Survey reveal that 58% of town centre businesses are satisfied with pedestrian access between off-street car parks and the High Street. 38.5% are dissatisfied representing noteworthy room for improvement. In addition, the survey revealed that the town centre’s pedestrian access and flow is an aspect most disliked by businesses. This includes poor linkages and access ways for pedestrians into the town centre, poor pedestrian safety measure due to heavy traffic, and poor crossings for pedestrians in some places. Changes businesses would like to see include creating easier a safer pedestrian access into and around the town centre.

Rangiora Town Centre Community Street Review

The Rangiora Town Centre Community Street Review revealed a number of path lengths that were not considered walkable by participants. Improving existing laneways would go some way to improving the overall walkability of the town centre. Learning from the Community Street Review then, existing laneways should provide a pedestrian environment that looks good, is safe and functions well. This means pleasant landscaping, wide footpaths, good quality paving, allowing for natural desire lines, few obstructions, good visibility, and pedestrian priority.

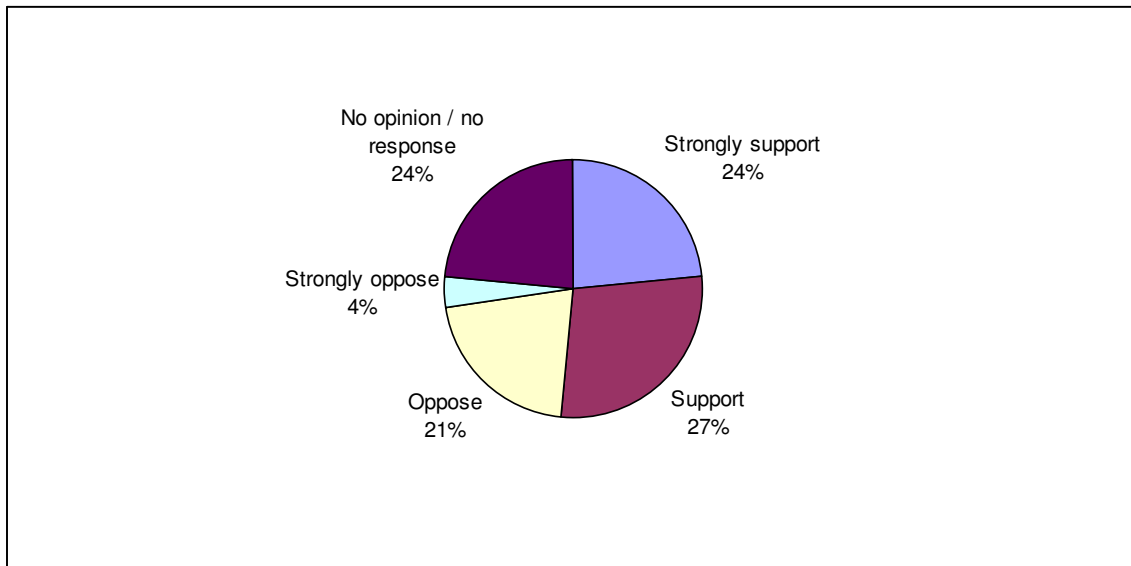
2.3.4. Providing a new Public Square north of High Street

Respondents were asked to what extent they support providing a new public square north of High Street. The following table and graph illustrate their responses.

Table 8 Providing a new Public Square north of High Street

	Frequency	Percent
Strongly support	18	24
Support	21	27
Oppose	16	21
Strongly oppose	3	4
No opinion / No response	18	24
Total	76	100

Figure 8 Providing a new Public Square north of High Street



The level of support for the provision of a new public square north of High Street is more mixed than for other suggested concept ideas for enhancing character and quality. However, the majority of respondents (51%) support this suggestion, with 24% strongly supporting and 27% supporting it. Around one in four submitters (25%) oppose providing a new public square north of High Street and one in four (24%) offered no opinion.

Those who support it believe a good gathering space for locals that offers a pleasant environment to relax in or even hold events in during the day that has potential to host a range of activities during the evening would add great value to Rangiora Town Centre. Particularly those who work on the northern side of High Street, including the New World Supermarket or The Gables Arcade would benefit from having an attractive space to spend their breaks, as the northern side of the town centre currently lacks a pleasing gathering space. It is also thought a public square would encourage visitors to stop and spend time in Rangiora, rather than pass through.

Rangiora Town Centre 2010 Business Survey

Town Centre businesses, as revealed by the RTC 2010 Business Survey, would like to see improvements made to the town centre environment and presentation. This includes better landscaping, more public seating places and creating more vibrancy in the town centre. It could be said that providing a new public square could go some way to meeting wishes of this nature.

Those who oppose providing a new public square north of High Street largely consider it unnecessary, as there are thought to be enough public green spaces in the vicinity, including Victoria Park and Good Street Reserve, which are at times under utilised. High Street is also thought offers a strong public place aspect. Some disagree with the location for the proposed square – a few think areas around the Council offices would be more suitable, another believes a multi-storey car parking building is needed at the proposed site instead of a square, and another suggests discussing with private property owners the possibility of using their land for a public square and parking facilities instead.

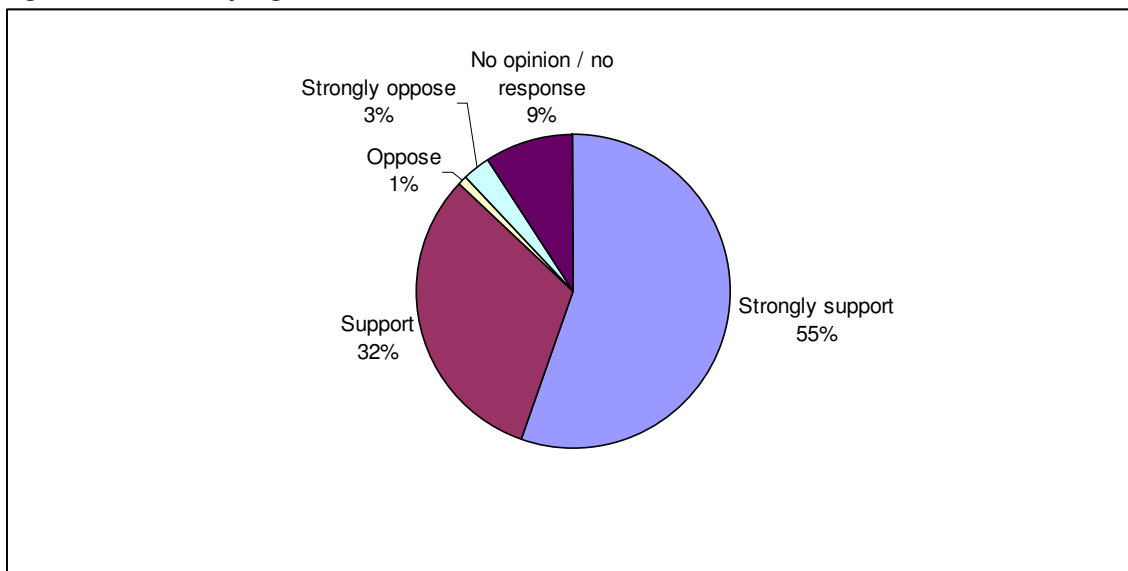
2.3.5. Redeveloping Blake Street Car Park Area

Respondents were asked to what extent they support redeveloping the Blake Street car park area. The following table and graph illustrate their responses.

Table 9 Redeveloping Blake Street Car Park Area

	Frequency	Percent
Strongly support	42	55
Support	24	32
Oppose	1	1
Strongly oppose	2	3
No opinion / no response	7	9
Total	76	100

Figure 9 Redeveloping Blake Street Car Park Area



Almost nine out of ten submitters (87%) support redeveloping the Blake Street car park area, with 55% strongly supporting and 32% supporting this concept idea. Only 3 people (4%) oppose it. Submitters agree with the need for redevelopment, as many consider the current Blake Street car park area unattractive, disorganised, uninviting, hidden, and under-utilised. They feel the current area contains a lot of wasted space and feel that if designed well, more car parks could be achieved, which would be particularly important if car parks are lost on High Street due to a return to two-way traffic (a few here suggest a car parking building at this site). Redeveloping this car park area, which would encourage motorists to utilise this space and walk to High Street, would promote more pedestrian movement. It is also suggested that this area could provide the opportunity for shared space and that a consistent approach to car parking in the town centre is needed.

Rangiora Town Centre 2010 Business Survey
 The RTC 2010 Business Survey revealed a high proportion of town centre businesses want to see improvements made to the current car parking system in the town centre. Most here would like more car parks supplied, some in the form of a car parking building close to High Street to make it easier for customers to shop in the town centre. Businesses feel that the current amount of car parking spaces close to High Street is not sufficient to cater for all their customers and staff. An improvement to the town centre environment and presentation is also sought by businesses.

Waimakariri District Council (Customer Satisfaction) Surveys 2001 – 2010
 Figures from the previous four Council (Customer Satisfaction) Surveys show an overall increase in the percentage of respondents who are not satisfied with off-street parking. Between 2001 and 2007, the percentage dissatisfied increased from 32% to 51%. Since 2007, dissatisfaction dropped to 46%. Still almost half of all respondents are not satisfied, representing noteworthy room for improvement.

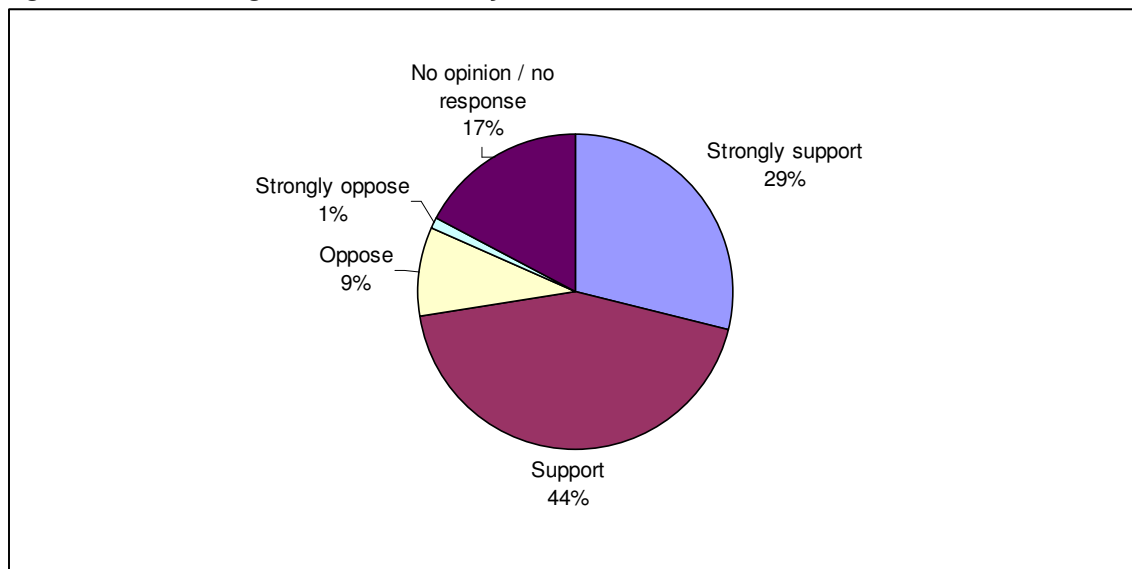
2.3.6. Enhancing Civic / Community Area

Respondents were asked to what extent they support enhancing the civic / community area in the Rangiora Town Centre. The following table and graph illustrate their responses.

Table 10 Enhancing Civic / Community Area

	Frequency	Percent
Strongly support	22	29
Support	33	44
Oppose	7	9
Strongly oppose	1	1
No opinion / no response	13	17
Total	76	100

Figure 10 Enhancing Civic / Community Area



Around three in four respondents (73%) support enhancing the civic / community area in Rangiora Town Centre, with 29% strongly supporting and 44% supporting this concept idea. Many agree enhancing the civic / community area would create a better link between the Council buildings, the library and Victoria Park, which is particularly important with the forthcoming library extension. Expanding the space directly in front of the Council offices is also suggested, as is visually incorporating Rangiora's history. These appealing and attainable concept ideas are thought would bring families and visitors into Rangiora, particularly if areas lend themselves to hosting local family friendly events, would encourage community involvement and would create a real 'heart' for Rangiora town. One submitter suggested utilising the High Street / Collins Street block for civic

Rangiora Town Centre 2010 Business Survey
 Town Centre businesses, as revealed by the RTC 2010 Business Survey, would like to see improvements made to the town centre environment and presentation. This includes better landscaping, more public seating places and creating more vibrancy in the town centre. It could be said that enhancing the civic / community area of Rangiora Town Centre could go some way to meeting wishes of this nature.

functions, such as a community hall or gym, to provide a balance to the opposite end of the town centre.

One in ten submitters (10%) oppose the concept idea of enhancing the civic / community area in Rangiora Town Centre largely because they believe the area is satisfactory in its current state.

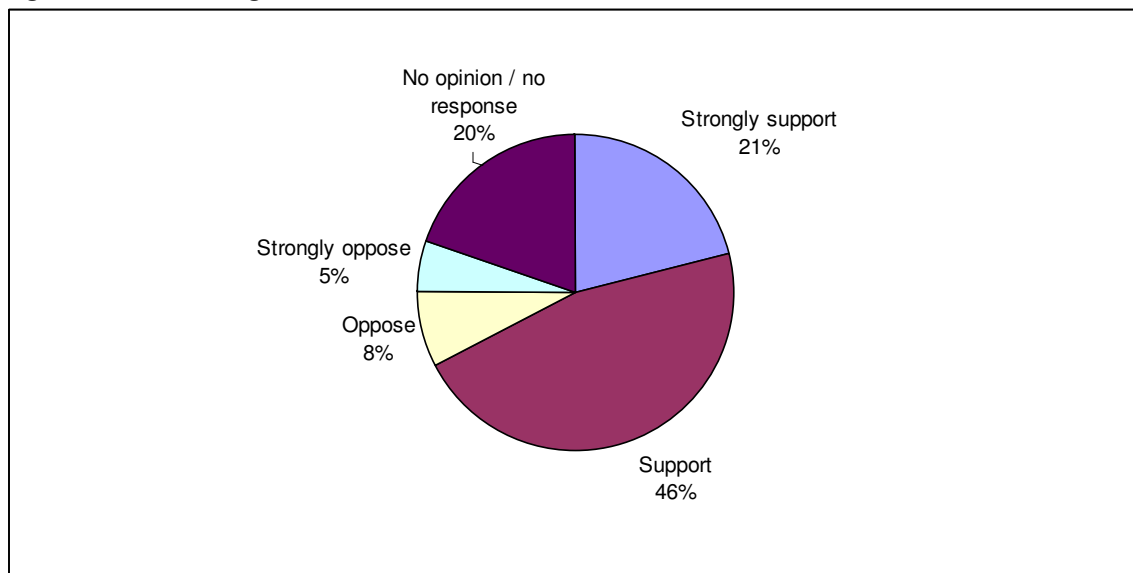
2.3.7. Enhancing Alfred Street Area

Respondents were asked to what extent they support enhancing Alfred Street area. The following table and graph illustrate their responses.

Table 11 Enhancing Alfred Street Area

	Frequency	Percent
Strongly support	16	21
Support	35	46
Oppose	6	8
Strongly oppose	4	5
No opinion / no response	15	20
Total	76	100

Figure 11 Enhancing Alfred Street Area



Around two in three submitters (67%) support the concept idea for enhancing Alfred Street area, with 21% strongly supporting it and 46% supporting it. 13% oppose enhancing Alfred Street area. Many think that currently, Alfred Street aesthetically looks like a back alleyway, or a 'desert', and if redeveloped, has potential to be another Good Street mall example, could visually incorporate Rangiora's history, or could provide an opportunity for outdoor dining. Many agree that the pedestrian experience of Alfred Street needs to be improved significantly, with better, more pleasant access ways and connections. A few believe closing Alfred Street to be a pedestrian-only street, or perhaps a shared space opportunity, would make it more pedestrian friendly and accessible, particularly for pedestrians with impairments. However, a number of other

submitters, while supporting enhancement of this area, urge the Council to keep Alfred Street open for vehicle movement, but made more pleasant and accessible for pedestrians, including ensuring good footpaths. However it was commented that land ownership and space issues may limit options.

Rangiora Town Centre 2010 Business Survey

Town Centre businesses, as revealed by the RTC 2010 Business Survey, would like to see improvements made to the town centre environment and presentation. This includes better landscaping, more public seating places, better security and creating more vibrancy in the town centre. It could be said that enhancing Alfred Street area could go some way to meeting wishes of this nature. Improving pedestrian access and flow is also desired by businesses, including easier and safer pedestrian access into and around the town centre.

Rangiora Town Centre Community Street Review

A recent Community Street Review around Rangiora Town Centre revealed Alfred Street, particularly the eastern half, to be the least 'walkable' path length (of those assessed) in the town centre, according to participants. They felt hindered by obstacles and deemed it unpleasant, unsafe from traffic and unsafe from falling, particularly for pedestrians for impairments. Enhancing Alfred Street area would certainly improve the pedestrian experience and its overall level of walkability.

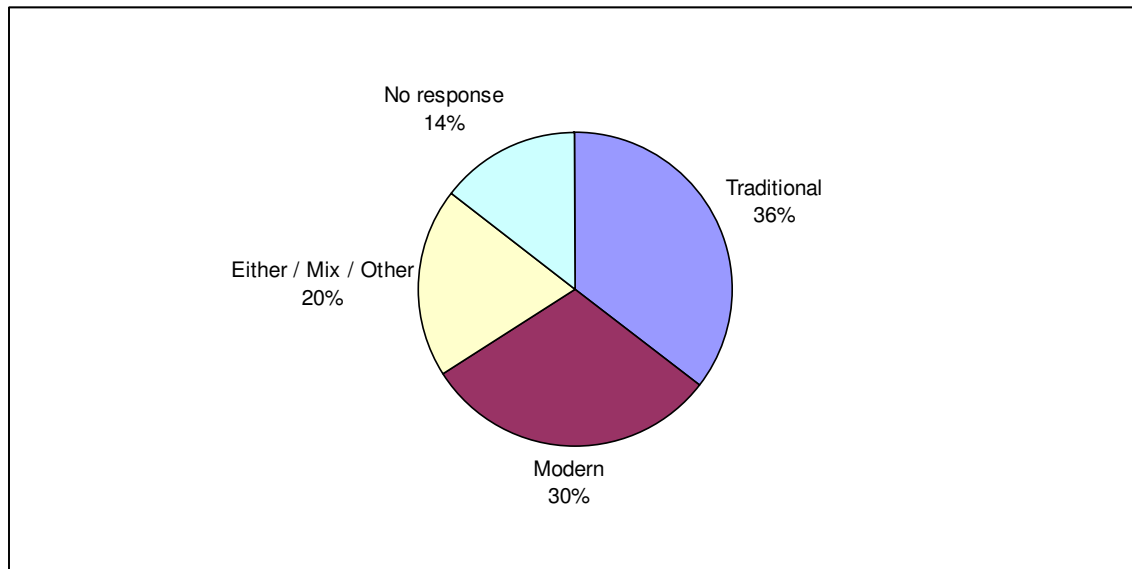
2.3.8. Preferred Style of New Development

Respondents were asked whether they think new development in the intensification / growth areas of the town centre away from the heritage area of High Street should be traditional or modern in style. The following table and graph illustrate responses.

Table 12 Preferred Style of New Development

	Frequency	Percent
Traditional	27	36
Modern	23	30
Either / Mix / Other	15	20
No response	11	14
Total	76	100

Figure 12 Preferred Style of New Development



Just over one in three respondents (36%) would prefer that new development in the intensification / growth areas of the Rangiora Town Centre away from the heritage area of High Street be built in a traditional style to blend in with the heritage area of High Street. Submitters here believe the town's traditional style is a real point of difference, is a tourist attraction, and needs to be supported. New developments should aesthetically complement existing character buildings, through mechanisms such as facades and verandas for example, to support the future character of the town. The new office building at corner High Street and Cone Street² is not considered to be 'in keeping' with the preferred style; the quality of new developments instead should reflect Rangiora's heritage.

Rangiora Town Centre 2010 Business Survey

In line with submitters valuing and preferring a traditional building style for new development in the town centre, Rangiora's Town Centre environment is an aspect most liked by businesses in the town centre, as revealed by the 2010 RTC 2010 Business Survey. This includes the town centre attractiveness and presentation and particularly the character of the High Street. Similarly, Rangiora's small town atmosphere and rural 'feel' is an aspect most liked by businesses, an aspect that could be said could be threatened by large, modern style development.

Less than one in three submitters (30%) believe new development in the intensification / growth areas of Rangiora Town Centre away from the heritage area of High Street should be built in a modern style. However many here comment that while modern, new development should blend with the old, by for example incorporating verandas or other traditional elements. Others think modern development would provide a great contrast to the traditional buildings in the heritage area of High Street, thereby protecting it, enhancing it and visually separating it more. Modern development one block away from the heritage area of High Street is thought acceptable, particularly towards the east, where modern development is already dominant.

² see picture on page 20 of RTC2020 Public Consultation Issues and Concept document

One in five submitters (20%) either don't mind whether new development is traditional or modern in style, would prefer a mix of both, or believe it is a decision to be made by developers or others. As long as new development is tasteful and well-designed, does not compromise the current traditional style of the heritage area of High Street which must be preserved, a mix is considered acceptable, as both styles currently exist. However, while many submitters have no preference or would support a mix of styles, several comment that they would like to see new development connect with traditional buildings, that the heritage style be respected – albeit not necessarily replicated – and that design criteria for new buildings ought to ensure a blend with the traditional, such as interesting building facades or verandas. It was also noted that whatever style of development, Rangiora must offer an 'arrival experience' through landscaping and plantings, that new development should protect pedestrians from the weather, and that new buildings must be accessible for all, including those with impairments.

Overall, despite only 36% of respondents clearly stating they would prefer new development in the intensification / growth areas of the town centre away from the heritage areas of High Street to be traditional in style, numerous others also commented on the importance of protecting the heritage value of High Street by blending and respecting this style through new development.

2.4. Other Comments

Submitters were invited to comment on any other matters relating to key issues facing the Rangiora Town Centre. A few submitters took this opportunity to complement the Council on a good, enlightening document that is on the right track to making some positive changes to the Rangiora Town Centre, as long as appropriate resources are committed to making proposals a reality.

Some urge that a critical issue to the success of any concepts for the Rangiora Town Centre will be making the centre friendlier to pedestrians and cyclists. This includes safe and clear pedestrian crossings and access ways, as well as smooth and pedestrian friendly footpaths which includes appropriately managing the use of sandwich boards so they do not hinder pedestrian journeys or compromise the heritage look of High Street.

Amenities, facilities and attractiveness of Rangiora Town Centre is also commented on by some. Here submitters voice they would like to see more public arts in the town centre, a concrete path through Victoria Park, an art gallery³, a dedicated space in the town centre for street entertainers, more and cleaner public toilets, improved landscaping and greenery, a cleaner town centre, and more opportunities for alfresco dining.

Further comments about how to better regulate and manage traffic in the Rangiora Town Centre are also offered. Submitters here would like to see heavy traffic re-routed away from the town centre, signage improved, the speed of traffic in the town centre reduced, and the increasing town centre traffic from all directions better managed. Environment Canterbury (Passenger Services) see this as a good opportunity to strengthen public transport access and attractiveness in Rangiora, while another comments that they fully support a public transport exchange with park and ride in Rangiora. An extension of Blackett Street is thought unnecessary by another.

³ Suggested to be in the Ipswich building

A few submitters provided further views relating to parking in the Rangiora Town Centre. Comments ranged from wanting to see more and more suitable areas for disabled parking close to retail shops in the town centre, and needing dedicated staff car parking, to urging the Council to redevelop the Blake Street car park prior to potentially reducing the number of car parks available on High Street, if High Street is to be reconfigured.

A few submitters would like to see better promotion and encouragement of economic development in the Rangiora Town Centre, including efforts to make Rangiora a destination for tourists, as well as for people considering moving to the town, and more and a better variety of retail shops in the town centre to attract shoppers to Rangiora, instead of losing them to Christchurch.

Lastly, Environment Canterbury (Policy) seeks the Council to define and identify the spatial extent of Rangiora's Key Activity Centre as per Proposed Change 1 to the Regional Policy Statement, give effect to Proposed Change 1, consider more fundamental changes to the District Plan and amend proposals accordingly⁴.

⁴ Environment Canterbury comment that a recent S42A reports for Plan Changes PO5 and PO7 (Ravenswood) and for the Resource Consent for Pak'n Save at Southbrook Road wrongly identified the whole town as the Key Activity Centre. They urge the Council to review and where necessary amend the relevant Objectives and Policies of the District Plan, together with the Business 1 and 2 zone provisions to ensure they give effect to PC1 and in particular Method 5.1 and 5.2. They also question whether the District Plan represents the right framework for the future, or whether more fundamental changes are required to give effect to PC1.

APPENDIX 1: ISSUES AND LIMITATIONS

As with any robust analysis, it is important to note the issues and limitations that creep into the process, in order to ensure that findings are reliable and for the council to have faith in them. This will ensure shared understanding of potential flaws, assumptions and restrictions this analysis carries with it.

Representativeness of Submitters

Submitters to the type of consultation the Council carried out for the RTC2020 Public Consultation Issues and Concepts Paper are self-selective, meaning they choose to share their opinion on a specific topic, which is not a particularly scientifically robust method. This means that while the views considered as part of the decision-making process around finalising the Strategy are valid and loosely represent the wider population, decision-makers should also keep in mind the 'silent majority' who did not submit. A total of 76 submissions were received; the impact of those people who chose not to submit is unknown.

Entering and Analysing Submissions

Submissions attracting a large amount of written text, which had to be interpreted by the person entering the data into the database. Open-ended responses then had to be loosely grouped into comprehensive and meaningful categories for analysis. Judgment calls had to be made regarding the grouping and boundaries of various categories, topics and relevance of provided information. Interpreting large amounts of written material also at times meant 'reading between the lines' in order to qualify what the submitter may or may not have been trying to convey. There is also a risk that due to human error, some quantitative data may have been entered incorrectly into the database.

Other

Not all respondents answered all of the questions and the impact of this is unknown. The reasons for omitting some answers are not clear, but could be several reasons, such as lack of interest in certain questions, lack of knowledge of criteria necessary for certain questions, uncertainty as to the meaning of the question, uncertainty as to the relevance of the question.

APPENDIX 2: RTC2020 FEEDBACK FORM

Have your say

RTC 2020 Public Consultation Issues and Concepts Brochure



Key Theme: Providing for Growth

- Which direction do you think the Rangiora Town Centre should grow? (please tick)

<input type="checkbox"/> West	<input type="checkbox"/> South
<input type="checkbox"/> East	<input type="checkbox"/> North & South
<input type="checkbox"/> North	<input type="checkbox"/> Other (please specify) _____
- Why do you think the Rangiora Town Centre should grow in this direction?

Key Theme: Improving Access

- How Important do you think it is that access in and around the Rangiora Town Centre is improved? (please tick)

<input type="checkbox"/> Very Important	<input type="checkbox"/> Quite Important	<input type="checkbox"/> Not very Important	<input type="checkbox"/> Not at all Important	<input type="checkbox"/> No opinion
---	--	---	---	-------------------------------------
- Which suggested concept for Red Lion Corner (Intersection Ivory/Ashley/High Streets) do you prefer? (please tick)

<input type="checkbox"/> Concept: Do Nothing	<i>this means High Street remains as is with current one-way traffic flow</i>
<input type="checkbox"/> Concept: Realign Ashley Street and possibly Ivory Street and Add Traffic Lights	<i>this means High Street could have two-way traffic flow</i>
<input type="checkbox"/> Other (please specify) _____	
- Why do you think the Red Lion Corner should look like this?

- Which suggested concept for High Street do you prefer? (please tick)

<input type="checkbox"/> Concept 1: Do Nothing	<i>this means Red Lion Corner does not need to be realigned and traffic lights added</i>
<input type="checkbox"/> Concept 2: Two-way High Street with Angle Parking on one side only	<i>this means Red Lion Corner needs to be realigned and traffic lights added</i>
<input type="checkbox"/> Concept 3: Two-way High Street with Parallel Parking on both sides	<i>this means Red Lion Corner needs to be realigned and traffic lights added</i>
<input type="checkbox"/> Other (please specify) _____	
- Why do you think High Street should look like this?

- If there was more on/off-street car parking in Rangiora Town Centre, where do you think it should go?

Key Theme: Enhancing Character and Quality

9. To what degree do you support the following possible concept ideas for enhancing the character and quality of Ranglora Town Centre? (please tick and provide comment for each concept if you wish)

	Strongly support	Support	Oppose	Strongly oppose	No opinion /don't know
a. Protect High Street character	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment _____					
b. Lower height limits for buildings on High Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment _____					
c. Improve existing laneways & pedestrian connections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment _____					
d. Provide a new public square north of High Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment _____					
e. Redevelop Blake Street car park area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment _____					
f. Enhance civic / community area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment _____					
g. Enhance Alfred Street area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment _____					

10. Should new development in the intensification / growth areas of the town centre away from the heritage area of High Street be traditional or modern in style?

Any Other Comments

11. Please comment if you wish on any other matters relating to key Issues facing Ranglora Town Centre (use additional paper if needed). _____

About You

We would like to keep in touch with you regarding the RTC2020 Strategy work and answer any specific questions you have. We would therefore appreciate if you could supply the following (optional):

Name: _____

Physical Address: _____

Phone Number: _____

Email: _____

Drop into Council offices, service centres, libraries or post for free to:

RTC2020
Waimakariri District Council
Freepost 1667
Private Bag 1005
Ranglora 7440