

| # | Submission ID | Name | Organisation, Role | Perth Street - Alexandra Street to London Street | Perth Street - London Street to Avalon Street | Comments - please be as specific as possible to help us understand your views |
|----|---------------|------------------|--------------------|--|---|--|
| 53 | 32719 | Edmund le Grelle | | Option 1 | Option 1 | <p>Hi, I own a block of four rental properties in Avalon Street and was sent this information as an adjacent property owner. I appreciate the CCC doing this. When visiting my property I do notice some cars in the neighbourhood travelling quite quickly. I think the alternating parking option (#1) will assist in 'naturally' slowing/calming the traffic in Perth Street and hopefully adjacent streets. Associated with your proposal is that yellow lines will be reinstated in Avalon Street. This includes outside my own property at [REDACTED] Avalon Street. Currently local residents (including my tenants) park where you plan to reinstate these yellow lines. Allowing cars to park outside my property at [REDACTED] Avalon Street will continue to cause a natural calming effect on the speed of traffic travelling along Avalon Street. So, I disagree with reinstating yellow lines here, as this will reduce the total number of parking spaces, already reaching capacity with the recent development between 52 and 60 Perth Street. Local residents will resort to parking on the very wide grass verge on Avalon Street between property numbers 32 and 64. Maybe the width of this grass verge could be reduced and proper/official parking spaces can be created along this stretch of the south side of Avalon Street? Regards, Edmund le Grelle</p> |
| 52 | 32709 | Tim Blundell | | Option 1 | Option 1 | <p>I believe that option 1 may offer some benefit over option 2 and the current situation, as it will hinder speeding on the street by drivers. I don't think it will address the issue of individuals parking in the 5 minute zone for extended periods, but I am open to it being proved otherwise if it's backed by existing implementations.</p> <p>Currently with the 5 minute stopping zone, some individuals still park in these zones for extended periods significantly exceeding 5 mins, mostly overnight. We usually report these cars on snap send and solve, however because the cars are parked overnight outside of CCC compliance officers hours, the individuals are not fined for their actions and will repeat the offence again.</p> <p>An innovative solution would be for residents to report offenders remotely by snap, send and solve with photos to CCC, without the need for a compliance officer having to attend the street.</p> |

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| 51 | 32708 | Shanti Niven | | Option 2 | Option 2 | <p>The primary reason for my opposition to the alternating lines is that we have a number of cars which regularly come up and down our street at unsafe speeds. I believe that alternating no stopping lines will create an even less safe environment in which they will not only speed on our street but will have to weave through cars as part of that.</p> <p>Although option 2 is my preferred choice of the above options I am concerned that the result of it is that cars will continue to park on the yellow lines but to park covering the footpath. This currently happens frequently on Perth Street. As I have young kids/pram I find this frustrating.</p> <p>There is no mention of enforcement of the current requirements. At times there have been parking staff regularly monitoring the street and ticketing people. Is it possible to have someone out a few times a week to enforce what we already have? I think that this will be important regardless of which option is chosen.</p> |
| 50 | 32705 | Jessica Geddert | | Option 1 | Option 2 | These carparks are often full, I support the restrictions, but think we need to maximise the number of available parks. |
| 49 | 32699 | J Claire McBride | | Option 1 | Option 1 | <p>With alternating lines people may access Perth street from either direction and hope to find a park. If parking were west side only traffic would either have to travel in one direction only for parking or have to manoeuvre in a potentially tricky fashion to achieve a park.</p> <p>Less able-bodied folk may park on the desired side of the road without having to navigate a crossing of the road which again can be tricky.</p> |
| 48 | 32690 | Kerin John Brew | | Option 2 | Option 2 | |
| 47 | 32689 | G D Cath | | Option 2 | Option 2 | Clearly there are more options than 1 & 2 e.g. more parking could be provided on the corner of London Street & Perth - there could be NO PARKING in Perth Street. Facing West & towards Fitzgerald even for small vehicles, the turn is tight getting into Perth. We all die & whether donated or cremated take up an even smaller amount of space - give the long suffering residents of Perth of peace and quiet - improvement by painted lines is shuffling cards - add some speed humps & get real - Thank You - except for emergency services |
| 46 | 32683 | Nola Ellison-Jones | | Option 2 | Option 2 | |
| 45 | 32681 | Nicola Pye | | Option 1 | Option 2 | Use traffic calming measures on London Street please, lots of people drive super-fast and very unsafe. Lots of rat running between Stanmore & Bealey Avenue. |
| 44 | 32680 | Elliot & Kirstie Chisholm | | Option 1 | Option 1 | |

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| 43 | 32635 | Verity Kirstein | | | Option 2 | I'm all for this as a solution to deal with the dangerous parking outside my property. There are times where parking opposite my driveway makes it very difficult to back out. Alternating parking would continue to make manoeuvring in & out of my driveway problematic. What I really want to see is that parking enforcement is carried out. This proposal will need follow up monitoring & action. |
| 42 | 32634 | Sarah McKnight | | Option 2 | Option 2 | |
| 41 | 32543 | Brian & Steph Wyatt | | Option 2 | Option 2 | The street is much busier now since the development at 58 Perth Street with 21 new units. Hopefully this will help alleviate the problem negotiating Perth Street. |
| 40 | 32542 | Fiona Margetts | | Option 2 | Option 2 | Option 2 is preferable. Other options leave the street open to boy racer "chicane" racing behaviour. Option 2 will make access to driveways more difficult and access for larger vehicles much more difficult i.e. ambulances, fire trucks. Visibility and access to drives is already compromised with people parking on 5 min zones and footpaths. We also need yellow lines at corners and intersections of Perth Street. More policing for illegal parking would also help. |
| 39 | 32541 | Graham Croll | | Option 2 | Option 2 | I prefer option two as option one will require manoeuvres more likely to cause accidents and uncertainty for drivers, cyclists will also be more vulnerable and large vehicles more likely to encounter blockages (and increased wear and tear on an already compromised road structure). Yellow lines at intersections and better enforcement would go a long way to solving the current problems. Why no parking outside 57 Perth Street? |
| 38 | 32513 | Rhendy Visser | | Option 2 | Option 2 | My son drives a delivery truck and has told me the alternating no stopping is very difficult to manoeuvre through. |
| 37 | 32510 | Steve & Maxene Kiesanowski | | Option 2 | Option 2 | |
| 36 | 32508 | Rebecca Wallace | | Option 2 | Option 2 | |
| 35 | 32482 | Nicholas Sickelmore | Villa Narc Investments Director | | Option 2 | |
| 34 | 32464 | Blair Patterson | | Option 2 | Option 2 | |
| 33 | 32463 | Robyn Mauger | | Option 2 | Option 2 | Property affected is ■ Bings Lane |

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| 31 | 32461 | Margaret Duggan | | Option 2 | Option 2 | <p>Does option 2 allow access for emergency vehicles?</p> <p>I feel it is much better for flow and easier for visitors to have all parking on one side of the road. e.g. in Perth Street, change the 5 min to yellow lines and keep parking to one side. With staggered cars on either side it holds up traffic as people need to stop and give way due to car not being able to pass each other where parking switches from side to side. NOTE: - you approved a large complex in Perth Street without enough parking which has caused the issues now in the street!</p> |
| 30 | 32457 | Sarah Vivian | | Option 2 | Option 2 | <p>Given the narrow road, alternative no stopping lines will only confuse people and make it extremely difficult to navigate as it is currently when someone uses the 5 minute parking on the east side, even if no one has parked on the corresponding west side. It will also make the road more dangerous. I am also concerned about emergency services having clear access which will be difficult under proposal 1. The same issue applies to delivery vans and manoeuvring trailers etc.</p> |
| 29 | 32452 | Rex Nisbet | | Option 2 | Option 1 | <p>There is a shortage of all day parking on Perth Street.</p> <p>Even with parking on only one side it is a quite a narrow street for two way traffic.</p> <p>Between London St and Avalon St one way North bound would work quite well. I often find it is easier to enter from London St and exit via Avalon St.</p> |
| 28 | 32443 | John Trevathan | | Option 1 | Option 1 | |
| 27 | 32442 | Adrian Thein | | Option 2 | Option 1 | <p>As part of this project can you please investigate traffic calming measures along London Street, there are a lot of rat running between Stanmore and Fitzgerald Avenue. Vehicles travel in excess of 50km along this stretch of road, causing safety issues. Thanks in advance</p> |
| 26 | 32395 | Yen Weyman | | Option 2 | Option 2 | |
| 25 | 32394 | Ethan Archer | | Option 1 | Option 1 | <p>Definitely needed. Alternating option results in more on-street car parks and helps reduce speeds.</p> |

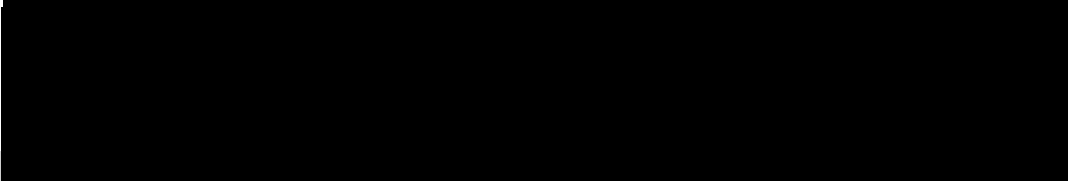
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| 24 | 32393 | Lynn Takle-Bateman | | Option 2 | Option 2 | <ul style="list-style-type: none"> - I would like a passable normal street, not an obstacle course - Alternating parking confusing for visitors to street - Alternative parking increases the risk of cars parking opposite each other / or overlapping making the street difficult to get through or even impossible. (They do this now, even with only 5 min parking signs) - One side parking far more "normal". Lots of people that park in Perth Street are stressed / upset as they are going to funerals at John Rhind. They aren't reading signs - nor should they have too. |
| 23 | 32391 | David Bell | | Option 1 | Option 1 | |
| 22 | 32258 | Jocelyn Partridge | | Option 2 | Option 2 | <p>Fire and Emergency NZ recommended to the CCC in July 2019 that parking should be restricted on the East Side of Perth Street due to the FENZ has concerns regarding the fact Emergency Service Vehicles are unable to access properties in the existing circumstances.</p> <p>For this reason I support Option 2.</p> <p>I also do not think the alternate option is a safe one, as it creates a slalom effect and does not provide a clear and uninterrupted sight line along the full length of the street for road users.</p> |
| 21 | 32257 | Greg Partridge | RRBA - Richmond Residents and Business Assn Active Committee Member | Option 2 | Option 2 | <p>Refer attachment 32257. Fire and Emergency NZ recommended to the CCC in July 2019 that there should be no parking on the east side of Perth Street.</p> <p>The RRBA are in agreement with this, as am I as a resident of Perth Street.</p> <p>Option 2 provide a clear continuous sight line for the full length of the street. The other option does not.</p> <p>The RRBA have lodged a submission with the CCC for a cycle route through Richmond from The Palms to Fitzgerald Avenue dissecting through South Richmond's narrower streets, one of which is Perth Street. It is for this reason that clear and uninterrupted sight lines are vital, and to avoid creating a slalom course at all costs in Perth Street.</p> |
| 20 | 32026 | Jimmy Chao | | Option 2 | Option 1 | |
| 19 | 32009 | Richard Clark | | Option 2 | Option 2 | |

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| 18 | 32002 | Jenny Gaughan | | Option 1 | Option 1 | Am making a submission as I own a property at ■ Bings Lane. Prefer C's for alternating no stopping lines is to maintain traffic flow in both directions. Having East side continuous no stopping lines, I think, might cause frustrations with flow being commandeered in a certain direction, at certain times of the day. |
| 17 | 32001 | Shane Gaughan | | Option 1 | Option 1 | Am making a submission as I own a property at ■ Bings Lane. Reason for choosing alternating lines is for even traffic flow in both directions. The east side continuous no stopping stands to allow commandeer flow in one direction. I would not be agreeable to that. |
| 15 | 31994 | Pippa Scott | | Option 2 | Option 2 | Traveling in a straight line is easier, and also it is clearer where you are allowed to stop and where not (which makes it less likely that people will get it wrong accidentally) |
| 14 | 31992 | Matt Greenwood | Rayo Property Holdings Director | Option 2 | Option 2 | |
| 13 | 31948 | Duenphen Kasamesrirakchart | | Option 2 | Option 2 | Refer attachment 31948. I think Option 1 is not suitable to drive as the street is very narrow and the zig-zag way is not safe as well. I think we should keep it clear on east side. Also, for our personal reason is, because of our place (Bings Lane property) is the only property that the front door is the super close to the footpath and the road. It's not good to have 5 cars park too close to the front door as we already have our own car park (1 car park for each unit) inside the property. |
| 12 | 31934 | Kim McNeilly | | Option 2 | Option 2 | Far too narrow to have alternate no stopping. Much better visibility to have parking on one side only |

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| 11 | 31849 | John McCartney | | Option 1 | Option 1 | <p>I live on the East Side of Perth Street between Alexandra Street and London Street and I have opted for alternate parking, but with some provisos and alternative fixes. I have lived here for 8 years and have loved living in this street until recently.</p> <p>The problem is access to my driveway at ■ Perth Street because of the myopic view of planners and the selfishness of the renters in ■ Perth Street opposite my driveway.</p> <p>I would like there to be a "No Stopping" zone outside ■ Perth Street, closest to their driveway. Currently there are two parking spaces outside ■ Perth Street, which is a rental property. Most days the residents at ■ Perth Street, park two cars outside their rented property. This make it nearly impossible for me to get in and out of my driveway, night and day. The renters at ■ Perth Street have quite a few cars, but they also have a very long driveway that they can park in without having to block my access to my driveway.</p> <p>Coming up Perth Street from Alexandra street, I often cannot get into my driveway because there is a power pole right outside ■ Perth Street as I go to pull into my driveway, and my neighbours' cars parked in the two spaces outside their rental at ■ Perth Street, obstruct my access to my driveway. Getting out of my driveway in the morning, weekend, or during the evening involves, three or four tight manoeuvres sometimes and it is ruining my enjoyment of the property that I pay very high rates for.</p> <p>The alternative the CCC can investigate is moving the power outside ■ Perth Street 1 or 2 metres towards Alexandra Street. There is also a Telecom/Spark box outside the right hand side of my driveway as I access which restricts my turning ability and narrows my range for entry and exits, when combined with the power pole and the cars parked opposite outside #■ Perth Street.</p> <p>The best alternative is to make it a P5 parking zone outside my driveway on the west side of Perth Street, outside ■ Perth Street, the parking space closest to their driveway. That would improve my access and give me back peace of mind and enjoyment of our home because of this issue. A couple of extra lines of paint would ease our frustration, I could paint the lines myself, and would even provide my own paint-brush.</p> <p>Your assistance would be greatly appreciated. We are willing to elaborate on this matter through follow-up calls from you and would be willing to walk you through the frustrations of my home. Our phone number is: ■■■■■■■■</p> |
| 10 | 31799 | Danielle Baty | | Option 1 | Option 1 | <p>We feel it is better to have the option with the most car parks.</p> <p>The zig zag option will allow cars coming from 1 direction to pull over for cars to pass coming from the other direction.</p> |

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| 9 | 31734 | Logan Watts | | Option 1 | Option 1 | Maybe consider a speed bump up Avalon st at the intersection of Avalon and McLeod St as well. Every single day people speed around here and there are too many kids living close by to take that kind of risk. |
| 8 | 31728 | Name withheld | | Option 2 | Option 2 | <p>The option of east side no parking would look better than a messy different sides parking approach. We need all the help we can get in terms of pleasant surroundings here as it a mostly depressing looking street with messy footpaths, rubbish in the streets (old furniture) and large trees being removed recently did not help.</p> <p>The issues are mainly caused by a few homes on the East side of the street - London to Alexandra. Traffic wardens need to visit more frequently. I regularly have people parking across my home driveway access.</p> <p>We also require some speed bumps down the street as people use Perth to avoid the London Street/Fitzgerald traffic lights. This is likely caused by the short length of time we get a green light to cross - often allows only 3 cars to cross and that's a struggle at times. I cannot manage to get across on my bicycle in time before the red light.</p>  |
| 7 | 31720 | William Cornelius | | Option 2 | Option 2 | <p>Some of the idiot drivers in the neighbourhood would love the alternating no stopping lines .Would make what is already a racetrack even more exciting as they swerve all over the road.</p> <p>Even more fun than racing at Woodford Glen or the four avenues.</p> |
| 6 | 31713 | Georgia Hanford | | Option 2 | Option 2 | |
| 5 | 31712 | Abby Tranter | | Option 2 | Option 2 | |
| 4 | 31709 | Karen Dowling | | Option 2 | Option 2 | My experience of 20 years living in my home @ [REDACTED] is that the street is too narrow for parking on both sides. This street is a great 'cut through' for 'boy racers' to access Fitzgerald Ave from Hills Rd, bypassing the Bealey/Fitzgerald traffic lights. If there was alternating parking on both sides I fear it being a great slalom ride for 'racers'. Also, our street hosts overflow parking from John Rhind Funerals and yellow lining one side would enable mourners to clearly know where to park. |
| 3 | 31707 | John Clark | | Option 2 | Option 2 | |
| 2 | 31701 | Debbie Jones | | Option 2 | Option 2 | This allows a free run with no overlap on one side. Having option one can create additional hazards |

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| 1 | 31698 | Vicki Ware | Richmond Residents and Business Association Chair | Option 2 | Option 2 | <p>I don't believe a slalom course through this street is appropriate, it will be most convenient for emergency services to have one side of the street clear for speedy access as required. The fire hydrants will also need to be marked clearly to stop people from parking over top of them</p> <p>I support the no stopping lines being reinstated on Avalon St</p> <p>Thanks</p> <p>Vicki</p> |



Fire and Emergency New Zealand

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15th July 2019

CCC Traffic Engineering
C/- Steffan Thomas

Re: Fire and Emergency Vehicle Response Access to Perth Street.

Steffan, further to a public enquiry from a Mr Greg Partridge a resident in Perth St, Christchurch who has asked me to evaluate the emergency response vehicle assessability to properties in this street in case of emergency.

I completed a site visit on the 6th June 2019 and took a series of photos below that cause FENZ concern as to emergency vehicle access to resident's properties in case of emergencies.

Perth Street is described as a narrow street with curb and channel guttering on both the west and east sides. Pedestrian foot paths are then also on both sides to property boundaries. A narrow grass verge is on the eastern side of the road between the footpath and the property boundaries. On the Western side of the road is a Fire Hydrant Reticulated Main system running approximately 1.8m from the curb.



Perth Street looking south from Avolon St intersection.

Fire and Emergency has concerns that in the evening when most residents are home FENZ would have difficulty in accessing the street to attend an emergency if parking is un-restricted to both sides of the road.

Our concern is in relation to vehicle parking on both sides of the road limiting the available road way to less than 3.5m. In reality restrictions would be as low as 2.0m at best which is narrower than a standard fire appliance. Whilst minimum road way width is not a requirement under the building code for Sleeping Household SH (Single Household units and small multi-unit dwellings) there has been the recent construction of a sizable multi-unit dwelling in the street.



Current vehicles parking on the Western side of the street in line with the fire hydrants.

Our recommendation is that the council considers restricting parking to one side of the road being to the "Eastern Side" this would ensure adequate vehicle access for residents and emergency service vehicles to the western side being approximately 4.0m of clear road way.

This will also assist in ensuring vehicles do not park on top of the fire hydrants due to the limited vehicle spaces available for on street parking, this should also be a factor in parking restrictions and clear vehicle roadway width of 4.0m.



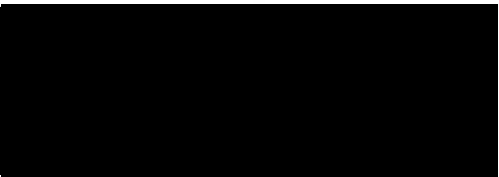
Vehicles parking within required clear distances to fire hydrants. Effecting Firefighting operations.

I hope you will take this into consideration when reviewing vehicle parking and vehicle access for this specific street and other narrow streets that have vehicle access issues for emergency response vehicles.

Regards

Bruce Irvine

Senior Fire Risk Management Officer



Cc:



