

Submissions received on Richmond Area street renewals, November 2021

Submission ID	Is there anything we need to know before we start our work?	Name	Suburb
42127	<p>I am writing in relation to the Richmond area street renewals.</p> <p>In particular I have concern with the plan for the area directly in front of my property at [REDACTED] Stapletons Road Richmond Christchurch My concerns are as follows:</p> <ol style="list-style-type: none"> 1. There will be no off street parking directly outside my property. Already there is often at least one vehicle parked directly outside my house from neighboring properties. A reduction in spaces will mean cars will be parked further away which is not only inconvenient but poses a security risk as cars do get vandalized/broken into and this has happened in the past down Stapletons Road . 2. The road access will be significantly narrowed and I have big concerns it will impede my ability to get my caravan in and out of my property safely if at all. (My caravan is 7.5m plus towing vehicle). This will also be more problematic if the existing power pole stays in situ and the road narrows. 3. The oversized speed bump seems excessive compared the the existing one. There is no mention of a reduced speed limit eg 40 zone. 4. When the river work was done a few years ago a number of concerned local residents including us met with the council and Downer to retain these trees which now appear to be down for removal. Has any of this information been taken into consideration? <p>I would welcome the opportunity to speak to someone in more detail about the proposed changes [REDACTED]</p> <p>Many thanks</p> <p>James and Jayne Swainson</p>	James and Jayne Swainson	Richmond
42122	<p>I am a resident at [REDACTED] Stapletons Rd and also own on Nichols St.</p> <p>I am not for narrowing the streets on either site nor the other streets. No reasoning has been providing for why and it just causes a higher risk of accidents, parking problems and unnecessary use of money to make smaller. I am not sure why the existing trees on Nichols need to be removed, no reason was included in the mail drop. I understand planting natives on new developments, but no need to remove existing trees if in healthy condition and also add to the amenity value of the area.</p> <p>My house is on the bend at [REDACTED] Stapletons and there is already no parking on the west side being on the bend so making it narrower at the Shirley Rd will only cause more issues. Perhaps a better solution if wanting to reduce cars zipping through would be to make Stapletons Rd at Shirley rd end as an entry or exit only maybe.</p> <p>Currently people will just park dangerously on “landscaped” side of road of mine, which has been neglected at not maintained since established by CCC. There is currently a dead Kahikatea outside my house planted three years ago and now the new plan intends the plant three more there?! I did water it myself for a while and weed around that area, unfortunately had a hand injury majority of this year and currently in cast so can’t, but regardless what is the point in planting all this if not being maintained. A grass verge as it used to be was fine and means could be mowed myself as property owner meaning less establishment and ongoing maintenance for the CCC to pay for. It would also look much tidier than what it does now or the intended plantings.</p> <p>I’ve included some photos so you can see what I mean.</p> <p>Feel free to contact me if needed.</p>	Danielle Whitham	Richmond

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42107	<p>I am looking forward to finally having Nicholls Street and Dudley Streets repaired - the work is long overdue!</p> <p>I am pleased to see that the existing trees on Nicholls and Dudley Streets are being kept.</p> <p>I am pleased that the footpath on Stapletons Road is being extended to Shirley Road.</p> <p>I hope that consideration be given to residents and that the disruption to pedestrian and vehicle access be minimised during the works by avoiding any unnecessary delays.</p>	Jane Hopkins	Richmond
42054	<p>This submission consists of 4 files. Included are 2 sketches in pdf format, as these couldn't be submitted in jpeg format, a council drawing of vehicle crossings and a Word file.</p> <p>An attempt was made to submit this submission earlier but no response was received so we are re submitting. Please could this submission be acknowledged to confirm it has been received. Thank you</p>	Richard & Maureen Pierre	Richmond
41798	<p>The street renewal document refers to 'Dudley Street' but discusses only part of the street and ignores the section of Dudley Street between Slater St and Hills Road. Dudley Street should be remodeled into one cohesive thoroughfare and plans drawn to connect the two sections. Traffic turning into Dudley St from Hills Rd should be slowed down by a narrowed street entrance, as are all other entrance roads within the Hills Rd, Shirley Rd, North Parade, North Avon Rd precinct. It is the only entrance street not to have been narrowed already. It is absurd to narrow Dudley St between Slater street and Stapletons Road to 8 metres and to leave the section between Hills Road and Slater Street at approximately 13 metres. Better to leave Slater to Stapletons at 9 metres and reduce Hills to Slater to maybe 10 metres with the addition of trees to match the rest of the area. Create one integrated road with a threshold at the intersection of Dudley Street and Slater Street. Could the council planners please explain what they mean by describing Dudley Street as a 'high amenity street'. No explanation is given in the document.</p>	Peter Hind	
41780	<p>I'm wondering why the idea to plant huge manna ash trees down Nicholls street in front of all houses? This may seem like a good idea to improve greenery and I agree it will look nice, however this is going to block the only sun that many of the houses down this street actually get. As well as in time once they establish put their roots through pipes and damage them as well as fences causing a whole lot of issues for home owners - (have seen this already with existing trees). Is there not mini shrub or small trees that don't grow higher than 6 ft that can be planted instead?</p>	Nic Mcp	
41777	<p>Stapletons Rd from Randall to North Avon needs to be fixed. It gets plenty of traffic via drivers dodging lights on North Avon and the footpaths are in a very bad state. I could also benefit from speed bumps to slow traffic down as there are many kids that like to play on the road.</p>	Aaron Dekker	Richmond
41775	<p>Can you finish my driveway on warden St side of [redacted] chancellor st first, thanks.</p> <p>Kia ora. Your request (REF 473013) has been assigned and will be assessed or resolved by 14.10.2021. Thanks, Christchurch City Council. *No reply*</p> <p>I've had many reference numbers for same job and just ignored</p>	Steve Pullar	
41774	<p>Has the team looked at the state/ condition of Julius Terrace that needs to be redone.</p> <p>Rather concerning thats works will happen along stapletons road following the flockton basin flood remediation works which had landscape works up to the road edge. Seems rather short sighted to come back and do works to disrupt residents yet again.</p>	Dominic McKeown	

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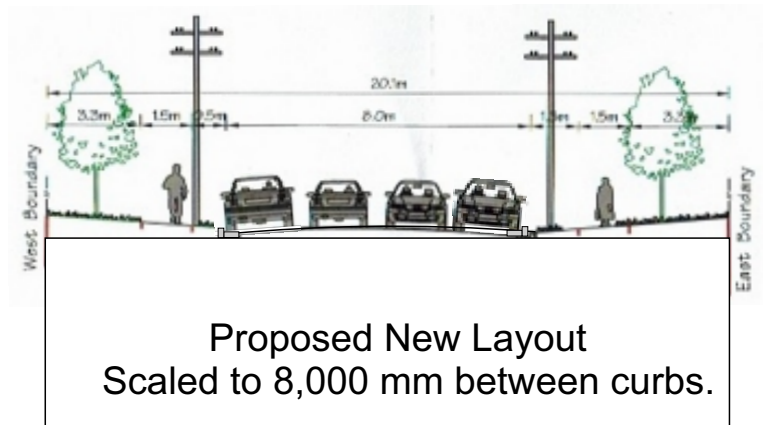
Submission ID	Is there anything we need to know before we start our work?	Name	Suburb
41773	<p>To whom it may concern:</p> <p>Having reviewed the current proposal for the streets in Richmond, I think most of it looks good and reasonable. I'm looking forward to Nicholls St not flooding so quickly anymore. I was however surprised to see that the intersection of Dudley and Slater is to remain the same. It is currently controlled by 4 give-way signs, which only about half (or less) of the motorists using it, actually understand how to. Even when we do understand the rules, there have been countless times where 3 to 4 cars all happen to arrive at the intersection at the same time, resulting in a stalemate before someone decides to gun it. It's an unnecessary system. Either give Slater St or Dudley St right of way (my suggestion is Dudley as it connects to an arterial route ie. Hills Rd. Or put in a roundabout, although i imagine that would be overly costly compared to slapping some new paint lines on the road and changing some signage.</p> <p>Hope that all makes sense!</p> <p>Thanks for your time.</p>	Michelle Larson	Richmond

Filename: Nicholls Street Refurb 1

Scale: as shown

Drawn by: RLP

Date: 04/11/2021



The cars shown are about 1900 mm wide over the mirrors.

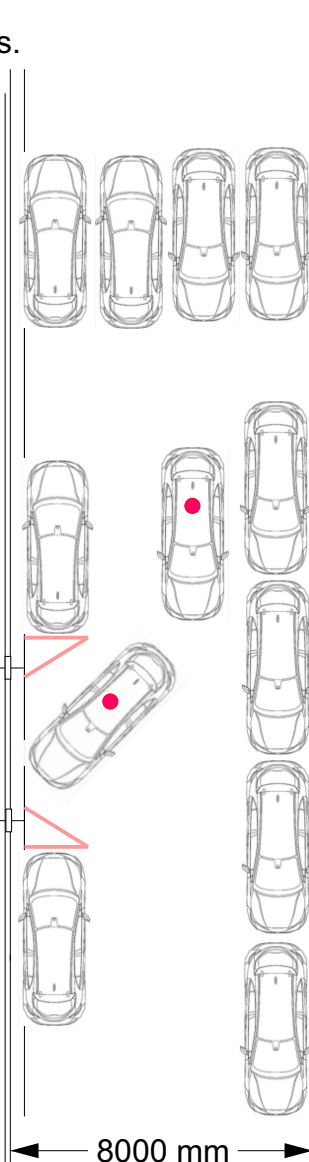
Toyota Corolla (2021 Model) size is 1780 mm wide **without mirrors** x 4630 mm long.

The separation between four Corollas as shown would be approximately 292 mm **with the mirrors folded in.**

Allowing 60mm per mirror, 120 mm per car, for the **mirrors folded out** the separation would be $292 - 120\text{mm} = 172\text{mm}$

Scaled to 8,000 mm between curbs.

Plan of situation shown in Typical Section above.

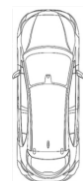


Very tight turning into drive or reversing out into street if vehicles are parked over the 3.5 meter minimum crossing width or the orange triangles.

In the Richmond Area Street Renewals Document "Ghost" cars were parked along the curb. That gave the impression of more space than there would be.

They were replaced with copies of the two cars in the roadway.

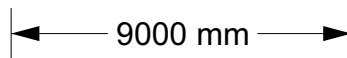
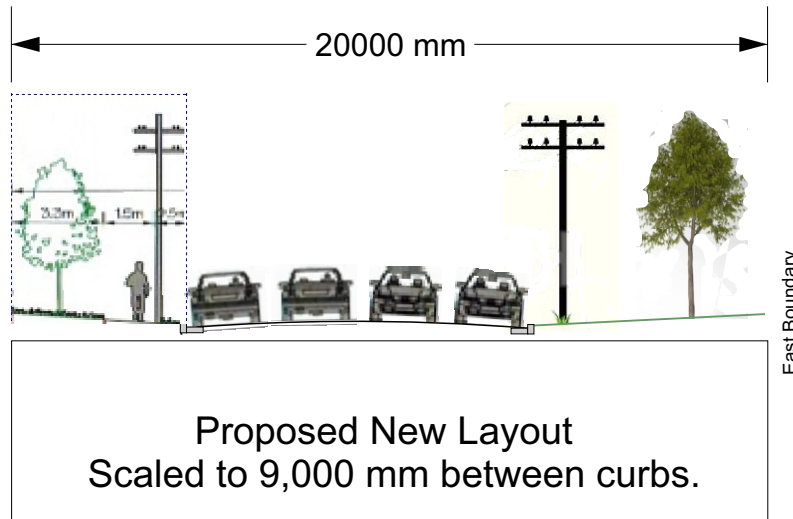
Box is 1900 mm x 4630 mm



Box is 1891 mm x 1380 mm



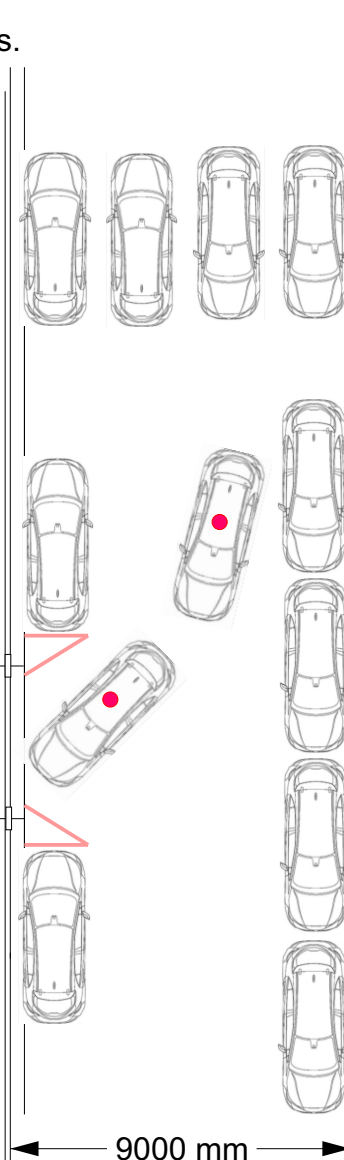
Scale: as shown
 Drawn by: RLP
 Date: 04/11/2021



The cars shown are about 1900 mm wide over the mirrors.
 Toyota Corolla (2021 Model) size is 1780 mm wide **without mirrors** x 4630 mm long.
 The separation between four Corollas as shown would be approximately 627 mm **with the mirrors folded in**.
 Allowing 60mm per mirror, 120 mm per car, for the **mirrors folded out** the separation would be $627 - 120 \text{ mm} = 507 \text{ mm}$

Scaled to 9,000 mm between curbs.

Plan of situation shown in Typical Section above.



In the Richmond Area Street Renewals Document "Ghost" cars were parked along the curb. That gave the impression of more space than there would be.

They were replaced with copies of the two cars in the roadway.

Turning into drive or reversing out into street easier than with street width reduced to 8,000 mm.

Vehicles parked over the 3.5 meter minimum crossing width or the orange triangles (both prohibited) severely limit ease of access to the residential property.

Toyota Corollas
 Box is 1900 mm x 4630 mm



Box is 1891 mm x 1380 mm



Proposed Refurbishment of Nicholls Street Christchurch 2021

Concerning the proposed Renewal of Nicholls Street Outlined in the document “Richmond Area Street Renewals”

1. Reduction of the width of Nicholls Street from 9,000 mm (9 metres) to 8,000 mm (8 metres).
 - Changes in the occupancy of the dwellings from Family Homes to Rentals and cross leased properties has increased the human population density in the area. As a consequence the number of cars parked on the street has increased substantially. In addition other trade vehicles used by residents are frequently parked in the street.
 - The amount of and nature of the traffic has increased as Nicholls Street is seen as an alternative to other routes by tradies, truck drivers, couriers etc.
 - Multi storied blocks built in the future will potentially exacerbate the problem.

Potentially the issues above will increase.

Health and Safety of People including Children, cyclists and Aged will be compromised by narrowing the street. More vehicles funnelled through a smaller pipe!

Access to property will be more difficult as turning into and reversing out of driveways is more restricted due to narrowing of the road. The Vehicle Crossing & Typical Footpath Geometry Drawing SD606 was used to proportion the Crossing shown in the sketches. The Yellow markings delineating the parking spaces and Vehicle Crossings need to be marked.

I have prepared two sketches which show the effect of narrowing the street on parking and general vehicle movement. The cars shown are based on the size of 2021 Toyota Corolla, a modest sized car.

The Sketches have been saved in PDF Format. As a consequence they are still to relative scale where indicated but slightly reduced in size so will not be true to, for example 1:200, or whatever scale they were drawn at.

My PDF does that - do not know why.

Sketches are Filenamed

- “Nicholls Street Refurb 1” Drawn to Street width of 8,000 mm.
- “Nicholls Street Refurb 2” Drawn to Street width of 9,000 mm.

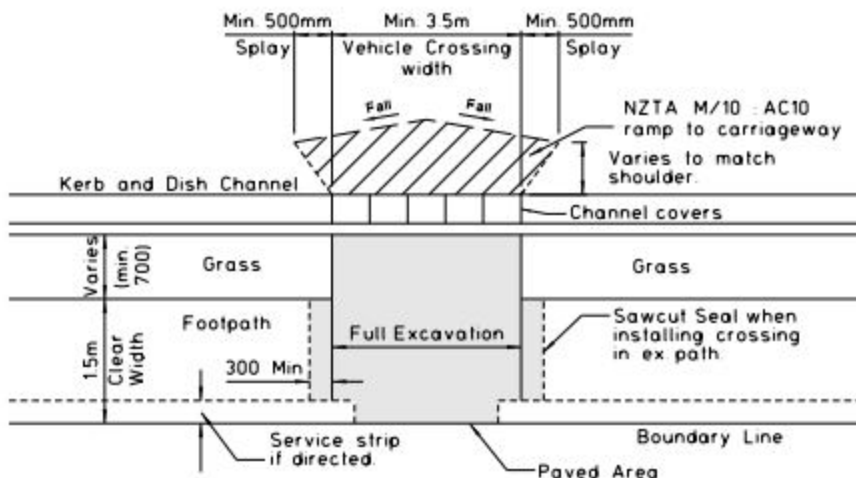
If you are unable to open the PDF files contact me and I will deliver a paper copy to you.

My email address is

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Cell 'phones

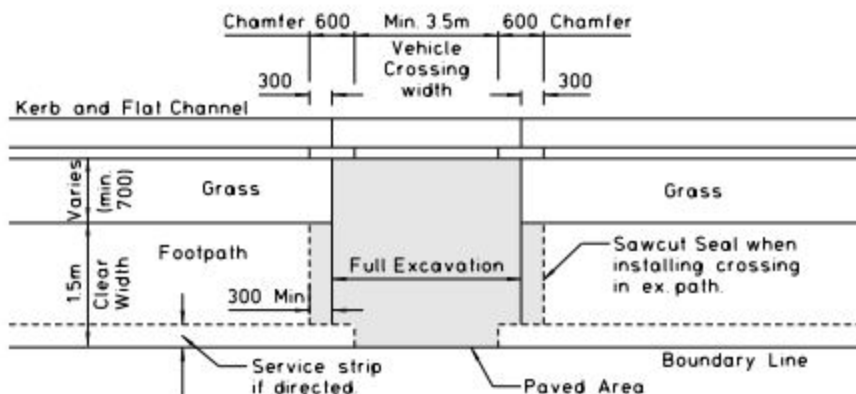
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KERB AND DISH CHANNEL

NOTES

- 1 Crossing locations and widths to comply with current District Plan.
- 2 Where two crossings in Kerb & Dish Channel are within 1m of each other they shall be joined to form one continuous crossing and a cleaning opening shall be installed centrally to the crossing.
- 3 Where two crossings in Kerb & Flat channel are separated by up to 1m of full height kerb, they shall be joined to form one continuous crossing.
- 4 Minimum residential Vehicle Crossing width to be 3.5m.
- 5 Balten to be laid to top of chamfer when residential crossing is adjacent to landscaping or cobblestones.
- 6 Kerb entries to be installed no closer than 10m from top of chamfer.



KERB AND FLAT CHANNEL

Submission #42122



Submission #42122





Submission #42122