Christchurch City Council
EXTRAORDINARY MINUTES ATTACHMENTS

Date: **Thursday 30 April 2020**
Time: **10am**
Venue: **Held by Audio/Video Link**

TABLE OF CONTENTS **PAGE**

3. Deputations by Appointment / Ngā Huinga Whakaritenga

Deputations in writing for the Council's consideration have been submitted and are attached from the following people on **item 4. Perth Street Proposed No Stopping.**

Several submitters to the consultation have also provided staff with comments regarding this project and the report to the Council, however they were not submitted to the Council Secretary so have not been published as written deputations.

Reporting staff can provide a verbal summary of these at the Council meeting.

Daly, Jo

From: Karen Dowling
Sent: Friday, 24 April 2020 8:16 PM
To: Daly, Jo
Subject: Perth Street no stopping.....

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Yellow Category

Hi Jo,

I have owned and resided in my cottage at Perth Street for over 20 years.

I do not like the idea of alternating no stopping areas simply because I am very concerned about it being taken as an opportunities by boy racers (one of whom lives right next door to me) to have a lovely wee slalom ride on their way onto Fitzgerald Ave & skipping the traffic lights at the Fitzgerald Ave / Bealey Ave intersection. Pre earthquakes this was a fun little street for them to blast their way down, I'd like to be living in greater safety than I was then.

Have you also considered bumper bars?

I will not be 'attending' the zoom meeting because I don't know how to.

Kind regards
Karen Dowling.

Daly, Jo

From: Margaret Duggan
Sent: Monday, 27 April 2020 4:27 PM
To: Daly, Jo
Subject: Perth Street Parking

Categories: Yellow Category

To encourage the community to submit opinions and then recommend against them only makes me feel this whole process and the ccc is not working for the interests of the community at all. Where is the accountability to those you are representing? Also to ignore the recommendations from the Fire Department on what is best for emergency access, protecting lives are not what decisions are obviously made on in local council. I'd liked to lodge my disappointment and will do my best to attend the meeting online.

Regards,
Margaret Duggan

Daly, Jo

From: Fiona Margetts
Sent: Monday, 27 April 2020 7:09 PM
To: Baxendale, Dawn; Daly, Jo
Subject: Perth Street parking submission

Categories: Yellow Category

Dear Jo,

I am writing with regard to the parking submission and outcome for Perth Street in Richmond, Christchurch.

I would like to make it plain that I, and the majority of others in the street, have opted overwhelmingly for the option 2 offered in the survey choices. It would seem that option 1 is still being pushed as the council's favoured option. I'm having trouble understanding this as we were given choices and have clearly made them.

I also understood council to be a democracy that represents its residents and ratepayers. We have spoken and expect now to be listened to on this matter as ultimately we are the ones who have to live with the decision.

Regards,

Fiona Margetts and Graham Croll

Perth Street

--
Kind regards,

Fiona Margetts

Daly, Jo

From: Verity Kirstein
Sent: Tuesday, 28 April 2020 4:22 PM
To: Daly, Jo
Cc: Verity Kirstein
Subject: Perth Street decision meeting - Thursday 30 April

Categories: Red Category

Kia ora Jo
Thank you for the opportunity to make a written deputation to Council on the parking proposal for Perth Street. I have already emailed this morning with my disappointment that this issue is being taken to Council and not the Community Board.

My would like the following points noted

- I feel this has been a faux consultation given that we the residents have put time into completing the feedback survey. 2/3 of my neighbours and I would like to see Option 2 put in place in our street, yet the Council team has put forward option 1. What is the point of having a consultation period if there is a pre-planned outcome and the voices of those consulted are ignored? What would have happened if 100% of respondents chose Option 2?
- I notice the decision was made on the basis of Best Practice, rather than Policy. I see that the Council's Suburban Parking policy advocates for put parking on one side of the street. The proposal clearly defies what the policy recommends.
- There is no evidence to suggest that option 1 will provide a safer road environment by calming traffic. Where is the research to suggest this, the decision should not be made without this. In my mind parking on one side as per option 2 is safer as there is a clear line of sight down the road, no manoeuvring in and out of car spaces and generally an easier approach.
- The staggered parking will be confusing for some and likened to an obstacle course.
- Parking has been made worse in the last year as a result of the inappropriately sized housing development in our street. I permanently have the cars of residents of Bing Lane outside of my property, limiting parking options for myself and any guests I have.
- I am hugely concerned about my own property and my neighbours should emergency services need to get down the street. This will be made all the more difficult with staggered parking on a narrow street. God help us if there is a fire and the appliance cannot reach it.
- I understand FENZ had already been consulted on this some time ago and stated that they would have difficulty in accessing the street if parking was on both sides and advised on having on stopping restrictions on one side of the street.
- This feels like the consultation has been undertaken to appear transparent but there has always been a bias towards a certain outcome (option 1).
- Please listen to what the residents have said. 2/3 of us have a preference and this should be taken as a majority vote. To ignore the majority is to undemocratically move option 1 forward. Based on a so called, unevidenced "best practice" and not policy.

Nā
Verity Kirstein

On Friday, April 24, 2020, 7:02 PM, Rankin, Lori <Lori.Rankin@ccc.govt.nz> wrote:

Hello,

Thanks for sharing your views about the Perth Street no stopping project.

Consultation on the proposal to introduce no stopping in Perth Street ran from Thursday 27 February 2020 to Monday 23 March 2020. During the consultation, we received 51 submissions from

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5

individuals, two of whom noted their affiliation with the Richmond Business and Residents' Association.

Summary of feedback

Alexandra Street to London Street:

- Fourteen submitters selected Option 1 – alternating no stopping lines as their preference.
- 35 submitters selected Option 2 – No stopping on the east side as their preference.
- Two submitters did not indicate their preference.

London Street to Avalon Street:

- 15 submitters selected Option 1 – alternating no stopping lines as their preference.
- 36 submitters selected Option 2 – No stopping on the east side as their preference.

For both sections of Perth Street, option 2 – no stopping on the east side of the street was the most popular option selected.

You can view the consultation feedback online.

The staff recommendation

Staff recommend that Council approve Option 1 - alternating no stopping lines.

Option Two is an option put forward in the report, but is not the staff recommendation because it is not consistent with best practice and with the approach outlined in the Council's Suburban Parking Policy 2019 (Policy 10). However, it is the preferred option of over two thirds of those who made submissions during consultation.

Staff recommend that Council reaffirm the no stopping lines in Avalon Street.

Meeting details and decision making process

Under normal circumstances the Linwood-Central-Heathcote Community Board would receive the staff report recommending approval of no stopping lines on Perth Street. However, the COVID-19 crisis means we are now taking the staff report to Council for decision. We apologise for the short notice of this meeting, but hope you understand that this change in process is to help ensure this project maintains its momentum.

Date: Thursday 30 April 2020

Time: 10 am

The meeting is open to the public through access to the live broadcasting of the meeting, and a recording of the meeting will be available on the Council website:
https://councillive.ccc.govt.nz/live-stream

If you would like to make a written deputation to be considered at the Council decision meeting, please provide it to

the Council Secretary, Jo Daly by 4pm, Tuesday 28 April by emailing Jo.daly@ccc.govt.nz.

The meeting agenda, including the staff report, will be available online later this evening at christchurch.infocouncil.biz.

The final decision is recorded in the meeting minutes, available online three working days after the meeting. Please note your written deputation will be published with the minutes of the meeting.

Project timeframes

If approved, line marking will be installed in May 2020.

Further information

If you have any questions, you can contact me on the numbers below.

Thanks

Ngā mihi

Lori Rankin

Pou Whakatohu Whātoro – Engagement Advisor
Te Tātai Marea / Public Information and Participation

03 941 5562

027 304 2431
lori.rankin@ccc.govt.nz
Te Hononga Civic Offices, 53 Hereford Street, Christchurch 8013
PO Box 73054, Christchurch 8154
www.ccc.govt.nz

Daly, Jo

From: Verity Kirstein
Sent: Tuesday, 28 April 2020 11:51 AM
To: Rankin, Lori; Daly, Jo
Subject: Perth Street decision meeting - Thursday 30 April

Categories: Red Category

Dear Lori

It is disappointing that a local issue which should be determined by the community board to which the issue relates is being moved up to Council. You say that this is to keep up the momentum but the reality is Council will be more concerned about the bigger issues on their table on Thursday (rate rises, unemployment, costs to council and savings to make) and as such will unlikely give this local matter enough thought. They have bigger fish to fry.

Given that much has been delayed over the last 5 weeks, I respectfully ask that this decision be put on hold until the Community Board is back in action, where it can be given the appropriate level of consideration and to not be watered down in a large and high pressured Council meeting.

This feels like a stealth move.

Regards

Verity Kirstein

Verity Kirstein

Daly, Jo

From:
Sent: Tuesday, 28 April 2020 1:46 PM
To: Daly, Jo
Cc: McLellan-Dowling, Jake; Johanson, Yani; Gough, James; Keown, Aaron; Mauger, Phil; Chu, Catherine; Cotter, Pauline; MacDonald, Sam
Subject: Fwd: Fw: Perth Street decision meeting - Thursday 30 April
Attachments: Perth Street Vehicle Access CCC Letter 15 07 2019.pdf

Categories: Yellow Category

Hi Jo,
I'm just wanting to weigh in here, despite it likely being futile.

The rest of this email is for the Councillors consideration.

We (the residents of Perth Street) have clearly stated our preference for option 2.
Why on earth you wasted our time & money to engage us in the first place, is beyond me.
Given our collective prior experience with this council, our faith in its ability to engage genuinely with its residents is non-existent.

Perhaps you could explain why we find ourselves in this situation. And please, don't fob me off with your 'best practice' argument.
Yours,
Jason @ Perth Street
---------- Forwarded message ----------
Date: 25 Apr 2020, 12:22 PM +1200
To: Greg Partridge

> Hello Jake,
>
> I am contacting you in relation to Item 4 on the upcoming Council meeting scheduled for 30 April, in the hopes you will vote in favour of Option 2, the option recommended by Fire and Emergency NZ, which is also the option also supported by the vast majority of residents of Perth Street.
>
> Please note that although there is a 'best practice' policy to be considered, best practice is not always the best option. I also don't think best practice is legally binding, nor is it democratic.
>
> It should be noted that in Item 4 there is no mention of the submission to CCC from the RRBA (Richmond Residents and Business Association) to have the speed limit on Perth Street and many other narrow streets here in Richmond, reduced in much the same way the inner city limit has been dropped to 30km.
> There is also no mention in Item 4 of the RRBAs submission for a cycle way to fully traverse Richmond, or that Perth Street has been included in the proposed cycle way as a preferred street selected by Richmond residents.
>
> The residents of our community have been working together in order to be forward thinking on many topics in our suburb, including road safety and traffic calming measures in order to ensure public safety in our neighbourhood.

We are actively engaged with CCC which is an outcome the CCC Strategic Framework aims to achieve, along with transparency and for the communities to be involved in decision making, rather than being dictated to like a Communist regime.

For these reasons, it is hoped that you will vote against Option 1, and will vote in favour of the option recommended by Fire and Emergency NZ who are the experts when it comes to the size and maouverabity of their enormous fire engines.
It is also hoped yours will be a vote for democracy.

Please note that although I am a Committee Member of the RRBA, I am contacting you simply as a Perth Street resident.

Kind regards
Greg Partridge

Fire and Emergency New Zealand

Christchurch Metro
91 Chester Street East
PO Box 13-218
Christchurch 8141
New Zealand

Phone+64 3 372-8601

15th July 2019

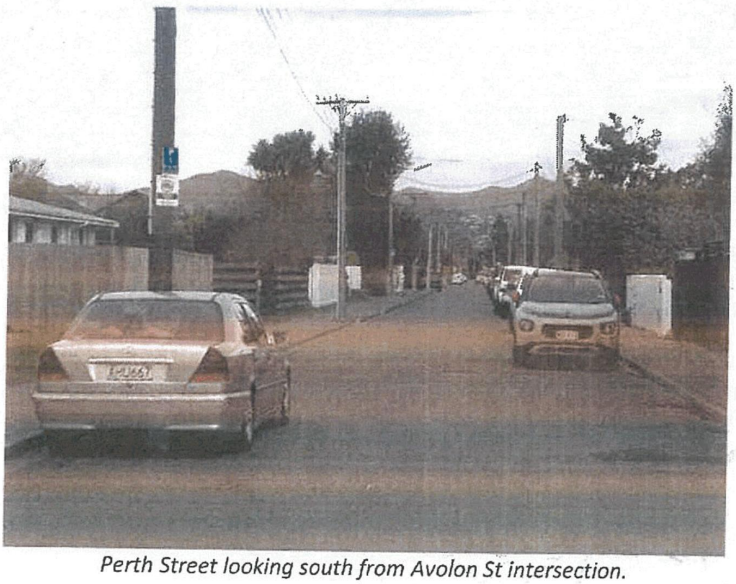
CCC Traffic Engineering
C/- Steffan Thomas
Steffan.Thomas@ccc.govt.nz

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 paring 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

Mobile: +64 (0)27 839 5262

DDI: +64 (03) 372 8602

Email: Bruce.Irvine@fireandemergency.nz

Cc: Greg Partridge

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Daly, Jo

From: David Duffy
Sent: Tuesday, 28 April 2020 3:54 PM
To: Daly, Jo
Subject: Perth Street Parking Decision

Categories: Yellow Category

Council Secretary,
Christchurch City Council.
Jo Daly.

Hello Jo,

Perth Street Parking Decision

The Richmond Residents' and Business Association wishes to lodge a strong objection to the Council about the decision made regarding parking in Perth Street. This objection is based on two main issues:

The consultation and submission process:
As everybody knows, this issue has been unresolved for a considerable length of time and it was not until earlier this year that a consultation process was initiated by the Council agency handling this matter. The Perth Street community engaged in this consultation with a high degree of participation. However, the feedback on the outcome of their submission was not received until 7.00 p.m. Friday, April 24. Furthermore we were advised that because of the situation caused by the Covid19 lockdown the facilitation process within the Council was to be fast tracked with very little time allowed for a reaction from the community. Given that this timing coincides with a holiday weekend and the ANZAC Day memorial it effectively allowed us less than one day to provide a response. We cannot understand the need to adopt such a rushed approach when it has taken over 18 months to reach this point.

The decision to adopt Option 1
The submissions clearly indicate a preference for Option 2. This is a strong body of opinion from the people who actually live in the street and who have first hand experience of the problems currently experienced. The choice of Option 2 also demonstrates clearly what the community thinks will work best in this situation. However, the decision making body has seen fit to adhere to an inflexible policy with no acknowledgement of the residents' wishes and collective knowledge. It should also be pointed out that Perth Street has some differences from any other street for which the 'best practice' policy may be appropriate. Firstly, the street is interrupted at the halfway point by the intersection with London Street thus providing a natural traffic speed control; secondly, Perth Street is included in a submission of a proposal to adopt a Richmond Safe Cycle Route currently before the Council; and thirdly, it is part of an accompanying submission to lower the speed limits in all Richmond Street. These factors have not been considered in the rush to see this process through.

It is our contention that a more measured time frame adopted by the Council agencies responsible for this decision and the ensuing street marking programme will enable both the Council and the community to arrive at decision acceptable to both parties.

Yours faithfully.
David Duffy.
Secretary,
Richmond Residents' and Business Association.

Daly, Jo

From: Daly, Jo
Sent: Wednesday, 29 April 2020 11:37 AM
To: Daly, Jo
Subject: FW: Perth Street written deputation - John McCartney

Importance: High

From: John McCartney
Sent: Tuesday, 28 April 2020 4:22 PM
To: Rankin, Lori <Lori.Rankin@ccc.govt.nz>
Subject: Re: Perth Street decision meeting - Thursday 30 April

Yes please Lori, this is needed, so that there is an evidence trail, in case of dispute, or for further requests and queries.

On Tue, 28 Apr 2020 at 16:08, Rankin, Lori <Lori.Rankin@ccc.govt.nz> wrote:

> Hi John,
>
> Would you like this to be tabled as a written deputation in addition to your submission? If so, I will forward it to Jo Daly, Council Secretary and she will include it in the meeting agenda.
>
> Ngā mihi
>
> **Lori Rankin**
>
> **Pou Whakatohu Whātoro – Engagement Advisor**
> Te Tātai Marea / Public Information and Participation
>
> **From:** John McCartney
> **Sent:** Tuesday, 28 April 2020 2:44 PM
> **To:** Rankin, Lori <Lori.Rankin@ccc.govt.nz>
> **Subject:** Re: Perth Street decision meeting - Thursday 30 April
>
> Thank you very much Lori.
>
> On Tue, 28 Apr 2020 at 14:38, Rankin, Lori <Lori.Rankin@ccc.govt.nz> wrote:
>
> > Hi John,
> >
> > Thanks for your email.
> >
> > The commitment was made in writing, by email, from the Property Manager. She has requested that we give it four weeks and then we can review.

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I have forwarded your questions to the traffic engineering team who are the technical experts. They also determined the staff recommendation for the report so your questions are best directed to them. I'll come back to you once I have a response from them.

Ngā mihi

Lori Rankin

Pou Whakatohu Whātoro – Engagement Advisor
Te Tātai Marea / Public Information and Participation

From: John McCartney
Sent: Tuesday, 28 April 2020 2:23 PM
To: Rankin, Lori <Lori.Rankin@ccc.govt.nz>
Subject: Re: Perth Street decision meeting - Thursday 30 April

Hi Lori,

Thanks for the work you have done so far getting into contact with tenants, the boyfriend who allegedly couldn't even pass on a simple message, the agents at 27 Perth Street. The issue is ***NOT*** resolved as far as I am concerned and here are some snippets from your email that forms the basis of my cynicism and annoyance.

"…. they have agreed to park all three cars up the driveway "as much as possible" and their boyfriends work truck will be parked further down the street to allow easier flow of traffic down the street and to your driveway….."

"As we have this commitment from the tenants and Property Manager, at this stage, staff are not recommending no stopping lines outside 27 Perth Street.

You have made a recommendation based on a "verbal possibility".

"Not recommending no stopping lines outside 27 Perth Street" is not good enough. We would like it recorded and minuted, from our perspective, as ratepayers.

One person's glibly-given platitude "as much as possible" agreement, will lead to our continued, limited, restricted ratepayer access to our driveway.

So, if/when there are continued documented breaches of this agreement, what then?

Please answer the following questions:

1. You have made the recommendation about the roading/parking decision for outside 27 Perth Street directly opposite our driveway, based on an oral, verbal agreement, what powers does the CCC have once that agreement is broken, and ***it will be***?
2. What recourse do we have as ratepayers if (but, more likely, ***when***) this verbal agreement is broken?

3. What is the process if/when the tenants breach this agreement with the Council and then my ratepayer access to my own driveway is once again restricted and limited again?
4. Who foots the bill for getting ***another*** road-marking team out to complete retrospective marking of no-parking outside 27 Perth Street, once the agreement is broken, and ***it will be***?

Look forward to the Council's answers to questions 1 to 4.

Regards

John and Christine McCartney

Ratepayers Perth Street

On Tue, 28 Apr 2020 at 09:31, Rankin, Lori <Lori.Rankin@ccc.govt.nz> wrote:

Good morning John,

I have been in contact with both the tenant and property manager and they have advised that they weren't aware of the issue. They have informed me that the person your wife spoke to was the tenants boyfriend and it would appear that your request wasn't communicated to the three tenants living at the property. Now that they are aware of your concerns, they have agreed to park all three cars up the driveway as much as possible and their boyfriends work truck will be parked further down the street to allow easier flow of traffic down the street and to your driveway.

As we have this commitment from the tenants and Property Manager, at this stage, staff are not recommending no stopping lines outside 27 Perth Street.

Ngā mihi

Lori Rankin

Pou Whakatohu Whātoro – Engagement Advisor
Te Tātai Marea / Public Information and Participation

From: John McCartney
Sent: Saturday, 25 April 2020 7:33 PM
To: Rankin, Lori <Lori.Rankin@ccc.govt.nz>; Daly, Jo <Jo.Daly@ccc.govt.nz>
Subject: Re: Perth Street decision meeting - Thursday 30 April

Perth Street parking decision meeting, Thursday 30 April 2020 Time: 10 am

Lori, and Jo. Thank you for your phone call of 20th April, and email of 24th April, 2020.

Please table this email:

Summary of initial submission re: Parking outside 24 Perth Street

In my submission to the CCC initial consultation about parking on Perth Street, I requested that a "5-minute parking", or "No parking zone" be placed opposite the driveway of 24 Perth Street.

Reason 1: Immovable permanent structures limit driveway access
A telegraph power pole is outside 24 Perth Street driveway (south side of the driveway), and a Telecom power box (north side of the driveway), restricts entry and exit at 24 Perth Street.

Reason 2: Parking opposite driveway exacerbates limited entrance and egress access Tenants with multiple vehicles have moved into 27 Perth Street, opposite the 24 Perth Street driveway, and their parked vehicles further restrict access in and out of the driveway.

Entrance into the driveway from Alexandra Street along Perth Street is severely impacted. It also impacts getting out of the driveway and heading to work in the morning, towards London Street..

Phone call from Lori Rankin re: 24 Perth Street parking submission and site visit by CCC

Temporary relief in the past, that lasted for 1 day.

During Lori's phone call of 20th April, we were asked if we had contacted the owners of the cars parking opposite our driveway. We told Lori we ***had*** already asked the tenants, in the past and they said they would "try to park opposite 28 Perth Street". This trial lasted one day, then it was back to restricted access both ways into our driveway because of tenants' cars and a Toyota ute.

Temporary relief weekdays, 24th April and Saturday 25th April - so far lasted 2 days

One of the tenants' cars, a white Toyota Corolla is currently parked opposite 28 Perth Street, away from being directly opposite our driveway. 2 days in a row, after 29 days (696 hours), they suddenly and surprisingly moved their car away from restricting access to our driveway?

This sudden parking change of habit, makes me wonder whether CCC Staff have contacted tenants/landlords at 27 Perth Street to try to 'ease the parking tensions' temporarily, until this current parking consultation is over. These tenants said they would 'fix the issue', but, they did renege in the past and will renege this recent change of temporary parking location.

Covid-19 Lockdown eases driveway restriction - but only temporarily.

The tenant has a Carters' company Toyota ute, a non-essential vehicle. The ute is the main source of my driveway obstruction. However, because of Lockdown, it is currently *NOT* parked on Perth Street, outside my driveway. Instead, it is up the driveway, by the garage at 27 Perth Street.

When Covid-19 lockdowns ease, Carters' company vehicle and tenants' cars will be outside our driveway again, restricting our access, just as they have done right up until 23rd April.

Temporary relief Covid-19 Lockdown should not influence any Perth St parking solution

Covid-19 is a temporary environmental factor that has improved our driveway access, but will not permanently provide a solution to mitigate our driveway entry and exit issues.

CCC Proposed Solution discussed on 20th April with Lori.

Widening driveway 'mouth' outside Telecom box to ease access into 24 Perth Street

Lori discussed the idea with us, that CCC had considered a widening of our driveway access, by lowering the kerb in front of the Telecom box between 24 Perth Street and 28 Perth Street, or removing the Telecom Box, to make it easier for us getting into and out of our driveway.

CCC proposed solution is unacceptable to us.

This CCC "solution" about access to and from our driveway improves it via London Street. CCC suggest fixing a very restricted driveway, by making Perth Street a one-way street, but only for us as residents - a one-way access to our driveway, from the London Street end.

It means, when I try to access my driveway to and from Alexandra Street, access is still severely limited by a Carters' ute, or any future overflow vehicles from 27 Perth Street, or funeral home parking. Saturday access to my driveway is even further limited during funerals at Rhinds Funeral Directors. The funeral mourners park on the small part of road between 24 Perth Street and 28 Perth Street, outside the Telecom box opposite 27 Perth Street's driveway.

Long-term parking outside 27 Perth Street restricts my access to my driveway.

Originally, I wanted to have a "No Parking" or "5 minute Parking" outside 27 Perth Street, opposite the driveway of 24 Perth Street.

I would like my email tabled at the meeting of :**Date: Thursday 30 April 2020 Time: 10 am**

After careful consideration, I offer TWO options to eliminate entry and exit restrictions to 24 Perth Street driveway, because of parked vehicles outside 27 Perth Street.

Option 1

CCC's Roading unit paints a "5 minute parking" or "No parking" zone directly opposite 24 Perth Street's driveway and outside the 27 Perth Street residence. The length of this no-parking zone would be 5 metres long. A "No parking", or "5-minute parking" signpost pole might be needed.

Option 2

CCC's Roading unit creates a speed-hump, starting by the kerb directly out from the Telecom Box outside 24 Perth Street's driveway and across Perth Street to end outside 27 Perth Street. Speed humps can have no-parking sections on either side of them. 2.5 metre "Solid-yellow line No-parking zone" on both sides of this speed hump, would have a similar effect as Option 1. This would also help slow down traffic, which often speeds along the narrow Perth Street, using it like a race-track.

Either of these options could be completed at the same time as other Perth Street markings are to be carried out by CCC, to reduce costs and minimise street and traffic disruption.

Kind regards

John and Christine McCartney

24 Perth Street, Richmond ratepayers and residents since 2011

On Fri, 24 Apr 2020 at 19:02, Rankin, Lori <Lori.Rankin@ccc.govt.nz> wrote:

Hello,

Thanks for sharing your views about the Perth Street no stopping project.

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Project timeframes

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Further information

If you have any questions, you can contact me on the numbers below.

Thanks

Ngā mihi

Lori Rankin

Pou Whakatohu Whātoro – Engagement Advisor
Te Tātai Marea / Public Information and Participation

03 941 5562

027 304 2431
lori.rankin@ccc.govt.nz

Daly, Jo

From: Greg Partridge
Sent: Tuesday, 28 April 2020 4:41 PM
To: Daly, Jo
Cc: Baxendale, Dawn
Subject: Fw: Perth Street decision meeting - Thursday 30 April

Importance: High

Hello Council,

I wish to address the Report written by Council Staff regarding Perth Street parking.

Before I do however, I would like to reference the CCC Strategic Framework which states:
Christchurch is a city of opportunity - open to new ideas - new ways of doing things - a city where anything is possible.
I would also like to reference the Strategic Framework Principle of CCC being democratically accountable, and finally the Strategic Framework Strategic Priorities of enabling active and connected communities to own their own future.

The Council Staff report indicates in point 4.5.3 that Option 2 was recommended by Fire and Emergency NZ (FENZ), and that it allows for better visibility.

After Council Staff received the recommendation from FENZ to implement what is bring referred to by Staff as 'option 2', point 5.7 of the report claims that FENZ have suggested that option 1 would be "acceptable in principle", yet there is no evidence of that claim by Council Staff. Perth Street residents have contacted FENZ who have not confirmed that claim by Council staff to be accurate, nor factual.

Point 5.2 of the report indicates that the average daily traffic is 230 vehicles per day with an average (mean) speed of 33.4km/hour, and that 85% of all traffic on Perth Street is travelling at less than 41.3km/hour, indicating that there is NOT a significant issue with speeding vehicles on the street from majority of road users.

Point 5.9 indicates that data collected on travel speeds shows they are already low on Perth Street, which would suggest that in this instance the necessity to reject option 2, in favour of the claimed traffic calming measures predicted in option 1, purely to adhere the current 'policy of the day', is simply not necessary - remembering that Christchurch is a city open to new ideas, new ways of doing things, and where anything IS possible.
Option 2 therefore is a more than acceptable choice to implement without further delay.

Point 5.10 of the report suggests that option 2 creates a long straight section of road that can be attractive to "anti social road users as it functions as a drag strip".
The report continues by suggesting that this has been in place for many years and has "not deterred antisocial road users".
Perth Street is over a century old, so we are not disputing that as it has definately been in place for many years, however, what evidence (if any), do Council Staff have to support their suggestion that Perth Street is being utilized as a 'drag strip for anti social road usage and speed'? I'm sure if it was there would be multiple police reports and countless complaints to the Council to that end.
The data collected by Council Staff in points 5.2 and 5.9 indicates that the suggestion Perth Street being used by speeding vehicles is completely inaccurate.

Point 6.2 speaks to the Staff report achieving the desired community outcome.
The community have overwhelmingly supported option two, and rejected option 1.
In alignment with the Councils Strategic Framework we have been open, transparent and exercised democratic accountability.

Point 6.2.1 speaks to reducing the number of road casualilties.
How many collisions and road casualties have occurred over the past decade on Perth Street? Residents of the street have been unable to recall any, bringing further support to the arguement that in this instance it is not necessary, nor essential, to adhere to preferred policies, and therefore option 2, the preferred option of residents and FENZ, should be favoured by Council.

I could be mistaken but evidence points to the fact Council Staff want option 1 to be selected, which is in stark contrast to what FENZ have recommended, and what the vast majority of key stakeholders have voted for.

The Staff report has failed to make any mention of the submission to Council by the Richmond Residents and Business Association for the legal speed limits in this part of the suburb to be reduced, or for Perth Street to be included as part of a publicly promoted and Council supported proposed cycle safe route (that residents are already utilising), in order to encourage more cyclists to make use of the much quieter streets as they travers the suburb of Richmond when travelling to and from the CBD.

This information about the cycle route and speed reduction was discussed with the Community Board last year, prior to the survey being written, printed or distributed to residents regarding the parking changes, just so that you are aware.

This lack of full disclosure futher suggests to onlookers that the decision of Council Staff has been predetermined and that the consultation has not been transparent, contravening the Councils Strategic Framework Principles.

In closing, points 1.3 and 5.5 of the Staff report indicate that bad decisions have been made in the past by Councils. We would hope that at this time Council will make the right decision, that you will listen to the choice key stakeholders (residents, property owners and FENZ) have indicated is our preferred option (Option 2), that you will oppose Staff recommendations, and that you will adhere to the Councils Strategic Priorities of allow us (the community of Perth Street) to own our future in our street.

Many thanks

Greg Partridge
Perth Street