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## Waimāero Fendalton-Waimairi-Harewood Community Board and Waipuna Halswell-Hornby-Riccarton Community Board

### AGENDA

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#### Notice of Meeting:

An ordinary meeting of the Waimāero Fendalton-Waimairi-Harewood Community Board and Waipuna Halswell-Hornby-Riccarton Community Board will be held on:

**Date:** Monday 4 July 2022  
**Time:** 5pm  
**Venue:** Boardroom, Fendalton Service Centre,  
Corner Jeffreys and Clyde Roads, Fendalton

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#### Membership

Members	Waimāero Fendalton-Waimairi-Harewood Community Board	Waipuna Halswell-Hornby-Riccarton Community Board
	Bridget Williams	Mike Mora
	David Cartwright	Helen Broughton
	Linda Chen	Jimmy Chen
	James Gough	Catherine Chu
	Aaron Keown	Gamal Fouda
	Sam MacDonald	Anne Galloway
	Jason Middlemiss	Andrei Moore
	Shirish Paranjape	Debbie Mora
	Mike Wall	Mark Peters

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28 June 2022

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

**To watch the meeting live, or a recording after the meeting date, go to:**

<https://www.youtube.com/channel/UC0djJ5RxVNYyf8xYyglkXvg>

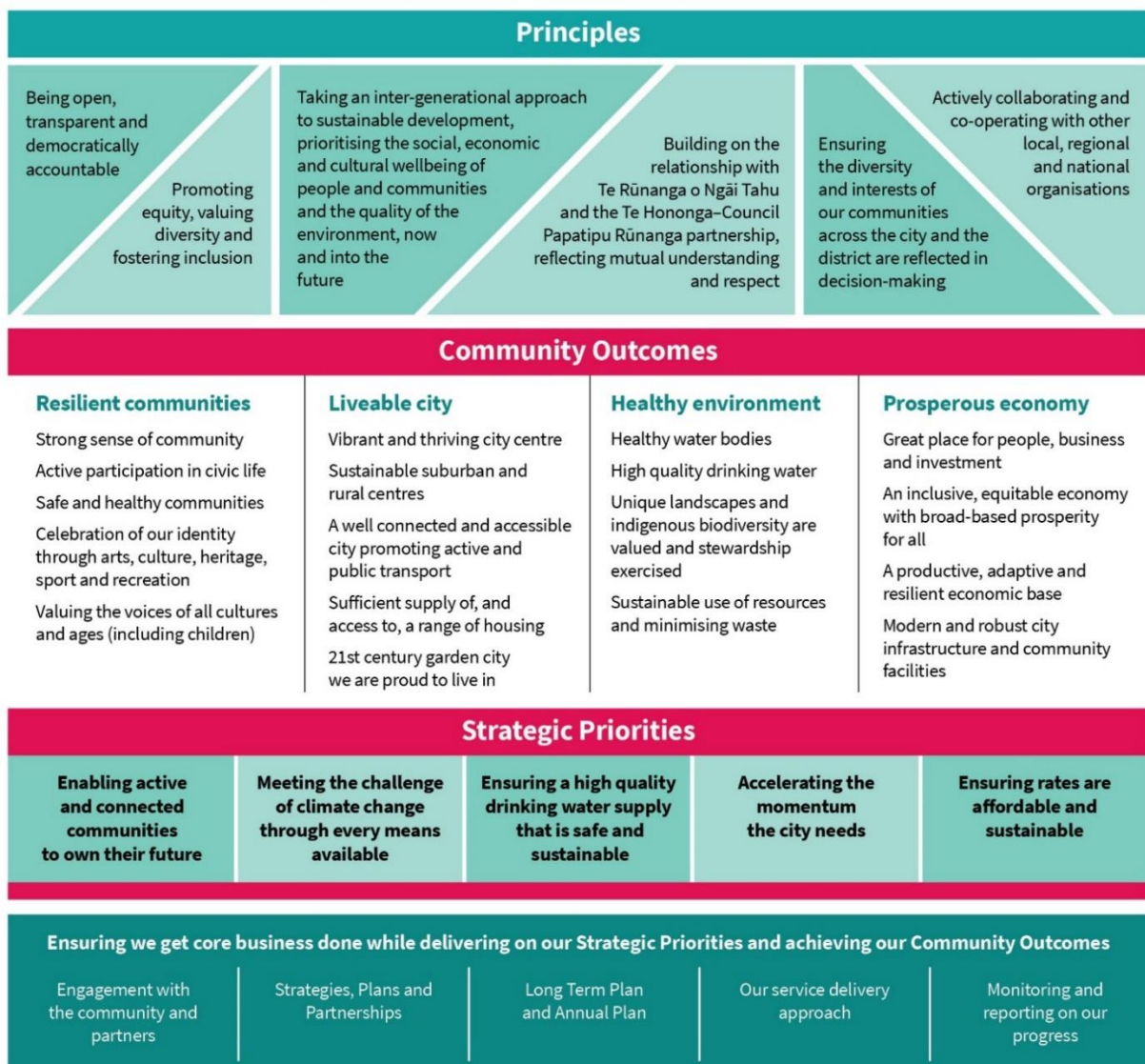
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## Ōtautahi–Christchurch is a city of opportunity for all

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Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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### **1. Apologies Ngā Whakapāha**

At the close of the agenda no apologies had been received.

### **2. Declarations of Interest Ngā Whakapuaki Aronga**

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

### **3. Deputations by Appointment Ngā Huinga Whakaritenga**

There were no deputations by appointment at the time the agenda was prepared.





## 4. Confirmation of Riccarton and Fendalton Christchurch Regeneration Acceleration Facility (CRAF) programme

Reference / Te Tohutoro: 22/780151

Report of / Te Pou  
Matua:

Kelly Griffiths, Senior Project Manager, [kelly.griffiths@ccc.govt.nz](mailto:kelly.griffiths@ccc.govt.nz)

General Manager /  
Pouwhakarae:

Jane Davis, General Manager – Infrastructure, Planning and  
regulatory Services, [jane.davis@ccc.govt.nz](mailto:jane.davis@ccc.govt.nz)

### 1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna Halswell-Hornby-Riccarton Community Board and the Waimāero Fendalton-Waimairi-Harewood Community Board to reach a joint decision on the Christchurch Regeneration Acceleration Facility (CRAF) programme of work for the Riccarton-Fendalton area. This report has been written by staff to inform the boards of the recommended programme for their approval.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low number of affected parties, and the extent and impact of the work proposed.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board and the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Jointly approve the following Christchurch Regeneration Acceleration Facility (CRAF) projects for the Riccarton-Fendalton CRAF programme, for investigation and delivery by staff:
  - a. A package of 17 pedestrian buildouts and refuge islands
  - b. A package of various improvements on Waimairi Road including new tactile paving, improved pedestrian crossing facilities, relocated bus stops, widening and resurfacing footpaths, and investigation into the need for a signalised crossing at Bush Inn.
  - c. A package of new tactile paving in 19 locations
  - d. A package of minor work including:
    - i. six cycle improvements, including new and widened cycle lanes, green surfacing, and new signal phasing
    - ii. streetscape and footpath improvements
    - iii. new line markings
    - iv. traffic calming at four locations, including speed humps and raised crossing points
  - e. An area-wide speed restriction
  - f. The street rebuild of the whole length of Bradshaw Terrace
  - g. The street rebuild of Brockworth Place (southern end) from Deans Avenue to the end
  - h. The street restoration of the whole length of Auburn Avenue

- i. The street restoration of the whole length of Seton Street
- j. The street restoration of the whole length of Makora Street
- k. The street restoration of Burdale Street from Picton Avenue to Clarence Street
- l. The street restoration of Middleton Road from Acacia Avenue to Blenheim Road

Note: Detailed plans for the above projects have not yet been completed. A decision report with plans will be brought back to the appropriate Board for approval, before detailed design and construction.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The Officer Recommendations have been made because the projects included in the recommendation will contribute to achieving the intended benefits of CRAF, which are; improve the liveability, connectivity, safety and road condition in Riccarton and Fendalton.
- 3.2 The Waipuna Halswell-Hornby-Riccarton Community Board and the Waimāero Fendalton-Waimairi-Harewood Community Boards have been presented with information on options available, and staff have prepared this recommendation on the Riccarton-Fendalton CRAF programme for their consideration.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 There were 163 recommendations for work in Riccarton and Fendalton, which included the rebuild, restoration or repair of 28 streets, and 135 safety and access improvements for cyclists, pedestrians, drivers and public transport users.
- 4.2 The Boards have been provided with information about each of the 163 recommendations for work as potential alternative options to make up the Riccarton-Fendalton CRAF programme.
- 4.3 The information provided on the recommendations included prioritisation, delivery timeframes, high-level cost estimates, advantages and disadvantages of each category of work, and impact on the Riccarton and Fendalton communities.

### 5. Detail Te Whakamahuki

- 5.1 In the 2017 central government election campaign, the Christchurch Regeneration Acceleration Facility (CRAF) was announced, as part of the 'Plan for Canterbury' to accelerate Christchurch's recovery after the earthquakes.
- 5.2 After the election, CRAF was allocated \$300 million, \$40 million of this was allocated to transport projects.
- 5.3 To secure the \$40 million, Council worked with Treasury to develop an Investment Proposal, and then a more detailed Investment Case, which was approved by Council before being submitted.
- 5.4 Of the \$40 million, \$30 million has been allocated to roading and transport improvements in five areas in Christchurch that experienced significant damage and disruption, or increased travel use following the earthquakes – Riccarton and Fendalton, Linwood and Woolston, Richmond, New Brighton, and Spreydon, Somerfield, Waltham, and Beckenham. The intended benefits of the \$30 million is to improve the liveability, connectivity, safety and road condition in the five areas.



- 5.5 Of the \$30 million, \$6.5 million has been allocated to roading and transport improvements to safety and access, and condition in Riccarton and Fendalton, in the area between Memorial Avenue, Fendalton Road, Deans Avenue, Blenheim Road, Hansons Lane, Waimairi Road and Greers Road (Attachment A).
- 5.6 Assessments of all the streets within the Riccarton-Fendalton CRAF area were undertaken, to identify all the safety and access faults (how safe and easy it is to access a location, street or property) and condition faults (what is the condition of the street).

### **Community Views and Preferences**

- 5.7 To build on the list of faults identified in the assessments, community consultation was undertaken to gain local knowledge of the issues and faults in the Riccarton-Fendalton area.
- 5.8 The consultation was called 'Better Safer Roads' and was open from 18 February to 15 March 2021.
- 5.9 We delivered leaflets to all the properties and businesses within the Riccarton-Fendalton CRAF area.
- 5.10 We also emailed key stakeholders, and had a 'Have Your Say' page which included an interactive map where people could leave their comments.
- 5.11 We held a drop-in session for people to talk to staff and provide feedback on the Riccarton-Fendalton CRAF programme at the Riccarton Service Centre during the consultation period.
- 5.12 We received 177 submissions for the Riccarton-Fendalton area; these came from the 'Have Your Say' page, the interactive map, and emails. The submissions can be viewed in Attachment B.
- 5.13 Requests for pedestrian crossing facilities, footpath repairs and safety improvements were the most common submitters themes.
- 5.14 The faults identified in the street assessments and the community consultation resulted in 163 recommendations for work in Riccarton and Fendalton, which included the rebuild, restoration or repair of 28 streets, and 135 safety and access improvements for cyclists, pedestrians, drivers and public transport users.
- 5.15 The Boards were also given the following definitions for repair, rebuild, and restoration:
- Repair – Isolated damage requiring minimal construction to return the complete asset to a suitable condition. This would generally require no community engagement, no approvals, and minimal design. Work can generally be completed within 6 months.
  - Restoration – Multiple patches of damage greater than 20 metres. For the road carriageway, restoration is generally a reshaping of the top surface. This would generally require some community engagement, some approvals, and more detailed design. Work can generally be completed within 6 to 18 months.
  - Rebuild – Significant damage to a street requiring a full replacement of the damaged assets. This work will require community engagement, Community Board or Council approval, and full detailed design. This work can be completed within 18 to 36 months.
- 5.16 Each of the 163 recommendations were prioritised by staff on a scale of one to five – five being the highest priority, one being the lowest priority. The prioritisation of the safety and access issues takes into account proximity to key destinations, such as schools and commercial

centres, and the impact of the work. The prioritisation of the condition work is based on the level of deterioration of the street.

- 5.17 The Boards were given the prioritisation, delivery timeframes, and high-level cost estimates for each of the 163 recommendations. They were informed the Riccarton-Fendalton CRAF budget is not sufficient to complete all work identified, and that the Boards would need to work together to determine how to allocate the budget.
- 5.18 The Boards advised their preference for projects that improved the condition of roads, cyclist and pedestrian safety, and provided a crossing facility at Al Noor Mosque.
- 5.19 The Waipuna Halswell-Hornby-Riccarton Community Board heard a deputation from a long-term resident of Waimairi Road who is blind. The resident had requested a meeting with staff, who visited Waimairi Road and together identified a number of safety improvements to help make Waimairi Road safer and easier to navigate for vision-impaired people.
- 5.20 The Board were provided high-level cost estimates for the work on Waimairi Road, and indicated their support for including this work in the Riccarton-Fendalton CRAF programme.
- 5.21 Previously a project to provide a new signalised crossing outside Wharenui School on Matipo Street was included in the draft Riccarton-Fendalton CRAF programme. Since then, the South Express Major Cycle Route has been built, which provides a signalised crossing at the Elizabeth Street/Matipo Street intersection. Through consultation with Wharenui School, it was agreed to remove the existing Kea crossing at the school, and for the signalised crossings at Elizabeth/Matipo and Blenheim/Matipo to be used instead.
- 5.22 Instead of proposing a new project to include in the Riccarton-Fendalton CRAF programme, staff are recommending the budget for the Wharenui School crossing be kept in the programme as a contingency, to cover any potential increases in programme construction costs, which are being experienced across the construction industry.
- 5.23 Staff are also recommending a phased delivery of the projects in the programme to ensure there is sufficient budget to deliver all the projects, in light of the recent increases in construction costs. Once the scheme stage cost estimates for the projects are completed, a review of the estimates will be undertaken prior to community consultation, to ensure there is sufficient budget.
- 5.24 The following programme of work is the staff recommendation for the Riccarton-Fendalton CRAF programme which has been compiled from the Board's feedback, for the Boards to consider:
  - a. A package of 17 pedestrian buildouts and refuge islands.
  - b. A package of various improvements on Waimairi Road including new tactile paving, improved pedestrian crossing facilities, relocated bus stops, widening and resurfacing footpaths, and investigation into the need for a signalised crossing at Bush Inn.
  - c. A package of new tactile paving in 19 locations.
  - d. A package of minor work including:
    - i. six cycle improvements, including new and widened cycle lanes, green surfacing, and new signal phasing
    - ii. streetscape and footpath improvements
    - iii. new line markings
    - iv. traffic calming at four locations, including speed humps and raised crossing points

- e. An area-wide speed restriction (Attachment C).
  - f. The street rebuild of the whole length of Bradshaw Terrace.
  - g. The street rebuild of Brockworth Place (southern end) from Deans Avenue to the end.
  - h. The street restoration of the whole length of Auburn Avenue.
  - i. The street restoration of the whole length of Seton Street.
  - j. The street restoration of the whole length of Makora Street.
  - k. The street restoration of Burdale Street from Picton Avenue to Clarence Street.
  - l. The street restoration of Middleton Road from Acacia Avenue to Blenheim Road.
- 5.25 The anticipated delivery timeframes for the programme can be viewed in Attachment D. The timeframes have allowed for the 2022 Council elections.
- 5.26 The decision affects the Halswell, Hornby, Riccarton, Fendalton and Waimairi wards. The Waipuna Halswell-Hornby-Riccarton Community Board and the Waimāero Fendalton-Waimairi-Harewood Community Board jointly have the delegated authority to make this decision on the Riccarton-Fendalton CRAF programme.
- 5.27 Detailed plans for the above projects have not yet been completed. A decision report with plans will be brought back to the appropriate Board for approval, before detailed design and construction.
- 5.28 Community consultation on the individual projects will take place once draft designs are completed, and this feedback will be presented to the appropriate Board.

## **6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here**

### **Strategic Alignment Te Rautaki Tīaroaro**

- 6.1 The projects listed above will deliver on a range of benefits that align with Council's policies and strategies associated with providing a level of service for safety, accessibility and condition:
- The Safer Christchurch Strategy (2016)
  - The New Zealand Road Safety Strategy - Road to Zero: sets a target to reduce death and serious injuries on New Zealand roads by 40% over the next 10 years. There are five key focus areas: infrastructure improvements and speed management, vehicle safety, work related road safety, road user choices, and system management.
  - The Equity and Access for People with Disabilities Policy (2001)
  - The Land Transport Rule: Setting of Speed Limits 2017: requires that road controlling authorities must set speed limits that are safe and appropriate, and encourages a consistent approach to speed management throughout New Zealand.
  - The Transport Management Plan and the Transport Activity Plan, which provide the foundations for Council's Long Term Plan.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2.1 Activity: Transport
- Level of Service: 16.0.1 Maintain roadway condition to an appropriate national standard, - ≥5% of the sealed local road network is resurfaced per year



- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - ≤ 12 crashes per 100,000 residents
- Level of Service: 16.0.10 Maintain the perception that Christchurch is a walking friendly city - ≥85% resident satisfaction
- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips - ≥17% of trips undertaken by non-car modes
- Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city) - ≥65% resident satisfaction
- Level of Service: 10.5.3 More people are choosing to travel by cycling - ≥12,000 average daily cyclist detections
- Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport - ≤1.10 million tonnes of CO2 equivalents

### **Policy Consistency Te Whai Kaupapa here**

6.3 The decision is consistent with Council's Plans and Policies.

### **Impact on Mana Whenua Ngā Whai Take Mana Whenua**

6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

6.5 The majority of the work in the recommended programme will includes measures to slow vehicle speeds and improve road safety. This could encourage people to use alternative modes of transport, which will result in reduced carbon emissions and have a positive effect on climate change.

### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

6.6 The majority of the work in the recommended programme will result in vehicles travelling at reduced speeds, which will provide a safer and more accessible environment for all road users, including pedestrians and cyclists.

## **7. Resource Implications Ngā Hīraunga Rauemi**

### **Capex/Opex / Ngā Utu Whakahaere**

- 7.1 Cost to Implement - \$6.5 million for the Riccarton-Fendalton programme, this includes all staff costs.
- 7.2 Maintenance/Ongoing costs - these will be calculated for each project, and detailed in the decision reports.
- 7.3 Funding Source - the \$40 million Christchurch Regeneration Acceleration Facility, provided by Treasury.

### **Other / He mea anō**

- 7.4 None identified.

## 8. Legal Implications Ngā Hīraunga ā-Ture

### Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 8.1 The Waipuna Halswell-Hornby-Riccarton Community Board and the Waimāero Fendalton-Waimairi-Harewood Community Board jointly have the delegated authority to make this decision on the Riccarton-Fendalton CRAF programme.









### Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.2 There is no legal context, issue or implication relevant to this decision.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 If the Waipuna Halswell-Hornby-Riccarton Community Board and the Waimāero Fendalton-Waimairi-Harewood Community Board do not approve a CRAF programme for Riccarton and Fendalton, there is a reputational risk with Treasury that Council is unable to deliver on the CRAF programme it committed to delivering in the Investment Case.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A  	Riccarton-Fendalton CRAF - Area Map	15
B  	Riccarton-Fendalton CRAF - Consultation Submissions	16
C  	Riccarton-Fendalton CRAF - Speed Restriction Map	121
D  	Riccarton-Fendalton CRAF - Programme with Delivery Timeframes	122

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link

## Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories / Ngā Kaiwaitohu

<b>Author</b>	Kelly Griffiths - Senior Project Manager
<b>Approved By</b>	Lynette Ellis - Head of Transport & Waste Management





What suburb do you live in?	Category	Comments	Name	Location
Fendalton	Other Comments	this intersection needs a right hand arrow going from Ilam onto Memorial. This intersection has traffic backed up morning and evening and it can take up to 20 minutes at times to turn. People are only able to turn on the yellow which is becoming increasing	Nikki Freeman	Ilam Road \ Memorial Avenue, Fendalton
Fendalton	Traffic Speeds	Though work was done some years ago to improve things, cars speed along here to avoid Memorial Ave, which runs parallel. The existing speed bumps are not high enough, and are barely noticable. They need to be raised higher, and signage needs to be improved.	Rob Lindeman	Hamilton, Otara to Karo
Fendalton	Pedestrians	Far too many crossings, so dangerous for drivers	Debbie Brown-Smith	Ilam, University to Science
Riccarton	Parking	Could the 120 min parking in Mandeville Street between Leslie Hills Drive & outside the Harvey Norman Building be looked at as all-day parking? With more staff moving into the area it is harder to get a car park on the street.	Mali Cole	Mandeville Street \ Leslie Hills Drive, Riccarton
Riccarton	Parking	Change the 120m parking to all day parking	Angela	Leslie Hills Drive, Riccarton, Christchurch, 8011
Riccarton	Parking	Change the 120m parking to all day parking	Angela	Mandeville Street, Riccarton, Christchurch, 8011
Riccarton	Pedestrians	Footpath along here is terrible. The trees/brushes are over grown the foot path is mix of mud shingle and potholes. And the smell in this area is horrible due to empty lot.	Emily Steere	Deans Avenue, Addington, Christchurch, 8011
Riccarton	Cycling	Scary to bike through the Middleton Road/Riccarton Rd/Ilam Rd intersection	Ollie Chick	Ilam, Riccarton to Rudleigh
Riccarton	Other Comments	Really bad kerb condition on both side of Lyndon Street, it has not been repaired since post earthquake!	Zara Sun-Foster	Lyndon, Picton to Clarence
Riccarton	Other Comments	Bad kerb condition! It's has been repaired since post earthquake	Zara Sun-Foster	Lyndon, Picton to Clarence
Riccarton	Other Comments	Bad kerb condition! It's has been repaired since post earthquake	Zara Sun-Foster	Lyndon, Clarence to Division
Riccarton	Cycling	pedestrian and cycling crossing needed here	Cath O'Neill	Waimairi Road \ Homestead Lane, Ilam
Riccarton	Other Comments	Rudleigh Avenue has the old style dish channel kerbing. The stormwater from the houses is old and broken, and occasionally forms sinkholes in the footpaths. The dish channel kerbs cause damage to cars when the passenger opens the door.	Liz Sawers	Rudleigh, Newnham to Ilam
Riccarton	Streetscape	Rudleigh Ave is a very wide street that would benefit with having the kerbs, footpaths and some new trees lining the street like our pretty neighbour Newnham Terrace.	Liz Sawers	Rudleigh, Newnham to Ilam
Riccarton	Traffic Speeds	Peverel street from Wharenui road to Wainui street is a race track. We have lived here over 50 years and it gets worse ever year. The corner of Peverel and Piko cres is where they do burn outs. You can hear the cars revving up along this stretch.	Joy Wairau	Matipo Street, Riccarton, Christchurch, 8041
Riccarton	Pedestrians	Footpath on Renfrew St is way too narrow. There are lots of school students walking and scootering. My children are biking on that footpath as they are to little to bike on the road. Additionally the footpath is often blocked by rubbish bins.	Teresa	Renfrew Street, Upper Riccarton, Christchurch, 8041
Riccarton	Pedestrians	Pedestrian crossing especially for the school kids of Wharenui School is very hard. Cars are often too fast and don't stop there.	Teresa	Matipo, Rex to Elizabeth
Riccarton	Pedestrians	On the corner Ilam Rd/Riccarton Rd my kids and I were nearly hit by a bus that turned left from Ilam Rd to Riccarton Rd while we were waiting to cross over to Middleton Rd.	Teresa	Ilam Road, Upper Riccarton, Christchurch, 8041
Riccarton	Pedestrians	Footpath is way to narrow especially where the bus stop is people are always blocking it. Children on bikes (and their caretakers) who use footpaths can't get through there.	Teresa	Riccarton Road, Upper Riccarton, Christchurch, 8041
Riccarton	Pedestrians	Wharenui Rd needs pedestrian crossings	Teresa	Wharenui Road \ Lochee Road, Riccarton

What suburb do you live in?	Category	Comments	Name	Location
Riccarton	Cycling	Very dangerous for westbound cyclists to turn right from the bike path on Blenheim Rd.	Teresa	Middleton Road \ Blenheim Road, Upper Riccarton
Riccarton	Cycling	Very dangerous for westbound cyclists to turn right from the bike path on Blenheim Rd.	Teresa	Hansons Lane \ Blenheim Road, Upper Riccarton
Riccarton	Cycling	Very dangerous for westbound cyclists to turn right from the bike path on Blenheim Rd.	Teresa	Matipo Street \ Blenheim Road, Middleton
Riccarton	Cycling	Very dangerous for cyclists to turn right from the bike path on Blenheim Rd.	Teresa	Blenheim Road \ Clarence Street, Riccarton
Riccarton	Cycling	Very dangerous for westbound westbound cyclists to turn right from the bike path on Blenheim Rd.	Teresa	Lowe Street \ Mandeville Street, Riccarton
Riccarton	Cycling	On Riccarton Rd there are only fragments of a bike path. 100m fragments go over into car parking lanes. Bikepath on and off. Very dangerous to pull in and out into car traffic all the time.	Teresa	Riccarton, Clarence to Rotherham
Riccarton	Pedestrians	Pedestrian/cyclist crossing needed here.	Teresa	Peverel Street \ Matipo Street, Riccarton
Riccarton	Pedestrians	Pedestrian/cyclist crossing needed here	Teresa	Clarence Street \ Peverel Street, Riccarton
Riccarton	Pedestrians	Pedestrian crossing needed here	Teresa	Riccarton Road \ Wainui Street, Riccarton
Riccarton	Cycling	Bus lane is confusing for cyclists. Unclear if cyclists are supposed to ride on the bus lane or on the next door lane. Both ways they can hinder the buses.	Teresa	Riccarton, Matipo to Wainui
Riccarton	Crashes And Near Misses	Turning right onto Mandeville St is awful. Also turning right onto Riccarton Rd. Too many cars means not enough visibility. Saw someone try to turn and end up half in the bus lane. Then a bus didn't slow down, just tooted. This car had nowhere to go.	Kate Simpson	Mandeville Street \ Riccarton Road, Riccarton
Riccarton	Other Comments	Significant shaking with the passing of heavy traffic. Experienced by 4 households on Clyde Road between Kirkwood Avenue intersection and Totara Street intersection.	Andrew Crerar	Clyde Road, Riccarton, Christchurch, 8041
Riccarton	Other Comments	When is the sewer system going to be replaced and the road fixed up properly	Coso Stretch	Kirkwood Avenue, Riccarton, Christchurch, 8041
Riccarton	Cycling	Many students and school children cycle on the footpath, which is inherently dangerous. The road is dangerous. A protected cycleway is needed between the university and Riccarton Road, east side, to link with the Hinaiu cycleway. The footpath is tatty.	Anthony Wilding	Clyde, Totara to Kirkwood
Riccarton	Other Comments	Heavy vehicles shake the houses causing damage. A better road or speed restrictions are required. Thank you.	anthony wilding	Clyde, Totara to Kirkwood
Riccarton	Streetscape	Eliminate winter berm damage from 2-hour parking by reconfiguring kerbs & channels to separate road from berm.	Kaylene	Konini, Totara to Hinaiu
Riccarton	Streetscape	Konini Street: Repair damaged berms to increase appeal of this natural pedestrian corridor between University & Riccarton.	Kaylene Murdoch	Konini, Riccarton to Totara
Riccarton	Pedestrians	Bush Inn two way entrance-exit terrible to cross as pedestrian or cyclist	Sean Barnes	Riccarton Road, Upper Riccarton, Christchurch, 8041
Riccarton	Pedestrians	All of this general area. We have so many issues with broken glass on the roads and footpaths especially early in Uni semester. CCC should charge UCSA for more frequent maintenance.	Sean Barnes	Hanrahan, Newnham to Stemmer
Riccarton	Traffic Speeds	Hanrahan and Roundtree St both have traffic calming but they are not raised so cars treat them as a chicane and drive at high speed.	Sean Barnes	Hanrahan Street, Upper Riccarton, Christchurch, 8041
Riccarton	Cycling	Add a rumble strip along bike lane edges to stop cars cutting corners along	Sean Barnes	Kotare Street, Fendalton, Christchurch, 8041

What suburb do you live in?	Category	Comments	Name	Location
Riccarton	Other Comments	Blocked drains and regular sewage smell	Caitlin Macrae	Peverel Street, Riccarton, Christchurch, 8041
Riccarton	Other Comments	Make safer to turn right onto Riccarton from Mandeville street by marking the slip land going south more visible and safer.	Jeff Vesey	Riccarton Road \ Mandeville Street, Riccarton
Riccarton	Cycling	The cycleway from Mona vle to continue	Jeff Vesey	Mona Vale, Kilmarnock to Matai
Riccarton	Streetscape	Fix the curbing and foot path - very uneven and broken in places	Jeff Vesey	Mona Vale Avenue, Riccarton, Christchurch, 8011
Riccarton	Other Comments	Our residents have identified the corner on Bartlett Street as a risk for them. No stop sign, or right of way. difficult to see around the corner, lots of people cut the corner when going around it. not much parking available down Bartlett street, and only	Merrin Jack	Brockworth Place, Riccarton, Christchurch, 8011
Riccarton	Parking	Not much parking, and new apartments build mean that will only get worse.	Merrin Jack	Bartlett, Deans to Riccarton

Have Your Say submissions

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Riccarton		Deen Avenue	Pedestrains	Need a pedestrian crossing near Alnoor Mosque	Mazharuddin Syed Ahmed	Canterbury Muslim Community Trust, Trustee
Riccarton	Yes		Pedestrains	<p>Pedestrian challenges</p> <p>Difficult on rubbish collection days to negotiate round bins on footpaths - with so many cars parked it is difficult to find space for the bins on the roadside. Some bins left out for so long hazards continues after rubbish collection day.</p> <p>As it is a high rental area, residents/tenants may not have the equipment necessary to keep hedging and trees spreading over footpaths.</p> <p>With electric scooters also using footpaths, perhaps where there are grass berms, footpaths could be wider. Also, if there is a cycleway should electric scooters be using the cycleway instead of the footpaths.</p> <p>Footpaths shared with cyclists - few cyclists seem to give warning signals.</p>	Joscelyne Silcock	Central Riccarton Residents Association - Chairperson
Riccarton	Yes		Traffic speeds	<p>Reduced speed Areas: 1. Picton Ave - landscaping narrowed it, many cars parked on road side, (during day and night-time - workers and then residents). Southern end of Picton ave will be reduced by cycleway.</p> <p>2. Elizabeth street - cycleway will narrow road, road-side parking is at a premium. perhaps speed restrictions around the Wharenui School and swimming complex.</p>	Joscelyne Silcock	Central Riccarton Residents Association - Chairperson
Riccarton	Yes		Traffic speeds	No more speed limit reductions, no more cycle lanes, no more bus lanes and no more loss of parking. Our members have had enough. When will you people be satisfied and move on from wrecking our roads and ways of getting around?	Jackson Fisk	Christchurch Citizens Collective

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Riccarton	Yes		Streetscape		Claire Mulcock	Deans Avenue Precinct Society Inc - Chairperson
Riccarton	No	I live in Northwood but I own a business in Riccarton	Streetscape	I own a business on Rotherham Street, Riccarton. Several years ago the trees on Rotherham Street had grates over the base of the trees and these looked nice and worked perfectly. These grates were removed some years ago and now the square spaces under the trees are just a sand pit. These are a trip hazard and we have seen pedestrians trip over them. They are also messy because people walk on them and track sand all over the footpath and into the neighbouring businesses. Please put the grates back. I have photos if you want to see them.	Vicky Vincent	La Porchetta Riccarton. I am the owner.
Riccarton	Yes	Riccarton	Public transport	Could a bus stop in Deans Ave between Moorehouse Ave and Riccarton be erected? People in this area have a long walk to the nearest bus stop. We live in Brockworth Place.	Pierre Changuion	None (this is in my private capacity).
Riccarton	No	Bryndwr	Pedestrains	Hi, I would like to mention the need of a pedestrian crossing and road hump in front of muslim mosque and Hegly Park as on every Friday more than 500 people gather for our prayer and every day more than 100 people cross the road for prayer to get to mosque and it's so dangerous and unsafe to cross the road this is the need of the residents of the area and the people who get to mosque, please consider my request for the safety of our valuable citizens.  Thanks.	Mohammad Khan	Personal request
Riccarton	No	Burnside	Parking, Other	Parking and transport around Middleton Grange School.  Acacia Ave. Very hard to get 2 way traffic down at start of day (Road is just not wide enough with parking on both sides of the road) and around 3pm with cars parked on both sides. One side (Northern side) no parking would solve this. Some park 3min or drop off spaces would also be good. This was planned to go ahead but then the earthquakes happened and we never heard anymore.  Arthur Street - Desperately need no parking on the South side from the corner of Middleton Road as it's hard turning into the road and with all the changes in the area (cycle lanes and Riccarton/Ilam/Middleton Road intersection project) I believe traffic will increase down both Arthur Street and also Suva Street. There are some no parking between (school start and finish hours) but they need to be from the corner rather than where they are now. I suspect there will be more traffic coming down both Arthur Street and Suva Street. There is already massive congestion around school start and close times.  Suva Street - once the current work on the cycleway is finished then I think this road will work well although will most likely have more traffic once the new intersection at Riccarton/Ilam/Middleton Road is completed with the restrictions that will have. Fulton Hogan have been brilliant to work with throughout this project and scheduled around the school end of year exams which was appreciated. They have a traffic person (Maree) stationed there at school start and finish times who is excellent and really tries to keep everyone safe while works are on.	Kevin Wakeham	Property Manager Middleton Grange School
Riccarton			Other	See the attached file for the submission from the Riccarton Bush-Kilmarnock Resident's Association.	Tony Dale	Riccarton Bush-Kilmarnock Resident's Association (committee member)
Fendalton	Yes	Bryndwr Fendalton	Crashes and near misses	It would be wonderful if you could please focus on improving the roading and curbing in Bryndwr Rd (particularly between Jefferies Road and Ilam Rd) and Wai-Iti Terrace (between Bryndwr Rd and Clyde Rd). Bryndwr Road is quite dangerous especially. There is a very pronounced slope on the road, and so many vehicles need to park on the roadside each day that it is a very dangerous street to drive. My vehicle has been hit once. I had pulled to the side to allow a vehicle driving toward me to get through (as it was reduced to one lane with vehicles parked on either side of the road. The car coming toward me sped through	Lainie Smith Mortlock	



Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
				and took off my side mirror. They didn't stop. This type of thing (or near misses) happen regularly. I think if only the road was flatter (with a modern style of gutter), then it would be safer for drivers and the community. Thank you.		
Riccarton	Yes	Centennial avenue		<p>Dear Council</p> <p>Ever since buying a home in Riccarton, we relies a lot of unwanted household items find their way on the street kerbs and corners.</p> <p>It will be grateful if council can consider either making designated drop zones for unwanted goods that people don't want anymore. Or if council can consider making pickup of unwanted goods part of the job of bin collectors to pickup and take it to landfill.</p> <p>This not only create a hazard when struck by cars but also makes the area look dirty if left scattered on the streets</p> <p>It will be great if council can consider this</p>	Justin schwark	
Fendalton	Yes	Fendalton	Pedestrains	<p>Good afternoon and thank you for the opportunity to provide feedback. We have segmented our feedback in a few concise points:</p> <p>- Living on the corner of Weka St and Tui St, we are concerned for the Health and Safety of the residents of the Holly Lea retirement home. We often see elderly people walking around our streets and the state of the footpaths are really dangerous for such people. We also believe some pedestrians crossing should be marked around the roundabout (tui/Weka) to provide some safe crossing for our older neighbors.</p> <p>- It's also unfortunate to have to mention that the whole section of Tui street along Boys High School is absolutely appalling, with all sort of garbage everywhere (including broken glass) on the footpath at any given time. This is a big issue for dog walkers as well as older people. We personally have to change direction for fear our dog will get cut.</p> <p>- We'd also like to mention the actual roundabout (Tui/Weka) which is unfortunately targeted by young people (we intercepted some of them) having fun smashing glass bottles all over it - would the council consider beautifying/improving this roundabout to keep such events from happening. We end up avoiding this corner by fear of our dog getting cuts on his paws while crossing the road around the roundabout.</p> <p>- Lastly, when we moved in (28 Tui st) the grass patch on the corner of our house by the roundabout (Tui/Weka) had just been 'redone'. Unfortunately, it's sitting far too high above the concrete, making mowing very difficult and damaging my lawn mower - would you consider planting this section like the other two sections on the other side of the roundabout and consequently dropping the ground level to match the concrete level.</p> <p>Overall, we would appreciate better consideration of the Holly Lea residents by improving the footpaths in the area, but also some help managing the state of Tui St (broken glass, rubbish), as well as improving the roundabout (Tui/Weka) and planting the grass corner which has soil far too high to manage ourselves.</p> <p>We thank you for your consideration and look forward to keeping our area safe and beautiful, with your invaluable help.</p> <p>Kind regards,</p> <p>Coralie &amp; Hamish Browning</p>	Coralie de La Fage & Hamish Browning	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Fendalton	Yes	Fendalton		As someone who cycles frequently, it is concerning that I have dodge pot holes and rises in the road numerous times when I am more focused on the traffic around me. I have notices it is quite bad on Harakeke Street and think that the roads need to be monitored and checked more regularly. This can hopefully result in them being fixed so that the roads are safer for everyone.	Varshana	
Fendalton	Yes	Fendalton Burnside	Traffic speeds	<p>Hi</p> <p>We live at [REDACTED] Greers Road on the route of the Orbiter.</p> <p>This part of Greers Road between Memorial Ave and Waimairi does seem to attract stupid speeding around the bend which is clearly dangerous and some ways of slowing the traffic would be useful.</p> <p>The orbiter bus service runs every 10 minutes both ways from 6am till past midnight.</p> <p>It would make a huge difference to us if a few things could be understood and addressed.</p> <p>The road construction needs to be much better for this amount of constant heavy stop start traffic from these heavy buses.</p> <p>Although the road from the Memorial Ave toward upper Riccarton has been threatening to break up for months and basic patching has continued the road quality means we feel the buses arriving 10 seconds before they go past as they hit the uneven surface.</p> <p>This also means the very late service when the likely hood of passengers is very low does mean our sleep is disrupted by what can only be described as an earthquake because of the higher speed on the uneven surface.</p> <p>Because of the massive KMs these buses must clock up on their never ending circular route they are very soon noisy and rattle and are in need of noise reducing servicing. Having a bus stop just outside our entrance does mean we get the breaking stop the whining pull away and the idling rattle and we recognise certain buses by there individual sounds including possibly two that have differentials out of balance that are almost banging.</p> <p>The comparison to the sedate battery powered bus that glides down Memorial Avenue to the city is staggering and it does feel like those of us who live on the Orbiter route are getting a very raw deal.</p> <p>If we really want to make buses more acceptable we have to accept the fact that this comes at a price. The roads simply need to be more robust and the rolling stock needs to be better maintained. This is not the odd lorry going past these vehicles are all day every day every 10minutes.</p> <p>Do we really need such a frequent sevice? Could the route be split and have some buses use Grahams Road?</p> <p>Can the buses be smaller battery powered because I have never seen one of these buses more than quarter full?</p> <p>My final thought on all of this is that CCC is not the only organisation involved in this process and Ecan decides the buses and the routes and the other is expected to fix the roads. These two organisations need to work together.</p> <p>I genuinely hope that these points are not seen as just a moan and that some good will come of this writing. We are all in this together but some of are far more effected than others and I am sure, much more than the decision makers realise.</p>	Gordon Johnson	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
				Kind regards  Gordon Johnson		
Fendalton	Yes	Fendalton/Ilam	Streetscape	I feel that Memorial should be 4 lanes from Clyde Road to Geers Road the bottleneck in this area is unacceptable for most of the day but in he morning and evening it is unbelievable.  Also the street light at 190 Memorial Ave is very bright and shines straight into our bedroom, since the new lights have gone in it is a real worry for us	Kay Price	
Fendalton	No	HAREWOOD / Bishopdale	Other	All above is worry and same place have two lanes on both sides and Adult Student ,other Student and Staff and other in Harewood,Bishopdale,Papanui,Redwood and other areas need a better bus Service,and Drive way and Red/yellow/Green and other bin Color are a effect and Disable People can't use parking from Home to Home if no parking for Shopping and Trips out by Direct to Footpath access need more Traffic Stuff like Lights,Cam,Signs sametime use but are not follow the Speed and Canterbury is in Risk of Crashes and Miss and Near misses for all Transport like Cars,all Bike,Buses,Cycling & Pedestrains,Disable,Parks,Mall,Bus Stops,Business,Housing,Farms,etc... Ecan need to Better and Better Canterbury way too.	Craig Gordon	



Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Fendalton	Yes	Ilam	Parking	<p>Parking remains an issue in Ilam . The university is effectively using the surrounding streets as an overflow car park.</p> <p>On Moorpark Place we have a 120 minute parking limit on the north side and centre island, but we routinely get drivers parking there all day. On the south side there is a no-parking zone during business hours, but many drivers ignore this. As a result the street becomes difficult to negotiate. We need more enforcement.</p> <p>Additionally, the parking restriction on the south side of Moorpark Place does not operate during the summer months. As a result, the street is at its most congested at that time. When the restriction was established many years ago, the university was inactive over the summer months and the businesses on the corner of Creyke and Ilam Roads did not exist. Now we need the restriction all year round.</p> <p>Lastly, we need a permanent parking restriction (yellow lines) around the western end of Moorpark. It's a tight curve, and when cars are parked there larger vehicles can't get around the street. Having commercial vehicles backing out of the street creates a traffic hazard.</p> <p>I would be happy to discuss this further.</p>	David Howe	
Fendalton	Yes	Ilam	Parking	<p>Hi,</p> <p>This is feedback for 'Way better roads'.</p> <p>1) Currently, parking on Moorpark Place is not allowed from March to November, on one side of the road. I think this should be extended to February to November. The point of the restriction is to deal with Uni students parking on both sides of the road and making it too narrow, but given that Uni starts early February, it would make sense to extend the period to include February.</p> <p>2) Stop putting in cycle lines and stop removing parking. For example, the removal of all parking on Ilam Rd outside the Uni has made the whole situation worse. Cars still end up parking - just further away. And the road is now so narrow that two buses struggle to pass each other in opposite directions.</p> <p>3) It would be great to put in traffic lights at the intersection of Greers Rd and Waimairi Rd, as many primary school students have to cross Greers Rd there, and they basically have to know the Road Code in order to do so at the moment (which is ridiculous to expect from an 8 year old). It is scary to cross even as an adult.</p> <p>Thanks</p>	Charlie Abrahamson	
Riccarton	Yes	Ilam		High crash area riccarton and Ilam road intersection. Confusing for cars turning right both into riccarton road from Middleton and Ilam roads. Need a right turning light on both sides.	JENNY	
Riccarton	Yes	Ilam Road	Crashes and near misses,Traffic speeds	<p>Hi. I am writing about the cycle way along Hinau ST, Miro St, Totara ST, Ngahere ST to Riccarton Bush. The speed signs saying 30km/hr are not at all visible. They are immediately at the Hinau / Clyde Rd end and having made the turn into Hinau St you have missed them. Also you miss seeing them at the Kaku Rd end. I feel that the 30 km speed signs need to be more prevalent along the cycle route. This cycle way has become a short cut for some vehicles travelling between Kahu Rd and Clyde Rd. It is a narrow way and the high speeds make for a potential disaster. Speed bumps might also assist to deter the speed.</p> <p>Thank you</p> <p>Regards P Fitzgerald</p>	Patrick Fitzgerald	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
				Ilam Rd		
Fendalton	Yes	Ilam, CHRISTCHURCH	Parking	<p>Resident only parking on Tuirau Place/Swanleigh Place!</p> <p>The University charges astronomical prices for students to park on campus, leading to hundreds of students parking down these (and surrounding) residential streets each day.</p> <p>It's dangerous with so many cars maneuvering in and out of these areas, when there are cars parked down both sides- they're not designed to function as parking facilities for the University! It's even worse on rubbish collection days!</p> <p>This is supposed to be a residential street, where kids can play or make their way to school on bikes and scooters, they shouldn't be running a gauntlet of students parking here!</p>	Adrianna Lawson	
Riccarton	No	Redwood	Pedestrains	I support pedestrian crossing in front of Al noor masjid located on Deans Ave Christchurch	Zahid Hanif	
Riccarton	Yes	Riccarton	Traffic speeds	<p>Rochdale Street is a major rat run for motorists avoiding Straven Rd</p> <p>Traffic is constant and fast in the mornings between 7.40 am and 8.30 am</p> <p>Many vehicles are driven by Girls High girls or parents</p> <p>Harakeke Street is now very narrow due to the year 13 boys high boarders parking all day and over night outside the hostel. As a resident it is difficult and dangerous to back out from our drive way and see if cars or cyclist are on the road. It is also difficult to turn into our driveway with so many cars parked and with rat runners who do not drive slowly despite the parking issue</p> <p>We have asked before if Rochdale St could be made residents only at certain times</p>	Brigid Buckenham	
Riccarton	Yes	Riccarton	Traffic speeds	Speed limit on the Harakeke St between Kilmarnock Street and Riccarton Road. Cars are travelling along this street at high speed and with a Kindergarten and Enliven club this is very dangerous for any people crossing the road or trying to get into their cars especially with young children.	Jane Kelman	
Riccarton	Yes	Riccarton	Other	<p>Arthur Street between Middleton Road and Hansons Lane.</p> <p>1) It needs re-surfacing .</p> <p>We have lived in this area for 30 years and the street has deteriorated over this time, with the earthquakes making it worse There are several humps and bumps all along the road and the corner of Middleton Road and Arthur Street has been patched several times but it only seems to get repairs on top of earlier repairs.</p> <p>2) Parking should also be restricted to one side of the street. It is nearly impossible for vehicles going in each direction to drive down the street when cars are parked on either side of the street.</p>	Murray & Chris Thomson	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Riccarton	Yes	Riccarton	Parking	<p>The current layout of Deans Avenue is totally unsafe for both pedestrians and vehicles. I submit that Deans Avenue park side becomes a single lane with a speed limit of 40km with improved parking and pedestrian visibility.</p> <p>We live on Deans Ave and have witnessed many near misses with pedestrians trying to cross over from park side and cars trying to park on the narrow side strip. Many a side mirror has been picked up from outside our property.</p>	Stephen Morgan	
Riccarton	Yes	Riccarton	Crashes and near misses	<p>Morning rush-hour commuters rat-running (in a hurry) along Rochdale and Harakeke Streets in order to avoid lights on Straven Road . In doing so, they interact with significant volumes of CBHS students cycling to school on these streets which have also been effectively narrowed by increasing levels of parking on both sides (particularly Harakeke Street) rendering them effectively single-lane streets. This combination of cars and cyclists exists for a short period of time each weekday morning and is an accident waiting to happen. This situation is further compounded by the presence of Adams House (the CBHS boarding hostel) - 120 students leave Adams House every weekday morning from about 8.15 to 8.45am to walk to CBHS, necessarily crossing a congested Harakeke St in the process.</p> <p>The simplest and least-cost measure would be to erect signage on Straven Road at the entrance to Rochdale Street that advises drivers that the street is for the use of "Residents Only during the period 7.30-9.00am, Monday to Friday". I have seen such signs used in many inner-city situations in Melbourne to good effect. At the very least, this situation could be used to give CCC first-hand experience of such a low-cost measure. We would be happy to monitor the outcome and provide random checks on passing vehicles (via their rego numbers).</p>	James Baines	
Riccarton	No	Southshore	Other	<p>The intersection at Mandeville and riccarton road is atrocious and requires better flow.</p> <p>Also the intersection that was blocked off from right turning traffic from riccarton Road to Harakeke st was a very bad move!!</p> <p>The idea is to let traffic move not stop it!!</p> <p>The ability to get across from Riccarton road to Harakeke st needs to be opened up so people stop using the the carpark across the way as a thoroughfare as they need to get to Kilmarnock st to avoid Riccarton road. Riccarton road is too congested, jammed and very slow moving due to the funneling of traffic onto it and it is not moving!! Very Bad idea whoever thought that would work!!</p>	Craig Bennett	
Riccarton	Yes	Upper Riccarton		<p>Better policing of Parking Restrictions on Arthur Street, especially as parking on Hansons Lane being severely cut back due to the new cycleway. This has meant an influx of parkers in breach of the no stopping restrictions!</p> <p>Bollard to STOP vehicles entering the Cycleway at the Consulate and Student Village driveways!</p> <p>(Both parking in Cycleway and driving up it! - A daily occurrence!)</p> <p>Reflectors on the new kerb to highlight it to stop exiting Arthur Street traffic driving over the kerb and into the Cycleway! (A daily occurrence!)</p>	Murray	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Riccarton	Yes	Upper riccarton	Other	<p>I have lived on Arthur street for 26 years and from the first day I've been amazed at the constant illegal parking when the school drop off and pick up happens. Every school day yellow lines, over drive way and lately up residents drive ways. I have seen so many near misses of children involved in accidents I've lost count, I have rung the school and was shocked to be told once the children have left the premises they are no longer their concern. The street has got a lot busier with new businesses opening on Blenheim road, staff cars take up a majority of space on Middleton, Arthur, Hansons Lane. Hansons lane is so busy in the morning that we find cars are speeding down Arthur street in the hope of being able to get onto Blenheim road via Middleton road without having to wait for the traffic lights and Visa versa. Because there is a I think a water main in the middle of the road outside the main entrance of the school which is raised up, quite often cars drive on the wrong side of the road to avoid it and at speed with a slight bend in the road again we have seen accidents.</p> <p>So to answer the question of what we would like to see to improve more yellow lines the Middleton road entrance has just been tar sealed but the yellow lines don't go far enough and they have to be on both sides of the street if cars are parked on both sides you can't see what's coming down Middleton and Middleton cars can't see what's coming Arthur street way most weeks you can see broken glass from tail lights left on the street this also applies at the Hansons Lane entrance as well more yellow lines that go at least pass the first house. With residents cars parked on both sides of the street it's often difficult to drive down and not enough room someone has to give way not everyone is polite so having yellow lines down 1 side of the street may be an option as well. Speed bumps are also needed to slow the traffic down before the main entrance and 1 before the primary school entrance between 43- 45. School signs would be good too the primary entrance looks just like a drive way people would not be aware that very young kids will be coming out and with the parking hard to find I've seen a lot of cars stop on the street and wait for kids to run over to the car to get in. When talking to staff as the new performance building was being built 2 houses removed for the building and the 3 one was to be removed for parking which when you build something like that you have to provide a certain amount of car parks that 3rd building was never removed and is a rental property for them if it was removed and a drop off zone for the primary section was organized it would help and be a lot safer instead of being on the road. The same applies to Acadia street that has the same problem remove some of the rentals the school owns and have drop off areas. To make this street safe things have to change. To understand perhaps someone has to be at the end of Arthur street - Hansons Lane 8.25-8.50 on a school morning and at the school outside 39 between 8.25-8.50 to get an idea without any visible clothing, occasionally the traffic infringement officer comes out which is great but with the uniform on of course every one behaves, the last time 3 people came but as soon as they moved further down the street the yellow lines outside 39 was the usual car park especially since it's the only place that has a tree so its shaded.</p>	Christine Waller	
Riccarton	Yes		Streetscape	<p>I found your website maps too difficult to use so I'm sending an email.</p> <p>We live in Aileen Place and often walk around the area, these are some of the things we see that could be improved,</p> <p>Footpaths in Lochee Rd are very bad due probably to tree roots and lack of maintenance.</p> <p>Lighting in Aileen Place and Nanette St is inadequate</p> <p>All around the area Middleton, Lochee, Wharenui roads trees and bushes overhang the footpath.</p> <p>In Middleton Park, bark has been dumped under the trees and is overflowing onto the footpath which itself needs some maintenance.</p> <p>One empty section in Wharenui Rd opposite the end of Janet St is a fire hazard due to metre high dried grass and weeds.</p>	Ivor McKay	

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Fendalton	Yes		Parking	Ilkley Place request yellow paint - see attachments	Brian	
Fendalton	Yes		Other	<p>My wife and I have lived in Fendalton for more than 40 years.</p> <p>We are most surprised to say the least that new funding is available to fix roads and/or for other projects to make it easier and safer to drive, walk, bike etc. in this suburb.</p> <p>Fendalton is already blessed with good roads and it is without doubt a safe neighbourhood in which to walk, bike, scooter, catch the bus and drive.</p> <p>The sort projects set out in your "Have your say" flyer are far more urgently required in other parts of Christchurch.</p> <p>New Brighton is perhaps the best example but there are also other areas and projects e.g. completion of the Arts Centre restoration which badly needs further funding.</p> <p>Please don't spend more money in Fendalton before other more pressing issues, particularly in less fortunate parts of the city, have been properly addressed.</p>	David Holderness	
Fendalton	Yes		Streetscape	<p>I find it rather frustrating to see Garden Road (from the small bridge end to Poynder Ave) with smart gutters and new resealing and then turn into Wroxton Terrace to find old guttering which constantly overflow during rain filling up with leaves from the Plane trees, berms with either a little shingle or tufts of grass, looking most unattractive. The footpaths have been broken due to tree roots making walking difficult, the road rather potholely.</p> <p>Our rates are very high and to see our street in the condition it is in...and then see how Garden Road is...there is no comparison.</p> <p>I would appreciate it if you could let me know when roading maintenance in Wroxton Terrace will be carried out as per Garden Road and Clifford Ave.</p>	Pip Evans	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Fendalton	Yes		Traffic speeds	<p>Weka St lies between and Kotare St and Straven Road with intersections at Makora St, Tui St, and Kiwi St. There are four speed humps in Tui St, two north of the Weka St intersection, and two in that part of Tui St, south of the Weka St intersection, adjacent to the eastern side of Christchurch Boys High School.</p> <p>The section of Weka St which we live in lies between Straven Road to the east and Tui St to the west i.e. providing access to Kiwi St, and essentially forming the northern side of CBHS. Weka St is not a straight street but has several curves in it reducing or restricting visibility. Weka St services quiet residential properties but has increasingly become a thoroughfare for vehicles avoiding other adjacent congestion.</p> <p>Christchurch Boys High School (CBHS) has frontages to four streets: Straven Road (to the east), Kahu Road (to the south), Tui St (to the west), and Kiwi Road to the north. Significant levels of parking and traffic movement is generated by students of CBHS. The number of young CBHS students driving cars in our section of Weka St to access CBHS has been steadily increasing over the last 15 years. Unfortunately, the speed of those drivers is, at many times, far too fast for the nature of this section of Weka St.</p> <p>In addition, traffic volumes, especially at peak periods, have increased significantly in Straven Road and Fendalton Road.</p> <p>Weka St has become a “rat run” for vehicles seeking to avoid the increasing congestion on Straven Road and Fendalton Road moving from Straven Road through to Clyde Road/ Creyke Road, and for CBHS students. The speed of many vehicles travelling along Weka St has become of increasing concern, and, at times, is very dangerous to pedestrians, cyclists, parked vehicles, and other vehicular traffic.</p> <p>Remedy:</p> <p>We request that two speed humps be built in our section of Weka St i.e. that section of Weka Street located between Tui Street to the west and Straven Road to the east. The speed humps should be of a similar design to those four presently located in the adjacent Tui Street.</p>	Peter & Anne Glasson	
Fendalton	Yes		Streetscape	<p>We operate a business at 5 memorial ave next to the fendalton PB, Right outside our front door is a semi large silver birch tree , which all its lower branches are starting to intrude onto the roof and all the small pollen is constantly blowing into the shop as customers enter and exit the shop Also it has a small leafy scrub or vine type garden that collects all the small pollens and when it blows it blows into the shop To have to sweep twice a day is acceptable but not 8 to 10 times a day The pollen is also making the tiles very sticky so we have to mop the shop often , causing potential hazards while drying to customers Could you please consider for the shoppers of fendalton and the shop cleanliness a solution that is more acceptable to all concerned</p>	Johnny Westenra	
Fendalton	Yes		Streetscape	<p>The road surface in Medbury Terrace is fine but the footpath needs to be resurfaced. Areas have become rough and of poor quality. The same may be said of Clyde Road between Medbury Tce and Fendalton Road. Here also the road is now of high quality but the footpath could do with remedial action.</p>	John S Sheppard	
Fendalton	Yes		Public transport	<p>The bus service along Clyde Road should be provided with another set of stops near Medbury School. As the route is presently set out there is no stop from just north of the university and Fendalton Primary School. This seems to be an excessive distance for school-boys to walk, especially in the winter months.</p> <p>The bus service along Kotare St is fine although the stop, between the Fendalton car park and Clyde Rd really necessary. I would consider that a stop by Medbury School would be of greater value.</p>	John S Sheppard	
Fendalton	Yes		Traffic speeds	<p>I am emailing as I have a request to help improve the roading in the Fendalton area. I live on Montana Avenue and have trouble turning right from here onto Creyke Road as this corner is blinded by overgrown trees and the sharp corner. With these trimmed</p>	Christina Nelson	

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				and potentially a mirror in place to see around the corner it would make it much safer to turn. I am emailing on behalf of a few other residents of Montana Avenue who also feel the same.		
Riccarton	Yes		Cycling	<p>I walk my dog each morning, and the new electric bikes riding on shared cycleways are travelling to fast , Also normal cyclists are riding on footpaths only instead of there own cycleways.</p> <p>Can some signs be put up to deter them ( that states the law about riding on paths and speed limits etc) Also I'm deaf and don't hear them coming from behind me, some tell me that riding on the footpath is easier and quicker, and dont know the law about riding on a footpath,</p>	John R Brown	
Fendalton	Yes		Traffic speeds	<p>Thank you so much for the opportunity to provide feedback on the use of road funding in Fendalton.</p> <p>Having moved from Auckland two years ago, as much as we love living in Christchurch, we have been extremely surprised at 1. How expensive rates are here and 2. The appalling state of roads, footpaths and drains and how dangerous this makes the roads and footpaths.</p> <p>The absolute best use of money would not be bike paths, pruning, seating, etc or other nice to haves. It would, in our opinion, be to properly reseal all the roads and footpaths (not patch work fixes as we have had on Kotare st) and ensure adequate drainage to stop roads and footpaths flooding.</p>	Lesley Elvidge	
Riccarton	Yes		Traffic speeds	<p>We live in rata street and whilst you have put small signs up for 30 km in our area lots of people don't see them. We have a constant stream of cars avoiding Riccarton road's 30 km and screaming down Rata street. We think that at the narrowing of Kauri street a 30km painted on the road would help. The same for Rimu street.</p> <p>The traffic at certain times screams down these streets and whilst I try and sign to slow down they don't adhere to the rules.</p>	Marianne McKinney	
Fendalton	Yes		Cycling	<p>I'd like to see a safe path for cycles on Memorial Ave outside Burnside High School. Currently there is nowhere for cycles to go and you have the school drop off traffic parked who sometimes open their right side doors into your path without looking then at the same time you have cars in the left lane who stop for the lights and then the left door opens (again into your path) for children to get out right into the cyclists path and they do not look first! That is a really dangerous piece of road at school drop off and I assume, pick up times. You also have children crossing the road there from the bus stop (They don't walk down to the intersection and cross with the lights). There is a lot going on all at the same time and I have come off my bike there once and I go slow down there. (and at 60 years I don't mend as quickly as I used to!!)</p> <p>Again on Memorial Ave coming the other way (North towards the airport) down to the lights at Greers Road. The road narrows by the intersection and if there are cars stopped at the lights you cannot get past easily on the cycle do to the way the road is designed. Its an easy fix as the berm just needs to be taken in a little further back but would make a big difference.</p> <p>The other one is turning left from Ilam Road into Memorial Ave. There is a cycle way for those going straight but nothing for those turning left and there is no room for us. A green strip like at the corner of Grahams Road and Memorial Ave would solve this problem. I often have to ride up not the footpath to get around the corner safely. Added to this if you are walking across with the walk signal the lights stay red for a long time and it gets really congested there. Drivers get impatient as the lights are red, people have finished crossing and you have turning traffic both left and right into the same road with the lights turning orange. Again potentially dangerous and a possible easy fix??</p>	Kevin Wakeham	



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				<p>The intersection at Ilam Rd/Memorial Rd works really well. I turn right into Ilam Rd and usually just go through, stop and wait for the other lights. The set of lights seem to work well with the right turning arrow into Ilam Rd.</p> <p>Middleton Road / Riccarton Road intersection – I know this one is being looked at and hopefully soon. It's a tricky intersection and can be dangerous for cyclists. I believe work will start there soon and I hope that is so.</p> <p>I commute daily (even in bad weather) from Arlington Street to Acacia Ave and apart from the areas above it all works well and is safe as can be.</p> <p>Happy to take some photos or give further feedback if you are seriously going to look at any of these.</p>		
Riccarton	Yes		Streetscape	One thing that needs attention is the footpath opposite the entrance to the Westfield carpark on Matipo Street, it seems the road dropped near the creek and it has been built up but the footpath is still on a very bad angle , some cities with berms have flat footpaths as they slope entrances from the edge of the footpath to the street , we have the slope from the boundary to the street which angles the footpath at every entrance making wheelchairs etc lean over dangerously.	Stephen Kennington	
Riccarton	Yes		Streetscape	The trees on the corner of Puriri and Kotare Streets need cutting back as they are covering the street light ,it's dark and difficult to see the corner also quite dangerous ,I live on Puririr Street and come home in the dark regularly ,it's only the fact that I know about the area that I find it without great difficulty ,a stranger wouldn't ..	Tonia Dodd	
Fendalton	Yes		Streetscape	I would like to see a sign that dogs should be on a leash at Fendalton Park. There used to be one. The park appears to be used as a dog park and a growing numbers of dogs race around with owners in groups. My son was bitten on the leg by a dog racing around. It just ran up to him and bit him unexpectedly. Although not badly injured, it made a hole in his leg and jeans necessitating a tetanus shot and dressing. This happened a couple of years ago and the number of dogs racing around has increased since then.	Andrea Ramsell	
Riccarton	Yes		Streetscape	<p>Middleton Road area</p> <p>a lot of work in area but incomplete.</p> <ul style="list-style-type: none"> <li>• Side street access paving and gutters( Lochee Rd ,Haslett Place,Auburn st, why only north of Suva st ? Acacia ave and Arthur st should be upgraded to same.</li> <li>• traffic island outside Big Chicken store, old and in bad repair, also now causes access problems for parking not long before an accident. Also not required when cycle lane lights operational</li> <li>• Suva st why new cycle path and new kerbside gutters to North side and South side to Middleton Grange school and not to rest of street on south side, remaining gutters and kerbside in poor condition</li> <li>• access ramps in Acacia ave in poor condition many have broken sections</li> </ul> <p>This area has high foot traffic from school, Arthur st, Acacia Ave and Suva street all require attention to footpaths and grass berms, some properties have overgrown trees projecting out to pathways</p>	Terry Hayes-Walker	



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Riccarton	Yes		Streetscape	<p>I have lived in ChCh most of my life. Recently retired.</p> <p>Now living in Weka St ChCh and have a rental in Wai-iti Tce.</p> <p>Here are some ideas about roading:</p> <ul style="list-style-type: none"><li>• i'd like to see a weed spraying regime brought back as the weeds are really growing in the / around the concrete kerb and channelling these days. they eventually split the concrete</li><li>• I think we have enough cycle lanes - can we hold on them? In summer the bike racks at work are overflowing. In winter hardly any bikes in there. ChCh is cold most of the year and not many people bike for a good half of the year. Bicycle lanes do not mean more people cycle in colder weather.</li><li>• Please no more narrowing of the streets - i not that in Riccarton people just park on the large grassed berms and its a challenge walking around them</li><li>• Can you do more QA on the final road product as no sooner does it get laid then i see the tar seal or road caret breaking down. In the 1970's the CCC used a benkelman beam to test the strength of the road surface before paying the contractor</li></ul>	Gary Chisholm	
Fendalton	Yes		Streetscape	<p>Recently work has been done on water mains in Balgay Street and Ilam road. Both have been left with uneven seal and look messy.</p> <p>I find there are too many pedestrine crossing on Ilam Road outside the University. I have seen many near misses where cycles go racing through on the pedestrine crossing and cars simply don't see them. The road is too complex and narrow. It also has need for clearer signs as you enter the university zone. The road has been re-done and re-done and so there paintwork is messy.</p>	John Capil	
Riccarton	Yes		Cycling	<p>Is the cost involved in cycle lanes fully researched?</p> <p>New cycle lanes are being constructed at the west of Peveral St. I have not seen the final plan but I expect it will be linked other streets west and east.</p> <p>How much research has gone into the costs and future use of this project? Why is it not made public?</p> <p>You must have figures about the use for school or work for the Little River Link cycle lane beside the Christchurch Southern Motorway?</p> <p>Do they correspond to your earlier estimates of use. It cost millions. Is it worth it? The same questions can be asked of other new cycles lanes?</p> <p>I would ask a similar question abut the Perveral St cycle lane.</p> <p>I believe cycle lanes are necessary but not ones based on nice ideas. They must be full researched and involve full public discloser of costs and future use.</p> <p>I also think the council is doing a great job looking after our public gardens and parks.</p>	Anton McLean	

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				PR is not about a computer generated reply. Ultimately it is about disclosing facts.		
Riccarton	Yes		Parking	<p>I have lived with my family in Deans Avenue since 1959 so have seen many changes in the area.</p> <p>At the moment Deans Ave is dreadful:</p> <p>Parking seems to be at maximun daily- both sides of the road, when there are weekend sporting fixtures and events it is worse.</p> <p>The parking space on the park side (east) of the road is far too narrow for most modern cars and daily we see side mirrors smashed off, even people getting in and out of their vehicles is dangerous at times.</p> <p>The two lanes onthe park side are too narrow, particularly if a truck is on the inside lane. Most locals never travel on the inner park lane - far too dangerous</p> <p>After the earthquakes the park side was completely restructured and resealed after laying water pipes down that side. The west side(where the private homes are the cracks that appeared were just tared over - nothing more.</p> <p>Two drains near our home have been constantly resealed, but with the heavy traffic (large trucks) volumes our house shakes when trucks go past. Why can't these drain openings be inserted in the centre of the road instead of where the wheels of the traffic hit them?</p> <p>After the closing off of Hagley ave (to apparently keep traffic away from hospital corner) we experienced a larger flow of traffic which would be okay if the road was up to standard. From 3pm most afternoons it is deadlock around here. What you have to remember is that since the earthquakes the majority of people now live to the north,west and south of central city and traffic deadlock seems to be the name of the game around Christchurch.</p> <p>Pedestrians have the security of the centre raised median to help get them to the park (where most of them go), but at the same time for residents it is very difficult to get into and out of the homes by car. Right hand turning both ways is difficult (&amp; please don't tell me to go round Brockworth Place as one engineer did when I called)</p>	Harold & Kay Hodgson	

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				I personally think the Deans Avenue area needs a very hard look at what happens in this area (very different to when I first came here) and give the people who live round here a say in the matter, or at least listen to them. With denser housing seeming to fill all available land locally that means more people plus cars (no matter what people say about inhabitants not wanting cars!)		
Fendalton	Yes		Streetscape	<p>I have lived at [REDACTED] Memorial Avenue for 12 years and have seen and experienced many changes in road and footpath traffic in that time.</p> <p>ROAD: Memorial Ave – Fendalton Road</p> <p>Very good surface after major work needed to be quickly done to give access to the airport after the 2010/11 earthquakes.</p> <p>FOOTPATHS</p> <p>Very little construction or restitution since I have lived here. They are in a very poor state in many places. Problems include extremely uneven surfaces with patches and depressions, some of which cause flooding, overgrown hedges causing narrowing of the footpath and shrubs encroaching on the footpath.</p> <p>I am a fit 88 year old who still plays golf and have been a keen walker all my life. I still walk daily in the neighbourhood. Unfortunately I now have low vision and find the footpaths worse than any hazard I may encounter at golf.</p> <p>CONTROLLED PEDESTRIAN CROSSINGS</p> <p>I have always been a public transport advocate and use the buses whenever possible. I seriously consider some safer means of crossing Memorial Ave between Clyde and Ilam Roads should be urgently implemented. It takes about 15 minutes to walk to either set of lights to cross and return to the bus stop to go in to town, and the “island” crossing is very dangerous. Cars travelling in both directions are inclined to be travelling VERY QUICKLY and one feels VERY VULNERABLE if waiting in the so-called safety zone. Please believe me. Do away with that pseudo crossing and put a SAFE light controlled crossing halfway between Clyde and Ilam Roads. I care greatly for my community which incorporates many ages and stages, including children crossing for school.</p> <p>I trust that you find these comments constructive and construct us a new crossing.</p>	Waveney Baker	

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Fendalton	Yes		Traffic speeds	<p>We live at ■ Greers Road on the route of the Orbiter.</p> <p>This part of Greers Road between Memorial Ave and Waimairi does seem to attract stupid speeding around the bend which is clearly dangerous and some ways of slowing the traffic would be useful.</p> <p>The orbiter bus service runs every 10 minutes both ways from 6am till past midnight.</p> <p>It would make a huge difference to us if a few things could be understood and addressed.</p> <p>The road construction needs to be much better for this amount of constant heavy stop start traffic from these heavy buses.</p> <p>Although the road from the Memorial Ave toward upper Riccarton has been threatening to break up for months and basic patching has continued the road quality means we feel the buses arriving 10 seconds before they go past as they hit the uneven surface.</p> <p>This also means the very late service after midnight when the passenger numbers are very low does mean our sleep is disrupted by what can only be described as an earthquake because of the higher speed on the uneven surface.</p> <p>Because of the massive KMs these buses must clock up on their never ending circular route they are very soon noisy and rattle and are in need of noise reducing servicing. Having a bus stop just outside our entrance does mean we get the breaking stop the whining pull away and the idling rattle and we recognise certain buses by there individual sounds including possibly two that have differentials out of balance that are almost banging.</p> <p>The comparison to the sedate battery powered bus that glides down Memorial Avenue to the city is staggering and it does feel like those of us who live on the Orbiter route are getting a very raw deal.</p> <p>If we really want to make buses more acceptable we have to accept the fact that this comes at a price. The roads simply need to be more robust and the rolling stock needs to be better maintained. This is not the odd lorry going past, these vehicles are all day every day every 10 minutes.</p> <p>Do we really need such a frequent sevice? Could the route be split and have some buses use Grahams Road?</p> <p>Can the buses be smaller battery powered because I have never seen one of these buses more than quarter full?</p> <p>My final thought on all of this is that CCC is not the only organisation involved in this process and Ecan decides the buses and the routes and CCC is expected to fix the roads. These two organisations need to work together.</p> <p>I genuinely hope that these points are not seen as just a moan and that some good will come of this writing. We are all in this together but some of are far more effected than others and I am sure, much more than the decision makers realise.</p>	Gordon Johnson	

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Riccarton	Yes		Traffic speeds	<p>Car numbers have increased travelling on Wainui Street in both directions.</p> <p>It is used as a "rat run" for cars heading for Riccarton Road.</p> <p>Can the speed limit between Wainui and Peveral Streets be lowered to 40 km per?</p> <p>There are two preschools, foot traffic to these and St Theresa's school.</p> <p>The intersection with Peveral Street is a life and death experience with too many motorists failing to stop.</p>	Helene Berry	
Fendalton	Yes		Other	<p>Fendalton's roads and facilities in the area depicted on the map are generally very good - probably about the best in the city.</p> <p>There are so many other parts of Christchurch where roads and facilities generally are crying out for improvement.</p> <p>Please spend the money in the more needy areas.</p>	David & Diana Holderness	
Riccarton	Yes		Crashes and near misses	<p>Riccarton Road right turn into Wharenuui Road needs a green arrow at traffic lights (needed now, let alone when Wharenuui Road is made busier by CCC nearby roading changes ahead).</p> <p>Do not restrict traffic flow on Lochee Road and Peveral Street as it clogs up Wharenuui Road and makes it difficult and dangerous to exit/enter Janet Street. Us locals use these side roads which reduce congestion on the busy main roads and by CCC reducing traffic flow on our local roads the congestion is exacerbated on the commuter roads of Blenheim Road, Wharenuui Road, and Riccarton Road. Those of us living on/off Janet Street only have this one entry/exit point off Wharenuui Road to our dwellings.</p> <p>Please can CCC focus on vehicle safety more (the majority of Christchurch commuters) and less on the easy funding/ Politically fashionable focus on cycle ways. We need a better balance with safe traffic flows .</p>	Sharon Lee	
Fendalton	Yes		Streetscape	<p>Thank you for the invitation to provide input on ideas for how to improve the roading in the area where I live. I live in Medbury Terrace. The thing I would most like to stress is the need to reinstate the pillars/block for cars at the end of the shared cycle and footpath outside houses #1 and 1A Medbury Terrace that gives access to the Fendalton Park carpark. The current concrete pillars are broken and I have seen small cars driving long the footpath between the cul de sac end of Medbury Tce and the carpark, the car then exited onto Kotare St. I have also seen a car doing the same thing in the opposite direction, both times it was done at considerable speed. This is very dangerous of course, as there could easily be a disastrous collision with pedestrians and cyclists rightfully using the pathway.</p>	Louisa Ashby	

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Riccarton	Yes		Streetscape	<p>This street is one of the two entrances to the grounds of Riccarton House and Bush - which is a significant tourist asset for Christchurch as well as the site for the very popular Saturday Farmer's market and other public occasions. Past council planning designated this area as SAM7.</p> <p>By some anomaly/oversight, whilst all surrounding streets (including the other cul-de-sac Girvan Street) were, in 1998/1999 (as planned in the original CCC scheme of the mid nineties) upgraded to modern covered gutters, Ngahere Street was not included in the actual construction work and has been left with the deep and dangerous gutters that were put in place shortly after WW2 (see map and photos attached)</p> <p>Also, in the many more that 40 years that we have lived here, we cannot recall much or any substantial maintenance being done on the footpaths which now certainly warrant attention.</p> <p>Both these issues are potential hazards for both pedestrians and road users, especially those using the important cycleway, and are definitely not a good look for visitors to our city.</p> <p>In 2008 an approach was made to the council concerning the lack of any attention to these problems resulted in a letter of response, a copy of which is attached. Clearly all the city issues post the Earthquakes impacted on the suggested "tentative planning for the financial year 2011/12". Can we please have some reasonably confident hope that this current plan will resolve these issues that have pending for more that 20 years? (Benefits enjoyed by neighbouring streets for all that period)</p> <p>As an additional point. Could "No through road for motor vehicles" notices be prominently placed at the start of this street? Many drivers apparently see the (meant for cyclists/pedestrians) distance signposts to the city and drive in then, frustrated, accelerate out totally forgetting the 30kph limit (for the cycleway) - yet another hazard</p>	Arthur & Janet Cliffor	
Riccarton	Yes		Streetscape	<p>My main concern is based around the fact that especially on farmers market day the amount of foot traffic is great with many people walking down the middle of the road. There also seems to be an increased number of stall holders parking on the yellow lines at the entrance to Riccarton Bush for loading and unloading for the market.</p> <p>The deep gutters are also dangerous, as the kerbs are not modern mountable curbs.</p> <p>I especially agree with you regarding the large lump of concrete at the entrance to our street very dangerous, especially when there are cars parked each side of Totara street on market days. Barry has met with the council staff regarding this but I don't have a recent update of where he got with it. I think Councillor Broughton came and had a look after that it got sprayed bright pink.</p> <p>Traffic congestion is a serious concern on Saturdays with the great number of people walking in the area mixed in with bikes as it is the cycleway to the city, scooters and young children and families plus elderly walking to the market.</p> <p>The putting of the wiring underground may give the opportunity to change the footpaths and perhaps widen and improve the safety of the walking in the street.</p>	Suzanne Whitty	

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Riccarton	Yes		Streetscape	<p>My main concern is based around the fact that especially on farmers market day the amount of foot traffic is great with many people walking down the middle of the road. There also seems to be an increased number of stall holders parking on the yellow lines at the entrance to Riccarton Bush for loading and unloading for the market.</p> <p>The deep gutters are also dangerous, as the kerbs are not modern mountable curbs.</p> <p>I especially agree with you regarding the large lump of concrete at the entrance to our street very dangerous, especially when there are cars parked each side of Totara street on market days. Barry has met with the council staff regarding this but I don't have a recent update of where he got with it. I think Councillor Broughton came and had a look after that it got sprayed bright pink.</p> <p>Traffic congestion is a serious concern on Saturdays with the great number of people walking in the area mixed in with bikes as it is the cycleway to the city, scooters and young children and families plus elderly walking to the market.</p> <p>The putting of the wiring underground may give the opportunity to change the footpaths and perhaps widen and improve the safety of the walking in the street.</p>	Alan & Maryann Robson	
Riccarton	Yes		Streetscape	<p>We have been here now a bit over ten years. On the general condition of the street, it is lamentable. The gutters are old, broken, water is not carried away. Much damage was done to the footpaths and street surface at the time Enable put in the fibre cable several years ago and which was not properly repaired. At the time I complained to the Council who referred me to Enable, who referred me back to the Council, who again referred me to Enable who eventually told me that the Council had signed off that their work met the required standards. The person I spoke to told me he understood my concerns and were he in my position would have taken the same approach, but he said, there was no point in pursuing the matter further. The Council owns Enable.</p> <p>On the entrance to Ngahere, I have spoken to the Council over the last couple of years about the repeated accidents at the area where there is the raised piece of concrete, some of which I witnessed. A traffic engineer a few months back visited the site. He struck me as thoroughly professional and constructive. But I don't know what the intended follow up is.</p>	Phillip & Chansuda Gibson	
Riccarton	Yes		Parking	<p>I support the submission as emailed by Arthur and Janet Clifford.</p> <p>Parking - I have been in contact with the Council in the past re parking in Ngahere Street and surrounding streets: Totara, Puriri, Konini &amp; Hinau Streets. Since the return of University, cars are taking all the parking spaces in the area and parking there all day. The council advised me that if I petitioned everyone in these streets they would look at 120 parking limits on one side of these streets. However, I do not consider this to be my responsibility and consider that the Council should undertake this. Also parking wardens need to patrol these streets on a regular basis now that University is back in session. It is frustrating when I am expecting visitors and they are having to park in the Riccarton Bush Grounds or if they are lucky to find one in Totara Street and then have to walk to my place. Being in the "older" age group this is unacceptable.</p> <p>As mentioned by others, the popularity of the Farmers Market on a Saturday morning has brought with it a lot of issues.</p> <ol style="list-style-type: none"> <li>1. Cars parking too close to driveways, making it difficult to exit my driveway.</li> <li>2. Stall holders parking on yellow lines. Also contractors working on properties in the street parking all day on the yellow lines.</li> <li>3. Visitors to the market walking down the middle of the road, thus competing with cyclists, residents cars etc.</li> </ol>	Pamela Dawson	

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				<p>4. Cars park a distance from the Kerb as the gutters are deep and dangerous making it difficult for passengers to exit their cars and in turn narrowing down the already narrow road.</p> <p>Gutters - if the gutters were replaced like those in surrounding streets and the footpath narrowed a little it would solve a lot of problems.</p> <p>Rates: As mentioned in Arthur &amp; Janet Clifford's submission, in the 40 years he has been living in Ngahere Street there has been no major work done to improve the street, apart from patching which is ugly. I have lived in the street for 25+ years and nothing has been done during that time. In the past year Ngahere Street ratepayers have contributed approximately \$150,000.00 into the Council rates and if you take into account that nothing substantial has been carried out over the past 40 years it amounts to a huge sum of money going into other areas. I feel it is time that the residents of Ngahere Street were give a "fair go" and that the rates they have contributed over the past 40 years were re-invested back into the street.</p>		
Fendalton	Yes		Public transport	<p>Bust stop removed 250 Ilam Road. Nearest bus stop now @ University. Request for bus stop.</p> <p>Orbiter Close attractors:</p> <ul style="list-style-type: none"> <li>* Cobham Intermediate 691</li> <li>* Jellie Park</li> <li>* Laura Ferguson Rehab</li> <li>* Burnside Pharmacy</li> </ul> <p>Elderly have to walk to University or Burnside High for bus to Mall and then walk home with heavy shopping.</p> <p>One couple got the 29 (Airport Bus) and go to town and then take a bus to the Ric Mall to get their groceries. Then take another bus to the city to get back to Fendalton. They don't have a car.</p>	Drop In Session	
Fendalton	Yes		Parking	<p>University Parking - Ilkley Place - very narrow access - 9 houses</p> <p>Parking on corner apex</p> <p>Bumpers overhanging driveways</p> <p>All we want is paint - what's so difficult about such a simple solution?</p> <p>Made endless submissions over years!</p> <p>On site corner meeting - who is responsible?</p>	N/A - 9 houses	



Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
				<p>To explain how all this is okay?</p> <p>Paint parking space boundary white line with yellow in between</p> <p>Single side parking - would be a bonus. Maybe even allow service access.</p> <p>See attachment</p>		
Riccarton	Yes		Streetscape	<p>The two things I would submit are:</p> <p>1) Yellow lines for the approaches to the intersection of Konini and Totara Streets. I think the required set back from intersection is 5m? Often during uni term, cars park right on the intersection particularly on Konini Street heading towards Riccarton Road. I have seen a few near misses here particularly with cyclists from the university.</p> <p>2) The seal on Puriri Street from Riccarton Road to Totara Street is poor and there are a few potholes. A new road surface here would be great. It is particularly bad right at Riccarton Road intersection (between there and the entrance to the church).</p> <p>3) } Consider making Konini Street at the Riccarton Road end a dead end, i/e no access to and from Riccarton Road for cars. The end of the street could be grassed and/or planted out nicely with seating and pedestrian and cycling access onto Riccarton Road only. During peak traffic a hugely increased volume of cars use Totara &amp; Konini Streets to avoid the Clyde Road lights, often at high speeds and ignoring the stop signs. Making Konini Street essentially a cul de sac would increase safety for university and other pedestrians and cyclists coming across from Shands Reserve / Crescent and make it much more pleasant for all along there. Parking will always be at a premium due to the university being so close. Adding speeding cars into the mix with parked cars on both sides of a narrow street is surely a recipe for disaster.</p> <p>This could possibly be combined with the separate submission from Konini Street residents to upgrade the kerbing to improve safety in terms of parking and slips and falls with all the pot holes etc.</p>	Jono Boyce	
Riccarton	Yes		Streetscape	<p>I live in Riccarton and Id like to suggest something for busy Dilworth street that runs beside Westfield's mall and only a short walk from where I live.</p> <p>That street is horrible to walk down and quite a few people use it. PLEASE go and look at this! I can meet a rep if you wish and show them personally. Id love to take a physical part in all this if I could.</p> <p>Dilworth streets footpath is an antiquated mess really. You have bushes that are over growing the tiny thin footpath, trees that have their branches hanging so low you have to push them out the way, its really not good.</p> <p>Having all the bushes cut back would help. But I suggest widening the footpath there. It wouldn't be hard. You have a massive wide grass verge and a tiny thin footpath, its back to front, it should be the other way round. If the path was wider, even cyclists could possibly use it too as there is a lot of space to use. (You would save money on having to mow such a wide verge as well ????)</p> <p>Makes total sense to many here.</p>	Vinny Laughton	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
				I will contact the council via their normal web page to get some of the vegetation cleared as it needs doing asap		
Fendalton	Yes		Public transport	<p>My concern relates to a particular bus-stop which I consider would benefit from a shelter. The stop is alongside the New World Supermarket on Memorial Avenue.</p> <p>This position is totally exposed to the elements - all winds and the sun and rain.</p> <p>Please consider that many people using this bus-stop are laden with shopping and the elderly who no longer drive.</p> <p>Having experienced this difficulty myself in summer, it occurred to me how awful it would be waiting for a bus in a winter's southerly!</p> <p>Your consideration of this problem would be appreciated by many, I am sure,</p>	Jean Taylor	
Riccarton	Yes		Traffic speeds	<p>My family and I live in Rata Street. This Street, together with Kauri Street, has recently been reduced to 30 kms an hour speed limit.</p> <p>Traffic exits off Riccarton road onto Kauri St, then around a bend onto Rata Street. They do this to bypass the 30 km zone on Riccarton road - with the result being the traffic doing this are mostly doing well in excess of the 30 km/hr speed limit.</p> <p>For this of us who live in the area, it is easy to see why traffic speeds up after leaving Riccarton Road as it is not immediately clear that the speed limit is only 30 km/hr. there is a small speed sign on a lamp post - but nothing really obvious unless you happen to have prior knowledge or were looking at the sign</p> <p>The neighbours and I believe that Kauri Street needs a very large painted "30" speed symbol on the road - and in addition a speed hump to reduce the speed of the traffic who are using kauri/Rata Street as a thoroughfare. If a speed hump was not an option then the cats eyes on the road (the type which makes obvious noises when the tyres run over them) would be also suitable</p> <p>An obvious sign and speed hump or Cats Eyes - where-by the drivers are forced into reducing speed is the objective.</p> <p>I have a 5 year old daughter, and there are also many elderly living on the street and often crossing the road. I am concerned of the speed that some cars drive around Kauri Street onto Rata Street will be a danger to my daughter and the local residents.</p>	Dave Trenberth	

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Fendalton	Yes		Streetscape	<p>Please can you consider traffic lights or other traffic control changes, at the intersection of Greers Road and Waimairi Road? This is very busy most times of the day and I have frequently seen close calls between vehicles. This is very unsafe for the large volume of school children from Burnside High and Westburn Primary who are all trying to cross to and from at the same time (around 8.45am and 3pm), plus parents/scooters, dogs, prams etc. The children are usually reliant on a car to give way to them, they start to cross, but cars from the other direction do not necessarily see them and give way as well. The island in the middle of the road is not large enough when these large volumes of children are leaving at once, and once on the traffic island the children cannot see over/through the traffic to check cars from the other road/direction. Children are often dodging through two lanes of cars at the top of Greers Road.</p> <p>Please can the trees in Hanover Place be removed? The council has spent an excessive amount on re-sealing the footpath (at least 3 times in the last 10 years), frequent pruning, and call-outs to inspect concerns. None of this addresses the problem that is the large, shallow and invasive roots which are damaging resident's drives, walls, paving etc.</p> <p>Thank you for considering these issues in your plan.</p>	Katy Luxon	
Riccarton	Yes		Parking	<p>Ngahere Street is a short cul-de-sac, one of the two entrances to the grounds of Riccarton House and Bush. It is an under width road (the 1947plan indicates that this was permitted under Authority No 2094 attached to T280073)</p> <p>When the 2016 Uni-Cycle track was planned, the track committee, wisely, took this into consideration re the dangers to cyclists, young and old , and banned all parking on the North side of the street and the cul-de-sac circle – Leaving just street parking on the South side.</p> <p>Since there has been this limited parking it has been noticeable that some cars are monopolising the spaces long term, making it very difficult for visitors and all tradesmen to find any space.</p> <p>As Riccarton House itself has limited parking (the planned larger parking and bus turning area proposed by the CCC and shown in their plan 500548 LO1of6 December 2009 RMA92914769/3 never eventuated) visitors to this valuable tourist asset also would like to park in this quiet street.</p> <p>What I am proposing is that, under your scheme, the current South side parking should be time limited to 2 or 3 hours – adequate time for visitors to tour the whole grounds etc and even have lunch. As for the cul-de sac turning circle,a short permitted drop off of maybe 5 minutes would be much appreciated by both elderly visitors and (on Saturday mornings from 7am to about 1.30pm) market stall holders needing to deliver their goods.</p> <p>As background information - There are 22 properties on this street – 8 being on rear sections. Most have at least a double width garage plus room for another car, off road, in front of the garage. The only exception being No12 where 3 years ago a two car garage was allowed to be built closer to the front boundary than is normally permitted and the original driveway on the other side of the section was closed to enlarge the garden.</p>	Arthur Clifford	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Riccarton	Yes		Streetscape	<p>1. Upgrade the quality of road surfacing on west side of Shand Crescent, Riccarton so that it is the same as the other roads in Riccarton.</p> <ul style="list-style-type: none"> <li>- A long puddle of water collects by the road after rain, at the south western side of Shand Crescent.</li> <li>- Inconvenience of constant dust and stepping on stray loose pebbles when walking barefoot on our doorsteps.</li> <li>- Incidences of flying pebbles that got onto lawns by passing cars and subsequently hitting windows or maybe one day, even other targets like people, when lawnmowers are running.</li> </ul> <p>2. Replace 2 trees on south west side of Shand Reserve with ones that have better aesthetic look and easier maintenance .</p> <ul style="list-style-type: none"> <li>- The big thick leaves pose a problem in Autumn.</li> <li>- In winter, the leafless gnarly branches present quite a scary view especially when the background sky is gloomy and dark.</li> <li>- In spring, the abundant winged seeds clog up drains and flower beds and get under door cracks into the garage and house.</li> <li>- In summer, broken branches, some quite thick, are often seen under the two trees.</li> </ul> <p>3. Would love to have something done about the security of sharing footpaths with pedestrians with shopping trolleys, scooters, skateboards, roller-skates, prams, mobility vehicles, etc, especially those coming from behind silently, at high speed but I am sorry I do not have any viable suggestions to offer. I feel quite insecure about using the footpaths along Riccarton Road.</p>	Ita	
Riccarton	Yes		Streetscape	<p>I wish to draw your attention to the condition of the footpaths. Particularly Lochee Road where the tree roots are having an impact. I know that some of this will be altered because of the cycle path that is currently be installed but there are areas outside of this that are uneven and unsafe.</p> <p>I also, as a walker in this area, would like the growth of hedges etc that have encroached onto what would generally be the grassed berms of the paths to be cut back. Eg Middleton Road between Riccarton Road and Lochee Road. And also Auburn Avenue outside about number 14? (Middleton Road end) Where the property inhabitant has included the berm into his property and has fenced it off. I have previously take my loppers around to remove the overhanging branches. Ilam Road on the North side(?) between Riccarton Road and the University have a similar problem.</p>	Jillian Scandrett	
Riccarton	Yes		Streetscape	<p>The residents of Ngahere Street have been trying for a year now to have the hunk of concrete at the end of the street removed.</p> <p>Personally I have submitted multiple requests to the council and yet not a stitch done or sign of a single workman.</p> <p>The hunk of concrete is extremely dangerous and no doubt someone will die.</p> <p>Tens of thousands of dollars damage has been caused when multiple cars sumps have been ripped out. The have been more oil slicks left down totara st than in the Straits of Hormuz.</p> <p>Note the attached pics. The high viz pic was one I took yesterday. I didn't paint it however you can see the latest impacts it has endured.</p>	Barry Hindson	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
				<p>Come on, don't wait until you have to explain this hunk of concrete to the coroner.</p> <p>See attachment</p>		
Riccarton	Yes		Streetscape	<p>Over ten years ago the residents of our street (a small blind street just off Straven Road near the intersection with Riccarton Road) were asked our preferences regarding improvements to the street. I recall we were asked which type of tree we would like planted in the street.</p> <p>The earthquakes inevitably foiled those plans. Since then, the condition of the road and the pavement has deteriorated considerably. At the street entrance to my own home (there are three houses down our driveway) there is frequent flooding and accumulation of water after a rain event. I have felt very aware that we must defer to those areas of the city more affected by earthquake damage, but now feel it is surely our turn to have the condition of the street attended to.</p> <p>Almost all other streets in our vicinity have been repaired or are in a much better condition. This would surely be a comparatively small job to be attended to. Each time I pay my rates I wonder how much longer one has to be patient to get something so basic, properly addressed by the Council. Over the years there have been a number of submissions to Council on behalf of residents.</p> <p>I would be very grateful if Bradshaw Terrace could be placed high on your list of priorities.</p>	Carol Matthewson	
Fendalton	Yes		Streetscape	<p>There are some matters we would like considered:</p> <ul style="list-style-type: none"><li>• Repairs to the kerb and guttering outside 18/20 Gothic Place – this area was damaged in the earthquake sequence and not repaired despite several requests and men and equipment nearby effecting similar repairs in Tudor Avenue. The run-off accumulates in the gutter rather than draining to the sump. Both the gutter and kerbing need repair;</li><li>• We would like consideration being given to upgrading the street lights with LED lighting – the present (original?) street lights are inadequate;</li><li>• We would like to see more seating and rubbish bins in Ray Blank Park given the increasing use of the Park and playground;</li><li>• We would like to have the shrubs around the children's playground pruned or, preferably, replaced - for child safety purposes (and appearance);</li><li>• We would like to replace the trees in the street. Many years ago we petitioned the Council to remove the original Eucalyptus (which grew too fast and too large) and the Silver birch trees. The Council removed the eucalyptus trees but not the birch trees – the residents obtained permission to consult with Athol McCully and to purchase and plant their own agreed trees (a Magnolia variety) – this has not proved successful. We would like the remaining birch trees removed and suitable trees planted for the whole street (including the berm outside Ray Blank Park). One suggestion is to plant small growing deciduous trees like the Ginkgo Trees in parts of Northwood.</li></ul> <p>15.03.2021</p>	Brian Palliser	

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				With reference to the LED street lights: I suggest that these be 'upgraded' - the lighting on the street is not satisfactory - especially at the end of the cul de sac. We have experienced recently several attempted car break-ins and on (Last week) attempted car theft.		
Riccarton	Yes		Streetscape	<p>1. I would like to suggest that Ngahere street is due for upgrades to the WW2 Guttering that have sitting water and cracks that allow weeds, and also damage cars.</p> <p>2. I would also suggest the strange traffic Island at the end of the street should be removed, I have trouble thinking of any useful purpose for a large lump of concrete at the end of a street. By the marks on the lump of concrete, it appears it's basically there to damage cars with little other functionality or value.</p> <p>3. Finally, Ngahere St is a dead end with a sign saying bicycles should go this way, which leads to people driving down the street and turning around, a simple 'Dead End' sign would fix this.</p>	Ralph Mason	
Riccarton	Yes		Streetscape	<p>Thanks for this opportunity to provide feedback. Freyberg Ave is such a small street (dead end) that has had multiple developments done on sections over the years. It is now at a point where a very small part of the street has new lower gutters and berms. The footpath is in general disrepair with multiple cracks and levels from small patches over the years to mend where contractors have cut through for services.</p> <p>Can you please review this street for an upgrade of the footpaths, berms and gutters as in the Winter time the leaves catch in the guttering resulting in flooding. The old gutters are also very cracked with weeds growing out of them.</p>	Jenny Dobbs	

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Riccarton	Yes		Streetscape	<p>See attachment for photos</p> <p>I am a resident of Arthur street near Hanson lane end and my idea to make the street safer for the residents and community are extending the yellow lines from Hanson lane /Arthur street corner to the 1st driveways on Arthur street as this corner is very unsafe when there is parking on each side. Cars come off Hanson lane turning into Arthur and have to stop at entrance of street if there are cars awaiting to turn left from Arthur to Hanson lane</p> <p>See photo attached</p> <p>Also I think with the school in our street it should have some speed bumps and one side of street permanently no parking 8am to 7pm</p> <p>Recently when the bus was using our street they coned off one side and it made a huge difference to the safety especially when the peak times of people going to work then school hours and with the amount of traffic using Arthur street as a thru way and also for the Chinese consulate.</p> <p>It is not a matter of if but a matter of when someone will get hit.</p> <p>With parking on both sides, the road is too narrow to have both lanes running freely and cars have to duck and dive to get thru. Also it make it difficult to get out of some of the driveways for the Arthur st residents</p> <p>I have seen some very unsafe driving with drivers frustrated with flow of traffic</p> <p>This is a photo looking down Arthur st to Hanson lane</p> <p>Imagine another car parked on other side and cars from Hanson lane turning into Arthur street. Cars turn off Hanson to Arthur get struck at entrance and hold up traffic in Hanson lane.</p>	Helen McNaughton	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Riccarton	Yes		Streetscape	<p>It is with excitement and enthusiasm I respond to your request for how you can make a difference in our neighbourhood. I submit the following information regarding Ngahere St.</p> <p>I have lived in this street for 20+ years. It is a lovely quiet street and has 'sharrows' for the many welcome and growing number of cyclists who ride along the street and enter and exit Riccarton House &amp; Bush. This is a concept I fully support as I am a cyclist myself as are all my family.</p> <p>I would love to see the deep and badly cracked gutters replaced. Replacement of the badly cracked asphalt road surfaces, now with greenery growing through. The rethink of the one and only drain in the bush end of the street with the continuing issue of flooding each year into the end of the cul-de-sac. The rethink of the awful low bollard at the entrance to the street where may vehicles have</p> <p>come a cropper, telling by the amount of scratches and indentations in the concrete. I see now someone has spray painted this hot pink as a warning to other road users.</p> <p>We have a chance to beautify this little street for all to enjoy.</p> <p>Can we do something special like create seated areas for folks to sit under the trees, close to the properties that line the street? Can we have a creative drain cover and maybe even a water</p> <p>feature? A water tap for thirsty passers-by, a dog tap? The cul-de-sac is used by many on foot on Saturdays who attend the Farmers Market. This street is a gentle ease into the atmosphere of this market. How about vintage style street lamps? Could we put the overhead wires underground?</p> <p>Let's get creative? I would love to see something very Kiwi and ingenious, welcoming and unique for all Christchurch residents who visit Riccarton House &amp; Bush to enjoy on their walks and cycles. One idea is to remove the kerbing altogether and have a central drain in the middle of the road.</p> <p>In recent years we have had yellow lines installed on the northern side of the street which has eased congestion especially on Saturday mornings with the market. Plus had the awful traffic calming</p> <p>bollards at the entrance to the street. That is all, it's a kind of depressing street at the moment, when it could be significantly enhanced with some expertise from planners on the council.</p> <p>Way back pre-earthquake we were on some list to have our gutters and kerbings redone,</p> <p>understandably this has slipped off the list as there have been areas in far more need of roading</p> <p>repairs.</p> <p>I look forward to hearing from you and I am willing to engage the neighbours in any conversations or collaboration you wish to implement.</p>	Shelley Beckert	



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Riccarton	Yes		Streetscape	<p>I would like to put in a plea for you to plant the berm at the corner of Rochdale Street and Straven Road. We have planted the bit outside our gate and staked it off so the Boys' High boys wouldn't walk over it. We planted some lavender among the grasses on the next bit but it was stolen within 3 days.</p> <p>If the council could make this area attractive it would improve the look of the area immensely. It would need to be staked so it wasn't walked over and we are happy to look after this.</p> <p>We have used dietes and lavender which seems to thrive in the dry conditions. We very much like the inner city planting with the pink and white flowers and this would also work well.</p> <p>I think that if the Council is seen to do it is less likely that the plants will be taken.</p>	David & Tina Nicholls	
Fendalton	Yes		Streetscape	<p>Regarding footpath/curbing damage at 41 Straven Road, Fendalton.</p> <p>Wet weather has the gutttering outside our residence ponding at our driveway due to broken and raised curbing.</p> <p>We were advised that this would be completed before the 20 December, 2020 and a job number was issued for this.</p> <p>Trusting that this request, and acknowledgement of this will now be able to be fulfilled.</p>	Judith Dodd	
Riccarton	Yes		Streetscape	<p>We always use Arthur Street as a safer way of turning right on to Blenheim Road from Middleton Road via traffic lights at Hanson Lane.</p> <p>The intersection of Arthur Street with Middleton Road is constantly potholing and being patched. Could funding be used to rebuild and surface that area.</p> <p>There are also several dips in the street that could be levelled.</p>	Ken Francis	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Riccarton	Yes		Parking	<p>1. Resident Parking</p> <p>We live in Kauri St and it is often heavily used by shoppers for parking, and especially on Saturday mornings for the market. It is sometimes impossible to get a park outside (or near) our own house for visitors.</p> <p>We have 11 grandchildren (aged from a baby to 10 yr olds) and it is imperative that they park as close as possible, for their convenience and more importantly their children's safety.</p> <p>If I know they are coming I try to park on the street so they can park in the drive, but I risk getting a ticket myself for this, and have to go and check the car often to move it if needs be.</p> <p>We also have visitors who can't park nearby, and we recently had visitors from Dunedin staying for a couple of days and it was really very inconvenient.</p> <p>Considering that our street (and no doubt others nearby) is used as a convenient parking extension to Westfield Mall, I know this because of the number of garment tags they can't bear to take home and simple drop them in the gutter...</p> <p>So, would it be possible to issue residents with some sort of permit which would supersede the designated time limit in their street which they could display in their vehicle when parked on the street to notify parking wardens of this fact?</p> <p>2. Public Rubbish Bin</p> <p>Between where we live, ■ Kauri St, and the Rata St corner seems to be most usual spot where people with take aways appear to have consumed them (well most of them...) they have passed the bin on the corner of Riccarton Rd, and hence we get a lot of their waste simple dropped directly outside or nearby.</p> <p>So would it be possible to install another attractive rubbish bin in the large street berm that has been created on the Kauri St / Rata St corner? The next one is in Rata St near Straven Rd, and no one seems will to carry their own rubbish all that way...</p> <p>3. Kauri St / Rata St Corner Danger</p> <p>We have had many 'near misses' whilst driving into Kauri St from Rata St from cars coming out of Kauri St and taking the corner too fast and crossing the centre line.</p> <p>The road has been deliberately narrowed at this point to slow cars down, it may do this a little but in fact many simply 'cut the corner' assuming that very little traffic will be coming into Kauri St (which they themselves are probably using as a short cut to Straven Rd to avoid lights and delays on Riccarton Rd).</p> <p>We do appreciate the 30km/h speed restriction, but driver's seldom adhere to it and may have worked out that speed is unlikely to be monitored down Kauri St, so they just pick up speed as soon as they got off Riccarton Rd.</p> <p>I'm not sure about the best solution to this problem, but it would be a shame if it took an accident before something was done about it.</p>	Darryl Anderson	

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				I'm wondering if simply painting double yellow lines around the corner would alert motorists to stay on their own side of the road, and infringements could be more easily issued regarding cars crossing the lines (from dash cams for instance) than could speeding infringements for exceeding 30km/h be issued.		
Riccarton	Yes		Streetscape	<p>We have a real problem with the raised islands on the corner of Hinau and Miro Sts and also Miro and Totara Sts and Totara and Ngahere Sts. (Three separate islands and signs) They have all had their signs damaged by bad drivers who have run over them, so that the signs are not properly there any more. It makes them dangerous because they can not be seen easily.</p> <p>Could there be something constructive done to fix these very tricky places?</p>	Ian & Audrey Bush	
Riccarton	Yes		Streetscape	<p>Could we have some "Keep Clear" painted signs on the road at the intersections of Straven Road/Rata Street and Straven Road/Bradshaw Terrace. Similar signs are painted at, eg: the intersection of Rotheram Street and Riccarton Road.</p> <p>The streetscape of Bradshaw Terrace is in urgent need of work, including:</p> <ul style="list-style-type: none"> <li>- Reconstruction (not just resurfacing) of the road and footpath</li> <li>- Replacement of the kerb and culverts</li> <li>- Replacement of the 80-year-old stormwater drains.</li> </ul> <p>See the attached files for details of the streetscape reconstruction proposed in 2010, and the current condition of Bradshaw Terrace.</p>	Tony Dale	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Riccarton	Yes		Traffic speeds	<p>Key ideas:</p> <ul style="list-style-type: none"><li>• Lower speed limit down Picton Avenue to 30kph.</li><li>• Install 4x (give or take) speedbumps down Picton Avenue to help enforce the speed limit.</li></ul> <p>Rationale:</p> <p>As a resident of Picton Ave, some motorists use it as a throughway between Riccarton road and Blenheim road (no issues there). However, due to how narrow and windy the avenue is, It is not safe to go 50kph down there at anytime. A lot of the time, one must slow down at choke points to let oncoming traffic get through and to take care of any pedestrians who stick out around one of the bends.</p> <p>Some motorists still go the full 50kph down Picton Ave (some even faster), resulting in multiple potential crashes or incidents. Recently I watched a cat get hit by a motorist down there who hadn't noticed due to the blind spots caused by the bends. It turns out a few of the nearby residents have also lost pets getting run over by motorists going the speed limit. I request the speed limit is reduced to 30 to reduce any chance of a collision or incident, and 4x speedbumps to help enforce that on motorists who aren't local to the area.</p> <p>Can also apply to Peveral St between Picton Ave and Clarence St.</p>	Nicholas van Irsel	
Riccarton	Yes		Other	<p>I walk my son from our home at Fendalton Road to Best Start Fendalton three mornings a week. The traffic is fairly built up outside our house from 7:30 til 8:30, so the quickest option is to walk, and it gives us both fresh air to start the day. However, the Holmwood Road area of crossing is totally inadequate.</p> <p>There is traffic turning left onto Fendalton Road, drivers desperate to get into the far lane, who wait until they have a space to pull into, building up traffic behind them, all the while, the nearest lane is fairly clear. This results in cars turning right onto Fendalton using the correct lane, people wanting to go into the far lane turning left sitting in the middle of the intersection and then people pulling into the closest lane turning left - making it three lanes of traffic to walk across. People turning right from Fendalton Road into Holmwood wait for a gap in the traffic and tend to need to speed to get across and the traffic turning left from Fendalton into Holmwood corner like they are on a racetrack.</p> <p>Drivers turning from Holmwood, right onto Fendalton have a long wait for a gap. One driver last Wednesday must have waited so long, and when she saw the gap in the traffic, she did not see a cyclist and they were hit off their bike.</p> <p>And then we have the pedestrian crossing itself. When going towards Holmwood from the park, you cannot see down Holmwood Road when the kerb crossing is currently. So you take your own and your Childs life into your hands to cross there. I actually end up walking part way down Holmwood and then weave in the traffic. Once in the middle of the road, you can't really see people turning right from Fendalton, so you hold your breath and run, also to avoid the traffic turning left from Fendalton.</p> <p>On the walk home, to cross at the existing kerb crossing heading toward to park, you cannot see back down Fendalton Road where the cars come around that corner ridiculously fast.</p> <p>Traffic lights here would help tremendously. The cars would be able to come and go a lot more freely, waiting till the lights give</p>	Fleur Walker	

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				<p>them the opening, as opposed to relying on the kindness or un-impatience of other drivers. Also, there could be a proper pedestrian crossing installed with the lights, making it safer to cross for people who want to walk.</p> <p>In a city where we are trying to encourage people getting out walking more, this intersection is so discouraging. Please please do something about it with this funding. For the amount we pay in rates, you would think this could be prioritised.</p>		
Riccarton	Yes		Streetscape	<p>I have 2 concerns that may need your attention:</p> <p>1, the tree beside the way in front of my house is growing big and needs trimming urgently.</p> <p>2, the root of the tree now grows into the underneath of the way and damaging the surface, which making the way rugged, it could be dangerous for ppl who raiding a scooter or bike passing by.</p> <p>So please send someone to have a look and do something to prevent the accident happens.</p>	Grant Han	
Riccarton	Yes		Other	<p>Ngahere Street is part of the cycle path that runs past Riccarton House/Deans Bush. It is also a dead end street and speed limited to 30km/hour.</p> <p>However there is a cyclist sign indicating to go down Ngahere Street to get into the City. Multiple times an hour I see cars go down our street at pace, turn at the end of the cul de sac and race back out again, clearly annoyed that it was a dead end street and they didn't know it.</p> <p>This is because as you turn right into Ngahere Street the street sign and 'No Exit' sign are on your left and up quite high where no one seems to be looking, whilst the 'to the city' sign for cyclists is on your right (as you are turning right) and right at eye level for a car, meaning it is easy to be confused. It would be far better if the 'Ngahere Street and No Exit' signs were on the right and slightly lower down, so perhaps people would be more likely to see them. And if the 't the city' sign for cyclists could be removed, this would lessen the confusion for people. If the 30km hour speed limit could be sign posted in the street this also might help with people not speeding in such a dangerous area.</p> <p>Given the street is a dead end and a cycle lane there are often children and cyclists, and the speed at which cars go in (and back out) is a big worry for me as a parent.</p> <p>Secondly, there is a very poorly designed berm on the right as you turn right out of Ngahere Street which dozens of people have driven over and destroyed the bottom of their cars in the process. So many cars crashed into the 'keep left' arrow that used to be on it that it has now been removed, and the concrete has been spray painted highlighter orange in an attempt to get people to see it. It is not a problem for me, but clearly with so many crashes into it, it is a poor design and should be re-thought or removed.</p> <p>Also, the gutters are really deep in the street and many cars come into difficulties if they miss the bridge across them and crunch part of their car in the process. It would be great to have modernised gutters, especially as it is a high foot and cycle traffic area and this would make it easier for getting on and off the footpath if the gutters were not so treacherous. I also note that many in the street have simply added private 'bridges' to the sides of our driveways so as to avoid falling off them and into deep gutters so easily, and this just reduces already very limited parking space for the street.</p> <p>Lastly, the Council put yellow lines along one side of the street following feedback about the cycle lane. However given Riccarton House is closed from 6pm in winter and 9pm in summer we wondered if there was a possibility of having the yellow lines removed</p>	Elizabeth Brown	

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				and replaced with 'no parking' during certain times. This would allow residents to have guests park in the street in the evenings, whilst being no risk to cyclists because they are not going through there in the evenings anyway because the cycle path is closed.		
Fendalton	Yes		Streetscape	<p>We live at ■ Gothic Place Ilam, and two of our boundary's are on Ray Blank Park. We have lived here for over 50years and the trees on our back boundary are in need of a thorough pruning as we are no longer able to deal with the problems they create in our property.</p> <p>We would appreciate a discussion on this problem.</p>	Jean Fraser	
Fendalton	Yes		Parking	<p>During the University year, a hazardous situation exists for traffic exiting Farnham Place, Ilam, at the T-intersection with Maidstone Road. The curve in Maidstone Road beside Ray Blank Park means that when there are cars parked in the five car parks situated between the bus stop and the corner of Farnham Place, cyclists and vehicles travelling east are not visible to traffic turning out of Farnham Place. This traffic has to move forward unsafely to look to the right, risking collision with approaching vehicles.</p> <p>If the five car parks could be reduced to four by removing the one nearest the corner of Farnham Place, visibility for the considerable amount of traffic exiting this street would be greatly improved, as it is the vehicle in that car space that obstructs the view of oncoming traffic.</p> <p>In the illustration below you can see that the approaching vehicle was not visible until it was almost upon a vehicle exiting Farnham Place.</p> <p>Please give serious consideration to this recommendation.</p>	Colleen Borrie	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Riccarton	Yes		Streetscape	<p>The road needs reconstruction and not just resurfacing.</p> <p>The drains and kerb are falling apart. The kerbsides, at the edge of the footpath, are particularly dangerous. They are falling apart and it is dangerous to stand on the edge.</p> <p>However, I support the footpath and berm being left as they are. Our houses are quite close to the footpaths and, if the footpath and berm are reversed, as for a “living street” our bedrooms and lounges will be even closer to the footpath.</p> <p>The road markings need to be sorted out. Could they please be painted ONE METRE FROM DRIVEWAYS as this is what parking instructions that people parking here follow. Some of us have narrow driveways and if cars are not one metre away then it is hard to get in and out. Especially if there is a car parks directly opposite our driveway.</p>	Lorraine Sunde	
Riccarton	Yes		Streetscape	<p>The trees in Lochee Road where you are in the process of building a cycle way, are really due to be removed. They are growing underneath the fences and are cracking the concrete of these fences. They are too big and the prickly cones they drop clog the spouting causing flooding. Not to mention the expense of having the guttering cleaned more often than usual.</p> <p>Lochee Road used to be one of the prettiest streets in the area having won a beautifying plaque some years ago.</p> <p>Having been a resident of the street for 43 years I hope you will look favourably on this request and do something to rectify this problem.</p> <p>Looking forward to a positive response.</p>	Lesley Lawry	
Fendalton	Yes		Traffic speeds	<p>Thanks for asking about potential upgrades in fendalton.</p> <p>It looks as though the lower branches of trees down middle of road are being trimmed- thank you- much safer for turning.</p> <p>We ask that you consider really slowing down Makora street as efforts so far have failed to stop high speed rat runners. Due to the shape of the street cars come around the bend at very dangerous speeds.</p> <p>We note the very untidy state of the car park on the weka st side of fendalton park. Also the bridge over the stream could do with being tidied up.</p> <p>15.03.2021</p> <p>Please may I suggest you consider something else. I didn't want my response to be immediately personal.</p> <p>The gutter outside our house at 2 Makora St has been a problem ever since we have occupied the house (5-6 years). The bridge is obviously completely blocked and the gutter fills with silt. During rain, the water flows over the street. The street has been dug up many times and we have recently had all our drains rebuilt and the problem hasn't gone away. I shovel out the silt every few weeks - half a green bin full often.</p>	Dorenda Britten	

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Fendalton	Yes		Streetscape	<p>Could the gutters on Makora St please been looked at.</p> <p>We have blocked ramps/ bridges down towards Fendalton Rd and when it rains the road floods as we not only have our streets storm water to deal with but with run off from Fendalton Rd too.</p> <p>Also we still have the big drains and we have an elderly neighbour who is increasingly finding it difficult to access parked vehicles off the footpath, as well as older visitors.</p> <p>There is also quite the sinkhole in the footpath in Fendalton Park. There is a substantial path that runs off the lane, behind the Fendalton Croquet Club rooms and give access the the Fendalton Bowling Club. (single story one)</p>	Julie McFarlane	
Fendalton	Yes		Streetscape	<p>I am writing concerning Ngahere St, Fendalton, where I have lived since the beginning of 1999. In this time, I have seen many of the surrounding streets upgraded and beautified by CCC, but Ngahere St has seemingly been forgotten. The public areas of the street have exactly the same archaic, damaged and neglected appearance as they did when I moved here in 1999.</p> <p>Yet Ngahere Street is potentially one of the most attractive streets in Christchurch, with its wide public views into Riccarton Bush and the surrounding council property. In recent years, several multi-million dollar properties have been built along the street, and yet the street itself has a faintly derelict air.</p> <p>The street is also the first experience of the Bush for visitors entering on the west side. It could easily offer visitors a much more attractive experience than it presently does.</p> <p>Chief among the concerns are: lack of landscaping, the antiquated and ugly overhead power lines, and the ill state of repair of the roading. Broken kerb stones, broken ramps, and lumpy broken pavements all speak of council neglect, and are in sharp contrast with the neat, good-looking roading provided elsewhere in the immediate neighbourhood. The frighteningly deep (and totally unnecessary) storm drains are a health and safety hazard. Toddlers can fall into them. For adults, they are responsible for stressful moments when parking. Sometimes, on dustbin night, a strong wind blows a bin or two right over the dangerous "cliff" at the edge of the pavement, and they fall out into the street.</p> <p>Another severe difficulty is the lack of adequate kerbside parking. This used to be plentiful, until the council declared one side of the street a no parking area (coinciding with the establishment of the highly valued cycleway). The situation has been exacerbated by several new builds, whose ramps now take up what used to be kerbside parking, and also by the council declaring additional no parking zones on both sides of the street and in the turning circle at the end of the street. Since visitors to the bush approaching from the west naturally need somewhere to park, visitors' vehicles place additional pressure on the small number of remaining parking spaces. My neighbours and I often have to park in other streets, a significant walk away. The whole parking situation needs rethinking by experts.</p> <p>Personally, I would like to see a landscaped street that is completely free of kerbside parking, and that has a dedicated cycle lane safely separated from motorised traffic, with the creation of a new council carpark for street residents and visitors to the Riccarton House complex, situated in the currently dingy riverside area now occupied by the unused scout hut and its immediate surrounds.</p>	Dr Jack Copeland	



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				Thank you for providing this opportunity for ratepayers to express their views.		
Riccarton	Yes		Streetscape	<p>I am a property owner/resident in Bradshaw terrace. I have lived there for the past 6 ½ years. The condition of the street and footpaths is woefully under par. During my time in the street a patch up job was done on the street surface which did not last at all. My understanding is that the street was supposed to be reconstructed and the stormwater drains replaced some years ago but somehow it “fell” off the councils plan to remedy. Every other street in our vicinity appears to have been done. I use Rata St which is almost opposite Bradshaw Tce as an example. It is time for the council to get on with the job of:</p> <ol style="list-style-type: none"><li>1. Street reconstruction and not just resurfacing.</li><li>2. Replacement of the aged and inadequate storm water drains and kerbing.</li></ol>	Richard Roche	
Fendalton	Yes		Streetscape	<p>I have 5 suggestions, all aimed at improved safety, and none of which should cost a fortune. They are:</p> <ol style="list-style-type: none"><li>1. At the northern end of the alleyway between Barlow St. and Coldstream Court, near number 20 Coldstream court, there is a small pothole just where pedestrians and cyclists exit/enter the alleyway. Sooner or later a pedestrian will trip because of this pothole, or a cyclist will come off their bike trying to avoid it. This can be fixed with a shovel full of asphalt.</li><li>2. On the inside of the bend outside numbers 196 and 198 Ilam Road the pavement is quite narrow. Vegetation growing between the pavement and fence narrows the pavement even further, especially when it is not cut back for some months. Many school children pass this way and frequently step into the road. Ideally the pavement needs widening, but eliminating the vegetation would be a start.</li><li>3. The path through the Otara Reserve Playground between Woodford Terrace and Clyde Road is uneven and potholed. Many primary school children on bikes and scooters use this route to reach Fendalton Open Air School, as well as adults making for the Community Centre/Library. It needs to be resurfaced to reduce the risk of trips and spills.</li><li>4. Traffic calming measures are needed where Joyce Crescent meets Ilam Road. At present vehicles exiting Joyce Crescent look north up Ilam Road before sweeping out to head south down Ilam Road. The current arrangement has the potential to lead to an accident when a vehicle is coming out of the driveway of 174 Ilam Road. The situation is frequently exacerbated because any vehicle parked between the driveway and the corner prevents either of the moving vehicles being able to see the other. I note that the exit from Wilfred Street 100 m further down Ilam Road has a traffic hump to calm the traffic exiting. Potential safety measures could include:<ol style="list-style-type: none"><li>a. extending, by 5 m, the broken yellow line currently in place on the south side of the junction so that no vehicles can park between the corner and the drive at 174 Ilam Road, thus allowing moving vehicles to have a clearer view of each other;</li><li>b. introducing a stop sign for traffic exiting Joyce Crescent;</li><li>c. painting a solid white line across the end of Joyce Crescent so that exiting traffic knows where to pull to before continuing on their journey. At present there is only a centre line in Joyce Crescent.</li><li>d. putting a hump at the exit from Joyce Crescent as there is at the Wilfred Street exit;</li></ol></li></ol>	Richard Ibbitt	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
				<p>5. The eastern side of Gleneagles Terrace between Memorial Avenue and Woodford Terrace is a badly patched service trench and is a risk to cyclists forced onto it by overtaking traffic. It needs to be fixed!</p> <p>I hope these suggestions prove useful and thank you for the opportunity to raise them.</p>		
Riccarton	Yes		Streetscape	<p>Way better roads feedback for central Riccarton (see attachment for photos)</p> <p>The below photos and text illustrate work that should be prioritised in central Riccarton</p> <p>Photo 1: Titoki looking east. Every time it rains pot holes appear in the Titoki St chip seal. The poor-quality patch repairs can be seen in the above photo. The road was resealed less than 5 years ago so resealing hasn't worked. At the Kahu road intersection there is a manhole that has popped causing damage to vehicles passing over it.</p> <p>Photo 2: Titoki street flooding after rain. In addition, there is severe ponding when it rains, even though the sumps have recently been cleaned out. The entire street would benefit from new stormwater infrastructure, new kerb and channel and a wider footpath on the northern side to cope with heavy pedestrian counts weekdays from school students and weekends for the Farmers market. There is also an option to add a cycleway/ footpath link from the University cycle lane at Riccarton Bush to Westfield mall.</p> <p>Photo 3: Subsidence outside 23 Rata street. For several years now the subsidence on Rata street has been filled with hot mix rather than investigating and remedying the below surface cause. Most likely this is a failed sewer lateral repair carried out previously.</p> <p>Photo 4: Garden beds at the Straven Road and Rata street intersection. Each year these beds get fresh woodchips, but have had no plants for over 8 years. If the council can't afford plants please convert to lawns. They currently do nothing to enhance the image of the Garden City.</p> <p>Photo 5: Garden beds on Rata Street at the Straven road end. A few of the white roses planted over 10 years ago have survived. Again, these beds get fresh woodchips, but no replacement roses.</p>	Lyndon Telfer	

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				Photo 6: Rata Street garden bed at the intersection of Rimu Street. This bed suffers from the same issues as the beds at the Straven Road intersection.		
Riccarton	Yes		Streetscape	<p>The trees along the berm on the northern side of Matai Street West will grow far too big. Would it be possible to keep them pruned regularly?</p> <p>As residents of Kahikatea Lane, we find it extremely difficult to get our car out on to Matai Street West. (Footpath, cycle lane, berm and cars parked on both sides of Matai Street West, make this into an obstacle course.) Please paint a 'no parking' line along the northern side of Matai Street West. That way, at least we would be able to see vehicles approaching when we are trying to use Matai Street West from Kahikatea Lane.</p>	G & S Wray	
Riccarton	Yes		Streetscape	<p>Thank you for taking the time to review our area as it certainly needs some work, long overdue.</p> <p>I live in Bradshaw Terrace, Riccarton and would like the following items reviewed and corrected</p> <ul style="list-style-type: none"><li>• Heavily crowned street.</li><li>o The mound in the middle needs to be milled down</li><li>o This current street condition makes getting in and out of park vehicles difficult. at time car doors get stuck on path</li><li>• Curb and channels are in poor condition</li><li>o Need drop curb/apron at each driveway</li><li>• Overhead wires</li><li>o Could we have this moved underground like many neighbours now have</li></ul>	Kerri Falconer	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
				<ul style="list-style-type: none"><li>• Plantings</li><li>o Could we clean up street berms and look to plant so trees in our street</li></ul>		
Riccarton	Yes		Streetscape	<p>What we'd like to see</p> <p>We welcome the use of our street by the wider community. For everyone's benefit, please consider re-modelling Konini St kerbs, channels, and berms — these are anyway end-of-life and have formerly been scheduled for renewal.</p> <p>A design retaining street trees and similar to nearby Hinau or Totara Streets would be ideal, with a kerb separating the road from an attractive footpath-greenspace area providing amenity for the area's many pedestrians.</p> <p>Submitted by 23 households - please see attachment.</p>	Kaylene Murdoch	
Riccarton	Yes		Other	Please see attached file.	David and Christine Saunders	
Riccarton	Yes		Streetscape	<p>Hi</p> <p>I would like to submit feedback on potential road works for Bradshaw Terrace, Riccarton.</p> <p>Bradshaw Tce was due for road improvements over 10 years ago but these plans have been deferred numerous times since the earthquakes.</p> <p>The road was in bad shape 10 years ago and is now much worse. Reconstruction, not just resurfacing of the road and footpath is desperately required. The 80 year old stormwater drains and kerb need replacing. Past resurfacing has left concrete build up in the gutters so our street floods badly when we get heavy rain. Keep Clear signs at the entrance to Bradshaw terrace would help with congestion, due to the narrow entrance way to the street.</p> <p>I have photos from previous flooding if required. Thanks Susan</p>	Susan Bone	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Riccarton	Yes		Other	<p>I am a resident of Bradshaw Tce and I would really like to see a proper reconstruction of the road. There have been some patches done and resurfacing but the road needs to be completely reconstructed. The drainage and kerb are inadequate and in a poor state of disrepair.</p> <p>I would also like to see the ability for residents to be able to park anywhere in our street. Sometimes I come home during the day and can't get a suitable park as all of the all day parking has been taken up by people who work in the area. I end up parking in a short term carpark and get a parking ticket - that shouldn't happen when I park outside my own house. How about a residents parking permit/sticker?</p> <p>Turning into or out of Bradshaw Tce can at times be difficult and dangerous. It would be appreciated if the road could painted to alert drivers not to block the street. The traffic backs up well past Bradshaw Tce due to the lights at Riccarton Rd and Kilmarnock St. A keep clear indication would help residents access and exit the street safely.</p> <p>It would also be nice to see some 'beautification' take place in the street. Riccarton Rd looks good now and Rata St just across from Bradshaw looks lovely as do other neighbouring streets. Bradshaw Tce looks like a very poor relation at the moment. A few nice trees and some low maintenance plantings would make a huge difference.</p>	Lynda Roche	
Riccarton	Yes		Cycling	<p>I have been cycling to/from work via Hansons Lane for the past 13 years. Recently, this road has been narrowed, and is now unsuitable for cycling. I see that there is a cycle way on the opposite side of the road to my travel, but I have no idea how to safely get there, and feel trapped once I am in it. While 99% of cars may look both ways (as the cycleway is meant to be two way), anything less than 100% sounds lethal. Once at the Blenheim Rd end, I find myself on a footpath, which is a nuisance for both me and the pedestrians.</p> <p>I am now using Middleton Rd as an alternative, but am afraid of what's happening to it. Plans I've seen seem to push me onto footpaths yet again, with more tricky manoeuvres to get on/off them.</p> <p>Has the time come to give up cycling and buy a car?</p>	Mark Tomlinson	

Which area are you making a comment on	Do you live in this area?	Suburb	I'm providing feedback on	Feedback	Name	Name of organisation and your role within organisation
Riccarton	Yes		Other	<p>Hi</p> <p>Re: Bradshaw Terrace</p> <p>The kerb, footpaths and drains are in bad condition with cracks in footpaths, weeds growing out.</p> <p>Old street gutters no longer drain water away, instead water pools with blockages under drive way bridges that connect to road. Under heavy rain water runs up my drive due to drainage issues on street. Your street cleaner trucks do not clear out blockages as they now cannot do the job due to many years on non street maintenance.</p> <p>A full replacement is required.</p> <p>Due to heavy traffic of Straven Road at peak times, it is very difficult to exit / entry into the street due to lines of vehicles across the entry way of Bradshaw Terrace so it would be good for residence / visitors to have a KEEP CLEAR painted on the road at our street entrance for easy access.</p> <p>We have P120 parking zones down Bradshaw Terrace, why is there NO regular visit by parking enforcement officers?</p> <p>Almost every day there are regular cars parked on the street within the P120 zone ALL DAY and never get ticketed because of this. Its safe all day parking for them as they know there's no enforcement officer will come down.</p> <p>This has been an on going issue for many years and with annual rate increases it would be appreciated some of that money be spend on Bradshaw Terrace for the benefit of rate payers who reside here. Thank you.</p>	Richard	
Riccarton	Yes		Pedestrains	Next to An-nur mosque	Ahmad	
Riccarton			Pedestrains		Ali J	
Riccarton	Yes		Pedestrains	I live at █ Clyde Road. The only pedestrian crossings are at the intersection of Kotare/Creyke/CydecRoads and at the lights near Kirkwood Avenue. Would it be possible to put one between these two? As it is now we take our life in our hands when we attempt to cross the road.	Patricia Smith	
Riccarton	Yes		Traffic speeds	there needs to be a speed counter or monitor on kilmarnock st as there are many goons doing more than 50 km. I have reported this many times with no results	Lesley	
Riccarton	Yes			I live in Puriri Street. At times many cars treat this as a raceway. Also at peak times it is a commonly used 'rat run'. Although there is a raised calming at the junction of Totara Street and a stop sign at Hinau Street it isn't sufficient to slow them down. Maybe a couple more, particularly at the northern junction of Totara and Puriri Streets.	Glyn Wiliams	
Fendalton	Yes			I would like to see the section of Memorial Ave between Clyde Rd and Burnside High School completed to be like the rest of Memorial Ave and Fendalton Rd - two lanes each way, with a planted or grassed median strip, and pedestrian refuges. This is a busy section of road, and it is difficult to cross to access the supermarket, medical facilities, bus stops, and primary school.	Hayley Dale	
Riccarton			Traffic speeds	<p>My home, and a number of my neighbours, experience significant shaking and vibrations with the passing of heavy traffic (e.g. buses and trucks) on Clyde Road. Heavy goods vehicles and buses travelling north can pick up substantial speed, especially in the mornings, evenings and middle of the day when traffic is lightest, and the uneven road and poor road footing allows shaking to be felt by at least 4 houses on both sides of the road.</p> <p>I would like to petition CCC and the Way Better project team to find a permanent solution to this issue as Clyde road is a busy thoroughfare and it impacts on many residents.</p>	Andrew Crerar	

Submission #38922

**Deans Avenue Precinct Society Inc.**  
**PO Box 9320**  
**Tower Junction**  
**Christchurch 8149**

12 March 2021

## **Way Better Roads - Riccarton**

This submission is made by Deans Avenue Precinct Society on behalf of our residents, who have contributed to this submission.

Deans Avenue Precinct Society Inc. (DAPS) is a neighbourhood association. We participate in decision-making for our neighbourhood, and are concerned with issues that affect the quality of life in our community, such as land use, crime prevention, walkways, streets and parks. We provide a monthly newsletter with information on committee activities, current issues, local developments, and other items of local interest and organise events to bring the people of the area together.

We cover the area bounded by Hagley Park (Deans Avenue) west to the railway line, and from Moorhouse Avenue to Matai Street East.

### **Key Roothing Issues in our area are:**

- Deans Avenue – safety issues around crossing to/from Hagley Park across the median strip.
- All day parking by non-residents (hospital and city workers during the week and those using Hagley Park for sports at the weekend) .
- The poor state of the old style street gutters in many of the side streets off Deans Avenue and Kilmarnock Street.
- Brockworth Place: concrete pads adjacent to speed slowing humps take up valuable parking space and are unsightly as plantings get destroyed by vehicles driving over the soil/mud to park.

## **Deans Avenue – safe access across Deans Avenue and to Hagley Park**

### **Access across Deans Avenue**

Many residents (and others) cross to/from Hagley Park across Deans Avenue. At some intersections the kerb is formed so that bikes, scooters, push chairs etc can access the median strip (e.g. Deans Avenue south/Brockworth Place north). However, there is very little refuge space on the median and the view of the traffic is often obscured by the lamp post. This means that a cyclist has to push out into the traffic lane to check. Where there are 2 lanes of traffic, and parking the lanes are very narrow, so the cyclist takes quite a risk. One local couple made the following comment: “We totally agree with the redesign of the median strip along Deans Avenue, we also know that the current layout of Deans Ave is totally unsafe for both pedestrians and vehicles (having witnessed several situations)”

Housing density in this area is increasing rapidly (e.g. directly adjacent to my place in the last year 2 old houses have been replaced by 10 apartments). Many people choose to live here because of the easy walking/cycling access to the central city. Also non-residents park here to access the city and the Park – especially the sports fields.

In discussions with the Mosque community we understand that they would also like a pedestrian crossing in the vicinity of the Mosque. This should also have a safe refuge in the median.

**REQUEST: We would like a full review of the design of the median strip in Deans Avenue, with a view to making safer pedestrian/cycle access across Deans Avenue.**

### **Deans Avenue - Mobility Parking near the BBQ in South Hagley Park**

We would also like to have one or two mobility car park spaces in Deans Avenue south, on the Hagley Park side. Following our request a wheelchair access point into the Park has been made adjacent to the barbecue (opposite Freyberg Place) , but the parking spaces along here are often full. Also, because of the 2 lanes of traffic, it is very difficult to safely get children in and out of car seats, or manipulate wheelchairs, etc without a wider parking bay, in the area around the BBQ.

**REQUEST: We would like some dedicated mobility parks on Deans Ave South, including a safe area for mobility access and for people with small children.**

### **Deans Avenue - traffic visibility from side streets**

We appreciate the recent change at the Brockworth south / Deans Avenue intersection to lengthen the 'no parking' to the south of the intersection to improve visibility. However, this has highlighted the same issue to the north of this intersection.



This photo shows how a legally parked car obscures the view of traffic from the north for right turning traffic from Brockworth. A longer yellow line would be great!

**REQUEST: That the 'no parking' line be extended to the north at the southern Brockworth/Deans intersection.**



### Brockworth Place – concrete pads adjacent to traffic slowing humps

Problems with parking in Brockworth Place have long been an issue. As the housing density increases, it gets worse.



The areas shown above are examples of the problem with the areas around the traffic slowing humps. They were once reasonable planted beds, but in recent years have become used mainly for car parking and rubbish dumping. The remaining shrubs were replaced with grass, but as almost none of these properties have lawns, no one has mowers, so they have become ugly and untidy, as well as reducing valuable parking spaces.

**REQUEST: We request that the derelict ‘planted’ areas around the traffic humps in Brockworth Place be redesigned to maximise parking space, and that an alternative to grass or shrubs (e.g. hard surfaces) are used for remaining areas.**

### Street Gutters – poor state

At time of earthquakes, at least part of our area was due to have kerb and channel upgrade. We are aware that other suburbs suffered more than us from earthquake damage, so we have been patient, but now feel neglected.

This issue has been raised by residents in nearly all the side streets off Deans Avenue and Kilmarnock Street.

Particular issues include:

- in the autumn huge volumes of leaves from Hagley Park blow with the easterly wind into our streets. The street sweeper truck clears Deans Avenue weekly, but in other streets residents have to make ongoing requests for service to get the gutters cleared.
- the increased density of housing means more ‘bridges’ across the gutters, which means that they block more often.



This recent picture shows a low and very damaged section of gutter outside 87 Brockworth Place, where surface flooding of the street regularly occurs after rain.

There has been no rain for days, but the remaining water cannot get away.

**REQUEST:** That priority for a kerb and channel upgrade be given to the Deans Avenue area.

### Parking – all day parking by non-residents

All day parking by non-residents (hospital and city workers during the week plus those using Hagley Park for sports at the weekend) exacerbates parking problems arising from increasing density of housing. New housing in this area is generally small apartments with only a single car park, or a single garage which is also needed for storage.

Residents in several streets, including Mayfair and Bartlett Streets, have expressed interest in some short term parks in their streets (e.g. 120 minutes) so that visitors to the streets have somewhere to park. They have also asked about ‘residents only’ parking, but DAPS understands that this is not an option, under current Council policy

**REQUEST:** That DAPS and local residents are advised what their options are for ensuring that some street parking is available for residents and their visitors during that day in the local streets, and how we can initiate a process, where there is a need.

### Summary

These are our requests. We would be pleased to meet on site to discuss the options and assist in communication with residents.

**REQUEST:** We would like a full review of the design of the median strip in Deans Avenue, with a view to making safer pedestrian/cycle access across Deans Avenue.

**REQUEST:** We would like some dedicated mobility parks on Deans Ave South, including a safe area for mobility access and for people with small children.

**REQUEST:** That the 'no parking' line be extended to the north at the southern Brockworth/Deans intersection.

**REQUEST:** We request that the derelict 'planted' areas around the traffic humps in Brockworth Place be redesigned to maximise parking space, and that an alternative to grass or shrubs (e.g. hard surfaces) are used for remaining areas.

**REQUEST:** That priority for a kerb and channel upgrade be given to the Deans Avenue area.

**REQUEST:** That DAPS and local residents are advised what their options are for ensuring that some street parking is available for residents and their visitors during that day in the local streets, and how we can initiate a process, where there is a need.

Claire Mulcock

Chairperson

Deans Avenue Precinct Society Inc.

[REDACTED]  
[REDACTED]























Submission # 38919





Submission #38678

\$160,000

**Ref. "Have Your Say Way Better Roads Parts of Fendalton"**  
**leaflet.**

(online feedback [ccc.govt.nz/waybetter](http://ccc.govt.nz/waybetter) email [waybetter@ccc.govt.nz](mailto:waybetter@ccc.govt.nz))

Thank you for the invitation to contribute to the above project. It is pleasing to note that there is now funding available for some improvements.

**Ngahere Street**

This street is one of the two entrances to the grounds of Riccarton House and Bush – which is a significant tourist asset for Christchurch as well as the site for the very popular Saturday Farmers' Market and other public occasions. Past council planning designated this area as SAM 7

By some anomaly/oversight, whilst all surrounding streets (including the other cul-de-sac Girvan Street) were, in 1998/1999 (as planned in the original CCC scheme of the mid nineties) upgraded to modern covered gutters, Ngahere Street was not included in the actual construction work and has been left with the deep and dangerous gutters that were put in place shortly after WW2 (see map and photos attached)

Also, In the many more than 40 years that we have lived here, we cannot recall much or any substantial maintenance being done on the footpaths which now certainly warrant attention.

Both these issues are potential hazards for both pedestrians and road users, especially those using the important cycleway, and are definitely not a good look for visitors to our city.

In 2008 an approach was made to the council concerning the lack of any attention to these problems resulted in a letter of response, a copy of which is attached. Clearly all the city issues post the Earthquakes impacted on the suggested "tentative planning for the financial year 2011/12." Can we please have some reasonably confident hope that this current plan will resolve these issues that have been pending for more than 20 years.? (Benefits enjoyed by neighbouring streets for all that period)

As an additional point. Could “No Through Road for Motor Vehicles” notices be prominently placed at the start of this street? Many drivers apparently see the (meant for cyclists/pedestrians) distance signposts to the city and drive in then, frustrated, accelerate out totally forgetting the 30kph limit (for the cycleway)– yet another hazard.

Arthur & Janet Clifford

■ Ngahere Street

Fendalton

Christchurch 8041

Residents since early 1973

## Attachment B Item 4

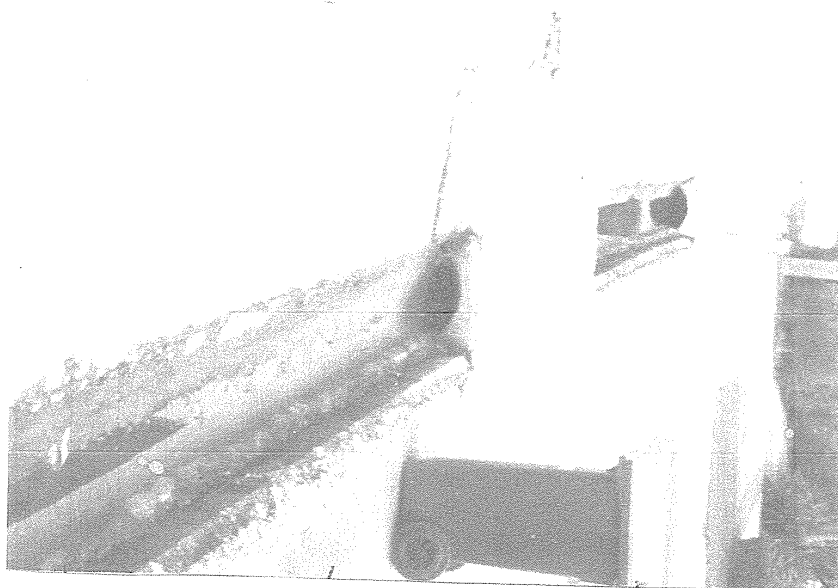
All Riccarton House and Bush

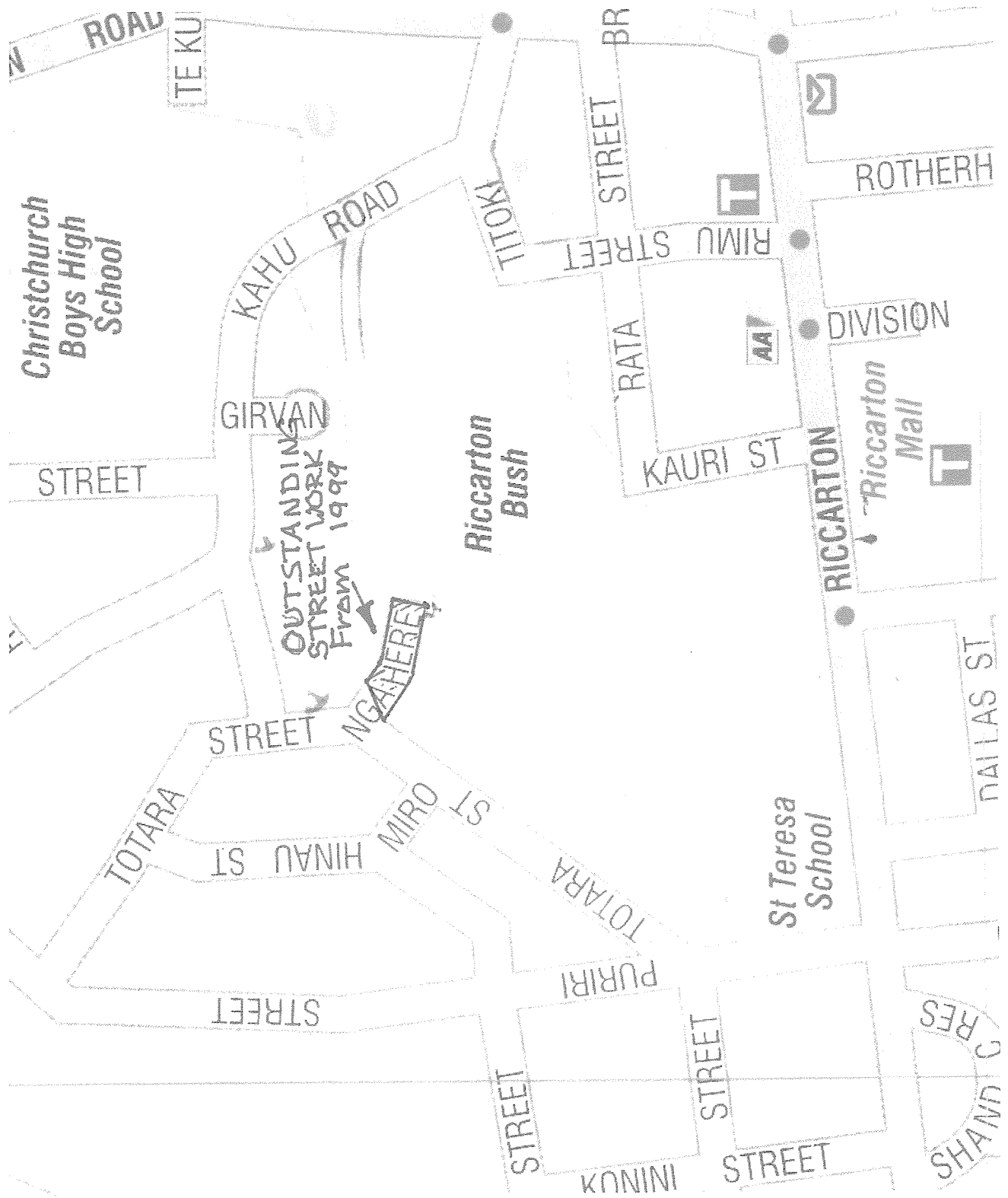
Surrounding street upgrade 1998/1999



Ngahere Street Guttering and pathways

Still as post WW2 - ca 1949







7 May 2008

Mr A Clifford

CHRISTCHURCH

Dear Mr Clifford

**RE: NGAHERE STREET – ASSET RENEWAL TIMING**

Further to our telephone discussion regarding the timing of street renewal in Ngahere Street. I have checked through the various street renewal programmes for the last 10 years and have been unable to confirm that Ngahere Street was previously listed.

Ngahere Street is a local road in the Riccarton Ward. The street has required very little maintenance expenditure in the last 5 years and the road assets in the street are all in reasonable condition. The road surface has some minor road surface imperfections, and some loss of surface waterproofing. The condition of street assets is assessed annually.

As discussed, there are traffic safety issues regarding potential conflicts between cyclists and vehicle reversing from properties in the street. Council's cycling advocate has not had any issues reported to him but agrees there could be safety issues, particularly at the entry/exit point from Riccarton Bush.

Project planning for street renewals is geared around meeting Land Transport New Zealand (LTNZ) criteria to ensure Council receives maximum road funding subsidy allowable for street renewal projects. There are two parts which apply to the subsidy calculation – with condition factors for (i) the road and (ii) the kerbs and channels measured. The current condition of the kerbs and channels and the road in Ngahere Street does not meet the full Land Transport New Zealand subsidy requirements for street renewals.

Previous Council planning was focussed on renewing all streets in the area bounded by Riccarton Road, Deans Avenue, Fendalton Road, and Clyde Road within a 10 year period however funding restraints have meant that the criteria for projects has changed for all projects from the 2006/07 financial year.

Civic Offices • 163-173 Tuam Street • PO Box 237 • Christchurch • New Zealand  
Ph (03) 941 8766 • Fax (03) 941 8864 • email [steve.mcneill@ccc.govt.nz](mailto:steve.mcneill@ccc.govt.nz) • [www.ccc.govt.nz](http://www.ccc.govt.nz)

Several streets in the area previously programmed for works have recently been removed from project lists or reprogrammed. Those reprogrammed included those around Harakeke Street which were delayed by about 2 years.

As also discussed, projects generally met the funding subsidy criteria either for channel function reasons, or due to weak and/or failing carriageway. Those with carriageway (road) issues included Matai Street, Rata Street and Rimu Street. Rata Street also has some subsurface water issues due to springs within the road corridor.

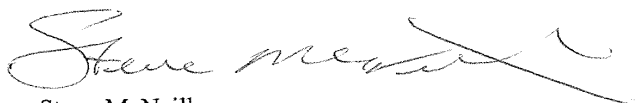
Ngahere Street has been tentatively programmed for the 2011/12 financial year. However this timing can only be confirmed when the full implications of the changes to the Land Transport NZ subsidies for street renewals has been reported to Council when annual budgets are set and the new Long Term Council Community Plan for 2009/19 has been approved.

Council is still working through the implications of the recent funding changes and Council's current Long Term Council Community Plan (LTCCP) has the aim of renewal of all 375 km of ditched channels in the city by the year 2023. The LTCCP will be reviewed early in the 2009 calendar year and any change to the 2023 date would be made at that time.

If you require any further information or assistance please telephone me at [REDACTED]

Thank you for your enquiry.

Yours Faithfully,



Steve McNeill  
ROAD ASSET ENGINEER  
ASSET & NETWORK PLANNING UNIT

Submission #38669

②.

University Parking  
Ilkley Place - Very Narrow Access - 9 Houses.

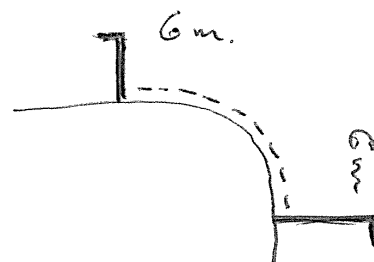
- \* Parking on Corner Apex
- \* Bumpers overhanging Driveways

All we want is Paint - what's so Difficult  
about such a Simple  
Solution

Made Endless Submissions - over Years!

On Site Corner Meeting - Who is Responsible?  
To Explain How all this is Okay?

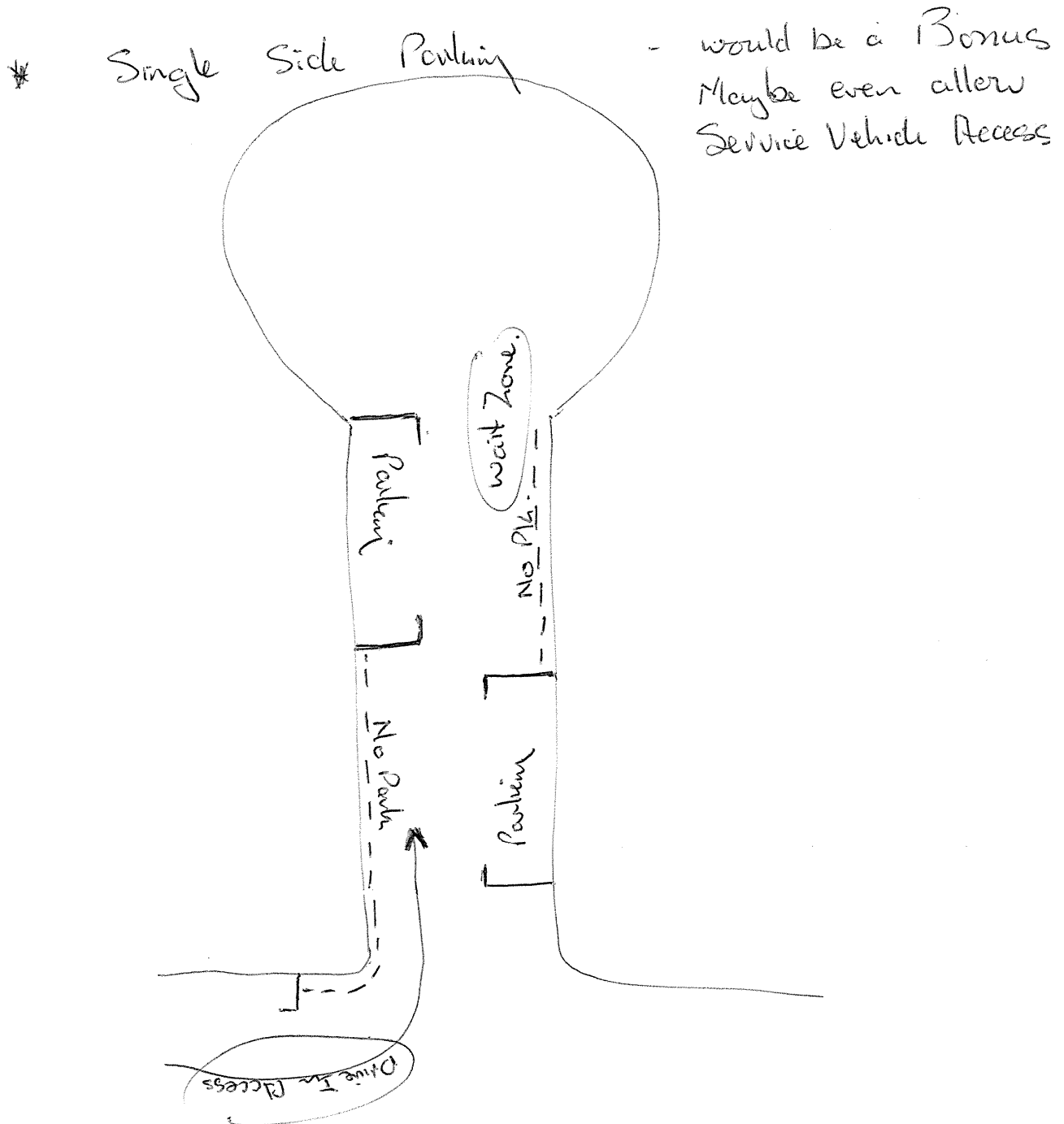
- \* Paint Parking Space Boundary white line.  
with Yellow inbetween.



Same with Driveways.







From: Barry Hindson <barryhindson@gmail.com>  
Sent: Wednesday, 24 February 2021 9:18 am  
To: WayBetter  
Subject: Please do way better

Submission # 38689



Item 4

Attachment B





Item 4

Attachment B







04 July 2022



The residents of Ngahere Street have been trying for a year now to have the hunk of concrete at the end of the street removed. Personally I have submitted multiple requests to the council and yet not a stitch done or sign of a single workman. The hunk of concrete is extremely dangerous and no doubt someone will die. Tens of thousands of dollars damage has been caused when multiple cars sumps have been ripped out. The have been more oil slicks left down totara st than in the Straits of Hormuz. Note the attached pics. The high viz pic was one I took yesterday. I didn't paint it however you can see the latest impacts it has endured. Come on, don't wait until you have to explain this hunk of concrete to the coroner.

Your way better rate payer

Barry HINDSON

PS I have offered to remove it myself for \$50. This offer still stands.

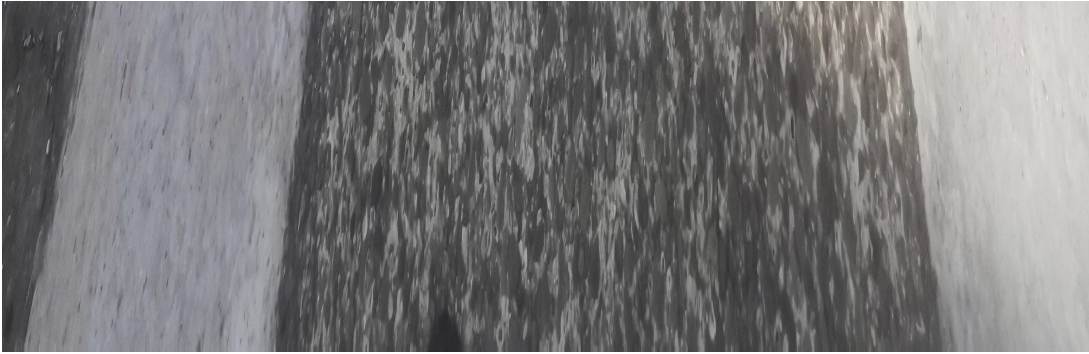


Item 4

Attachment B







--  
Regards,  
Barry  








**04 July 2022**

From: [REDACTED]  
Sent: Wednesday, 24 February 2021 1:01 pm  
To: WayBetter  
Cc: [REDACTED]  
Subject: Gothic Place  
Attachments: Gothic3.jpg; Gothic2.jpg; Gothic1.jpg  
Importance: High

I am writing to you as the Neighbourhood Support Coordinator for Gothic Place, Ilam.

The residents have received your circular "Have your say – Way better roads".

There are some matters we would like considered:

Repairs to the kerb and guttering outside 18/20 Gothic Place – this area was damaged in the earthquake sequence and not repaired despite several requests and men and equipment nearby effecting similar repairs in Tudor Avenue. The run-off accumulates in the gutter rather than draining to the sump. Both the gutter and kerbing need repair;

We would like consideration being given to upgrading the street lights with LED lighting – the present (original?) street lights are inadequate;

We would like to see more seating and rubbish bins in Ray Blank Park given the increasing use of the Park and playground;

We would like to have the shrubs around the children's playground pruned or, preferably, replaced - for child safety purposes (and appearance);

We would like to replace the trees in the street. Many years ago we petitioned the Council to remove the original Eucalyptus (which grew too fast and too large) and the Silver birch trees. The Council removed the eucalyptus trees but not the birch trees – the residents obtained permission to consult with Athol McCully and to purchase and plant their own agreed trees (a Magnolia variety) – this has not proved successful. We would like the remaining birch trees removed and suitable trees planted for the whole street (including the berm outside Ray Blank Park). One suggestion is to plant small growing deciduous trees like the Ginkgo Trees in parts of Northwood.

I would welcome contact.

Kind regards

Brian

Brian S Palliser QSM  
BA LL B FNZIM FCILT NZ FANZCN MRSNZ  
Consultant Barrister & Solicitor  
Notary Public  
HILL LEE & SCOTT  
[REDACTED]

This message may contain confidential and privileged information. If you have received this e-mail in error, please advise us by return e-mail or telephone and then delete this e-mail together with all attachments. Please visit <https://www.hlslegal.co.nz/> for other important information concerning this message.

**Item 4**

**Attachment B**



04 July 2022

From: [REDACTED]  
Sent: Wednesday, 24 February 2021 4:31 pm  
To: WayBetter  
Subject: Arthur street

Submission #38633

Hi  
I am a resident of Arthur street near Hanson lane end and my idea to make the street safer for the residents and community are extending the yellow lines from Hanson lane /Arthur street corner to the 1st driveways on Arthur street as this corner is very unsafe when there is parking on each side. Cars come off Hanson lane turning into Arthur and have to stop at entrance of street if there are cars awaiting to turn left from Arthur to Hanson lane  
See photo attached  
Also I think with the school in our street it should have some speed bumps and one side of street permanently no parking 8am to 7pm  
Recently when the bus was using our street they coned off one side and it made a huge difference to the safety especially when the peak times of people going to work then school hours and with the amount of traffic using Arthur street as a thru way and also for the Chinese consulate.  
It is not a matter of if but a matter of when someone will get hit.  
With parking on both sides, the road is too narrow to have both lanes running freely and cars have to duck and dive to get thru. Also it make it difficult to get out of some of the driveways for the Arthur st residents  
I have seen some very unsafe driving with drivers frustrated with flow of traffic



This is a photo looking down Arthur st to Hanson lane  
Imagine another car parked on other side and cars from Hanson lane turning into Arthur street. Cars turn off Hanson to Arthur get stuck at entrance and hold up traffic in Hanson lane.

Thanks  
Helen McNaughton  
[REDACTED]  
Sent from my iPhone

24.02.2021

Christchurch City Council

[waybetter@ccc.govt.nz](mailto:waybetter@ccc.govt.nz)

Dear City Council,

Re: Way Better Roads letterbox drop February 2021

It is with excitement and enthusiasm I respond to your request for how you can make a difference in our neighbourhood. I submit the following information regarding Ngahere St.

I have lived in this street for 20+ years. It is a lovely quiet street and has 'sharrows' for the many welcome and growing number of cyclists who ride along the street and enter and exit Riccarton House & Bush. This is a concept I fully support as I am a cyclist myself as are all my family.

I would love to see the deep and badly cracked gutters replaced. Replacement of the badly cracked asphalt road surfaces, now with greenery growing through. The rethink of the one and only drain in the bush end of the street with the continuing issue of flooding each year into the end of the cul-de-sac. The rethink of the awful low bollard at the entrance to the street where many vehicles have come a cropper, telling by the amount of scratches and indentations in the concrete. I see now someone has spray painted this hot pink as a warning to other road users.

We have a chance to beautify this little street for all to enjoy.

Can we do something special like create seated areas for folks to sit under the trees, close to the properties that line the street? Can we have a creative drain cover and maybe even a water feature? A water tap for thirsty passers-by, a dog tap? The cul-de-sac is used by many on foot on Saturdays who attend the Farmers Market. This street is a gentle ease into the atmosphere of this market. How about vintage style street lamps? Could we put the overhead wires underground? Let's get creative? I would love to see something very Kiwi and ingenious, welcoming and unique for all Christchurch residents who visit Riccarton House & Bush to enjoy on their walks and cycles. One idea is to remove the kerbing altogether and have a central drain in the middle of the road.

In recent years we have had yellow lines installed on the northern side of the street which has eased congestion especially on Saturday mornings with the market. Plus had the awful traffic calming bollards at the entrance to the street. That is all, it's a kind of depressing street at the moment, when it could be significantly enhanced with some expertise from planners on the council.

Way back pre-earthquake we were on some list to have our gutters and kerbings redone, understandably this has slipped off the list as there have been areas in far more need of roading repairs.

I look forward to hearing from you and I am willing to engage the neighbours in any conversations or collaboration you wish to implement.

1

Here are some images of the street now:



Above: View from 9 Ngahere St looking west R: looking East toward Riccarton House and Bush



Above: gutter cracking outside #9 Ngahere St



Above: driveway cracking and showing the deep drop down into the gutter





Above: Road surface outside #9 Ngahere St



Above: greenery/ weeds growing through the asphalt outside #9 Ngahere St

Kind regards

Shelley Beckert

■ Ngahere St, Christchurch 8042

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██████████

Submission # 38614

Item 4

Attachment B

## Way Better Submission for Riccarton Bush area From Riccarton Bush – Kilmarnock Residents' Association

The Riccarton Bush-Kilmarnock resident's association submits on most Riccarton-related issues. We are very representative of our area, with 106 paid-up members.

### Transport infrastructure in Bradshaw Terrace

Bradshaw Terrace is in urgent need of work, including:

Reconstruction (not just resurfacing) of the road and footpath.

Replacement of the ancient and dilapidated kerb

Replacement of the 80-year-old stormwater drains.

### Transport infrastructure in Riccarton Bush surrounds

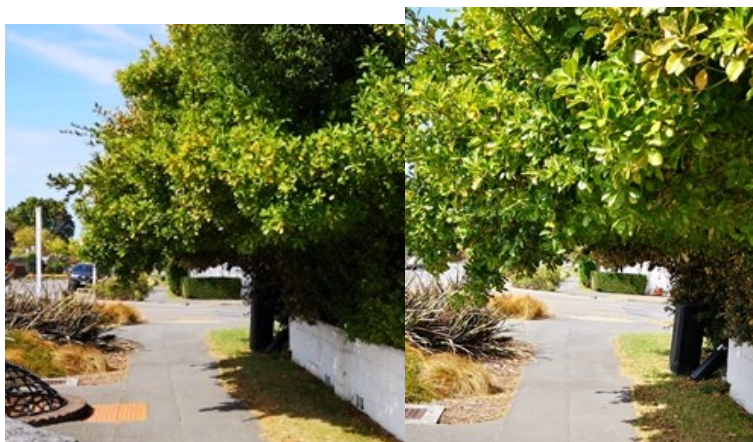
1. Could we have some "Keep Clear" painted signs on the road at the intersections of Straven Road/Rata Street and Straven Road/Bradshaw Terrace. Similar signs are painted at, eg: the intersection of Rotheram Street and Riccarton Road.
2. Similarly for the 30kph limits in Riccarton, could we have the roads with these limits marked as in Riccarton Road.



3. Install speed limit signs similar to the Kauri/Rata street corner for the Rimu/Titoki corner.



4. Find better/modern ways (use technology) to deal with all-day parkers in the 120/60 minute zones around central Riccarton.
5. Put right turn filters on the north bound lanes at the Kilburn/Straven Road intersection and the Straven/Fendalton Road intersection to allow northbound traffic to access Kilburn and Fendalton Roads safely.
6. Get rid of the unsightly and badly maintained flax plants that obstruct views, eg: on Rata Street and deal with householders who refuse to prune their trees that grow out over the footpath.



## **General**

Find ways to make the streets around Riccarton Bush safer for pedestrians, such as more prominent STOP signage and speed bumps. Pedestrians include school pupils accessing CBHS and CGHS from the buses on Riccarton Road, recreational walkers, walking groups of elderly people, locals walking dogs, those parking to access Riccarton Bush or the commercial area on Riccarton Road. Wellbeing/healthy activities are under threat from cycles and electric scooters on footpaths, vehicles ignoring speed limits, driving through stop signs and taking the corners on the wrong side of the road.

Typical scooter “parking” blocking footpaths and access to footpaths for mobility scooter users and parents with buggies. Scooters are also left lying across footpaths, a hazard for the visually impaired in general.



## **Bus services**

Find ways to reduce the traffic density on the north-to-south roads of Riccarton: Straven Rd, Clarence St, Idris Rd.

Word is another 100 buses are to be purchased for Christchurch. How about looking at smaller, hybrid buses running more frequently.

Tuam street should have several bus stops between the hospital and the bus depot. This would save a long walk for anyone who wants to go to destinations on Montreal Street or Cambridge Terrace. Finally how about a bus from Riccarton that goes to the CCC chambers in Hereford Street.

Basically the Christchurch bus service is not a service except to certain places. Making it free would please the current patrons but the majority who don't have a service fit for purpose will still use vehicles to save wasting time.



Submission # 38612

**Key features of the Bradshaw Terrace proposal**

- Replacing all existing kerb and filled dish channel with kerb and flat channel, matching in with the existing kerb and flat channel at the Straven Road intersection. The new kerbing will be built on a consistent 9 metre alignment, centralising the carriageway where the road bends at #10 Bradshaw Terrace, and forming a 17 metre diameter turning circle at the cul-de-sac end.
- Reconstructing footpaths and the carriageway, as required, from the existing threshold treatment to the cul-de-sac. The footpaths will generally be located 0.7 metres off the property boundary. This will avoid obstruction in the path from power poles and allow space for trees to be planted in the kerbside berm.
- Planting 18 trees along both sides of the street, in new grass berms on the kerbside. Landscape planting is provided outside No. 10 Bradshaw Terrace.
- Drainage upgrades at the south-east end of the street.
- Relocating the 'Bradshaw Terrace' street sign approximately 5 metres west so that it is visible from the Straven Road approach.

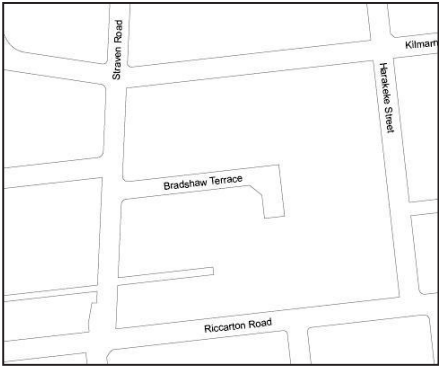
Note: Existing overhead wiring will not be undergrounded. The overhead wires belong to the phone and power companies and there is no Council funding available for this purpose.

**Project Objectives**

- Maintain or improve user safety
- Renew the kerb and channel to suit drainage and adjacent street drainage needs
- Renew street drainage pipes as required
- Renew carriageway, footpaths and berms as required
- Renew streetlight assets as required
- Renew signs and markings as required
- Renew other Council assets e.g. cycle, traffic signals, retaining walls, fences and railings if required
- Install new landscaping and street trees to meet Council's Community Outcomes
- Complete the project within the allocated budget and in a cost-effective way

**What happens next**

Once the consultation period closes on 21 May 2010, the project team will consider the responses before producing a recommended construction plan. If you make a submission we will advise you of the outcome of the consultation and recommended plan. A report will then be submitted to the Riccarton/Wigram Community Board seeking approval to proceed to final design, tender and construction.



**haveyoursay**  
[www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)

Jennie Hamilton-  
Consultation Leader –  
Transport  
Christchurch City Council  
3rd Floor Civic Offices  
PO Box 237  
CHRISTCHURCH 8140

**Have Your Say**

Comments are invited from local residents. Please complete the attached form and return it by  
**5.00 pm Friday 21 May 2010**

*have your say*

*April 2010*

Christchurch City Council

**Bradshaw Terrace  
Street Renewal**

Christchurch  
City Council

The Christchurch City Council intends to replace the existing kerb and filled dish channel in Bradshaw Terrace, Riccarton, in the financial year beginning 1 July 2011. Other street improvements, including landscaping, are also planned.

The proposal in this document is still only a concept. Your comments will be taken into account in the development of a final recommended plan which will be presented to the Riccarton/Wigram Community Board for approval.

The enclosed street renewal design has been selected as the best of several options considered and has undergone a safety audit. As a result of a 2009 parking survey of residents in the street, no restricted parking has been included.



**haveyoursay**

[www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)

Members of the project team will be available to discuss questions about the street renewal outside No. 17, at the corner of Bradshaw Terrace, on **Tuesday 11 May 2010 from 4.30 pm - 5.30 pm.**

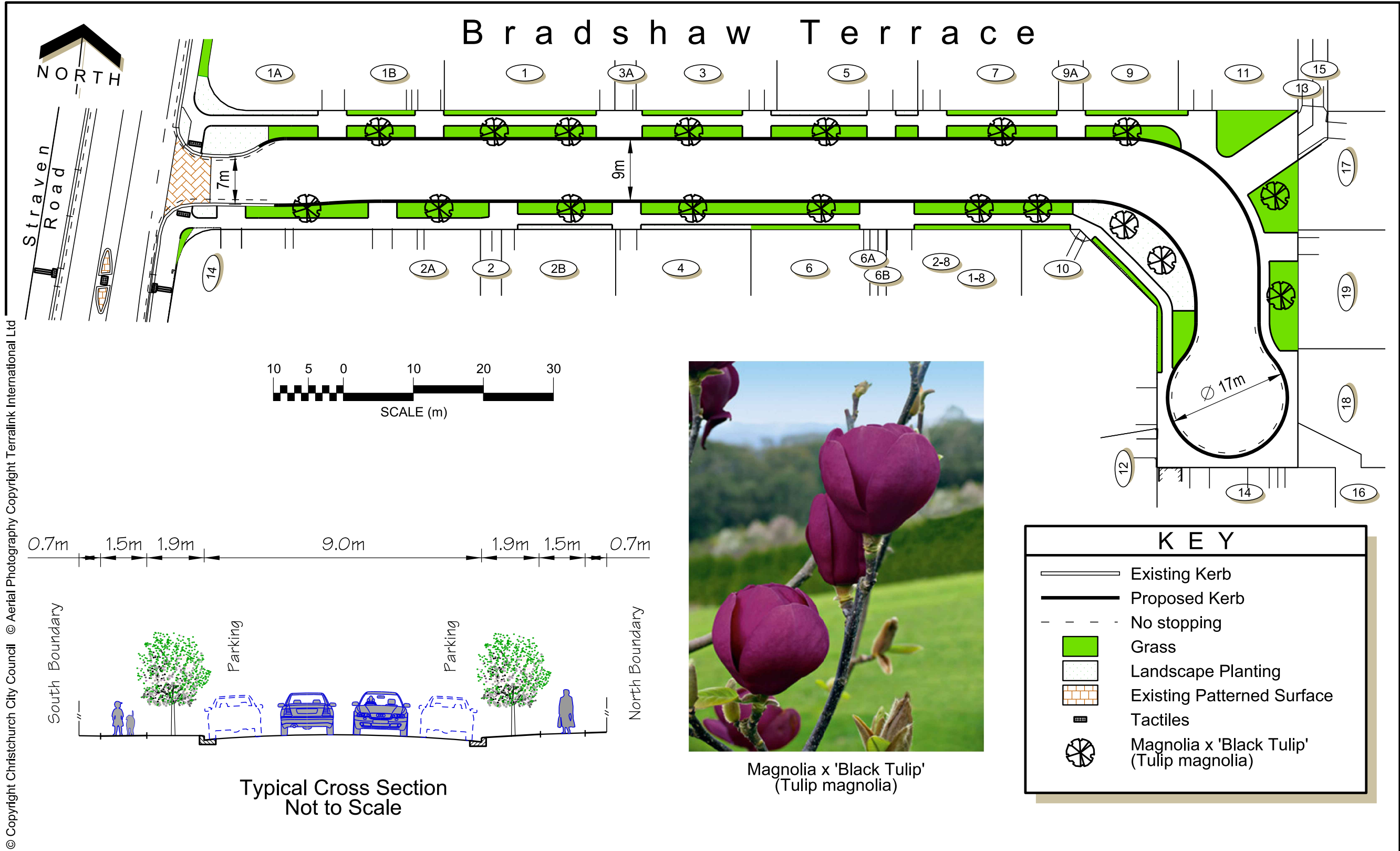
*Responses need to be received by  
5.00 pm Friday 21 May 2010*

You can comment by:

- Returning the enclosed freepost form
- Visiting the Christchurch City Council's 'Have Your Say' website: [www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)
- Contacting the Consultation Leader

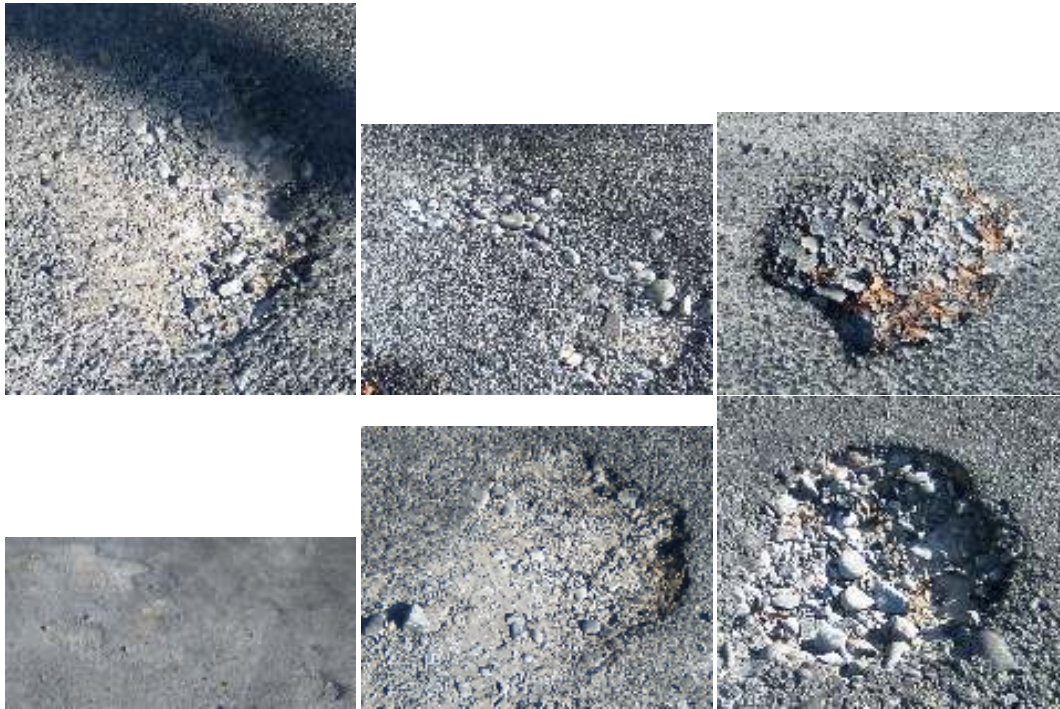
If you wish to discuss any aspect of this plan or process please contact:

Jennie Hamilton  
Consultation Leader – Transport  
Christchurch City Council  
Phone 03 941 5207  
Email [jennie.hamilton@ccc.govt.nz](mailto:jennie.hamilton@ccc.govt.nz)





Road, kerbs and footpath conditions in Bradshaw Terrace



















**Item 4**

**Attachment B**





**Item 4**

**Attachment B**









04 July 2022

From: Colleen Borrie [REDACTED]  
Sent: Wednesday, 3 March 2021 11:46 am  
To: WayBetter  
Subject: Recommendation for Traffic Safety, Ilam

Submission #38584

During the University year, a hazardous situation exists for traffic exiting Farnham Place, Ilam, at the T-intersection with Maidstone Road. The curve in Maidstone Road beside Ray Blank Park means that when there are cars parked in the five car parks situated between the bus stop and the corner of Farnham Place, cyclists and vehicles travelling east are not visible to traffic turning out of Farnham Place. This traffic has to move forward unsafely to look to the right, risking collision with approaching vehicles.

If the five car parks could be reduced to four by removing the one nearest the corner of Farnham Place, visibility for the considerable amount of traffic exiting this street would be greatly improved, as it is the vehicle in that car space that obstructs the view of oncoming traffic.

In the illustration below you can see that the approaching vehicle was not visible until it was almost upon a vehicle exiting Farnham Place.



Please give serious consideration to this recommendation.

Item 4

Attachment B



Submission #38569

## Way better roads feedback for central Riccarton

The below photos and text illustrate work that should be prioritised in central Riccarton



Photo 1: Titoki looking east. Every time it rains pot holes appear in the Titoki St chip seal. The poor-quality patch repairs can be seen in the above photo. The road was resealed less than 5 years ago so resealing hasn't worked. At the Kahu road intersection there is a manhole that has popped causing damage to vehicles passing over it.



Photo 2: Titoki street flooding after rain. In addition, there is severe ponding when it rains, even though the sumps have recently been cleaned out. The entire street would benefit from new stormwater infrastructure, new kerb and channel and a wider footpath on the northern side to cope with heavy pedestrian counts weekdays from school students and weekends for the Farmers market. There is also an option to add a cycleway/ footpath link from the University cycle lane at Riccarton Bush to Westfield mall.





Photo 3: Subsidence outside 23 Rata street. For several years now the subsidence on Rata street has been filled with hot mix rather than investigating and remedying the below surface cause. Most likely this is a failed sewer lateral repair carried out previously.





Photo 4: Garden beds at the Straven Road and Rata street intersection. Each year these beds get fresh woodchips, but have had no plants for over 8 years. If the council can't afford plants please convert to lawns. They currently do nothing to enhance the image of the Garden City.





Photo 5: Garden beds on Rata Street at the Straven road end. A few of the white roses planted over 10 years ago have survived. Again, these beds get fresh woodchips, but no replacement roses.





Photo 6: Rata Street garden bed at the intersection of Rimu Street. This bed suffers from the same issues as the beds at the Straven Road intersection.



# Konini St kerb & channel reconfiguration

9 March 2021

## PROPOSAL SUMMARY

Reconfigure Konini St kerbs and channels to separate berm areas from the road. This will:

1. Remedy ongoing problems with the integrity of aged road margins & gutters.
2. Eliminate unintentional winter berm damage from University parking.
3. Restore the green space that has been lost from this popular pedestrian thoroughfare.

## Background

Konini Street is a short, quiet, suburban street located to the east of the University of Canterbury. It is a popular parking spot for staff and students, with regular comings and goings especially on the side with a 2-hour parking limit (March to November).

Its location also makes the street a convenient walking route between the University and Riccarton Road shops & buses, plus rental accommodation to the south of Riccarton Road.



Konini St looking South from Hinau St, 19 Feb 2021.



Konini St potholes, crumbling kerbs, & berm erosion.

## Disintegration and wear & tear

The street condition is poor. Potholes regularly appear along street margins and are damaging to cars and dangerous to cyclists, skateboarders, scooter-riders, and street-crossing pedestrians. Old-style channels are falling apart and blocking. Some kerb crossing areas are now bare shingle.

In addition, grass areas have been substantially reduced due to parking damage and ad hoc repairs. Many berms have lost 30–50 percent of their width, not least in the southwest quadrant where former berm has been sealed over after recent underground works.



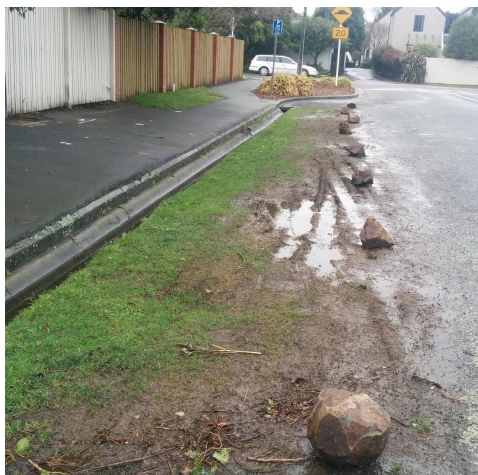
### The berm problem — unique to Konini?

Konini Street is the only street we know of in Riccarton that has a design where grass berms are contiguous with the road — there is no separation by a kerb.

In seeking to park clear of traffic, drivers err by parking on the grass. In winter, this causes churning of the surface. With the heavy parking turnaround in term time, the cumulative effect is considerable damage to berm and road edges.



Winter berm damage.



Rocks as berm protection — not always effective.

### Resident mitigation — rocks & bricks

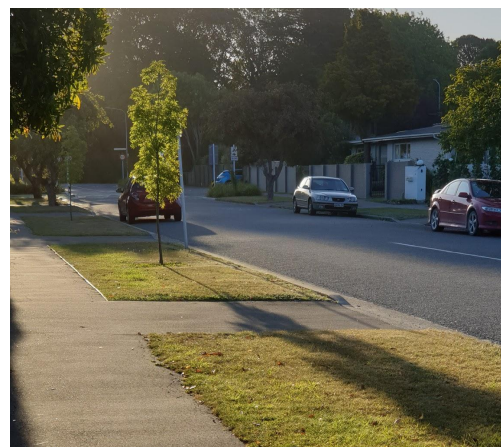
We understand that parking on berms contravenes a by-law, but prevention would seem preferable to punishment.

Residents have for years tried to prevent damage by protecting berms with rocks, bricks, and stakes. These measures usually help but are not an option for renters who are unlikely to have such items to hand. Moreover not everyone wants to do this — the approach can appear defensive or unfriendly, and hinders summer maintenance.

### What we'd like to see

We welcome the use of our street by the wider community. For everyone's benefit, please consider re-modelling Konini St kerbs, channels, and berms — these are anyway end-of-life and have formerly been scheduled for renewal.

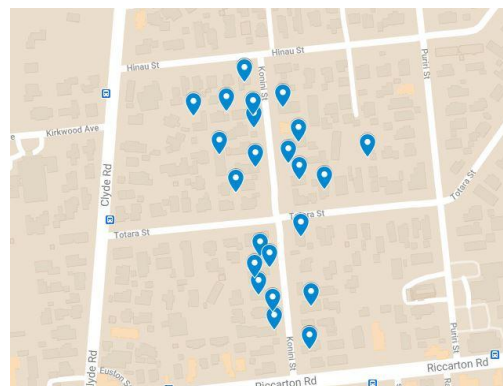
A design retaining street trees and similar to nearby Hinau or Totara Streets would be ideal, with a kerb separating the road from an attractive footpath-greenspace area providing amenity for the area's many pedestrians.



Nearby Hinau St — a template for Konini St?

### Submitted by

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Jackie & Richard Ott, [REDACTED] Konini Street	[REDACTED]
Don McBride, [REDACTED] Konini Street	[REDACTED]
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Darryl, Marjorie, & Michelle Woolley, [REDACTED] Konini Street	[REDACTED]
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Deborah & Jon Douglas, [REDACTED] Konini Street	[REDACTED]
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Tracey & Christopher Patient, [REDACTED] Konini Street	[REDACTED]



Location of submitters of this proposal

Submission #38547

1.

There should be a speed hump or bump on Totara St. halfway between Puriri St. and Miro St.

Vehicles routinely race down Totara St. here because it is by far the longest stretch of Totara St without such a hump or bump, and it is straight.

2.

The footpaths in our area, the same stretch as '1', are appalling.

The roots of the trees in our stretch of the street were uprooted by the earthquakes leaving the footpaths treacherously uneven. Many people, a lot of them elderly, use these paths for exercise and for transport. Virtually nothing has been done to rectify this in the ten years or more since the earthquakes. Contrast this with the millions that have been spent on cycleways. Shanks's pony has been overlooked altogether.

3.

There should only be parking on one side of the road on Totara St. between Puriri St. and Miro St. Totara St. has wide berms, a narrow causeway and a high camber which makes it totally unsuitable for parking on both sides of the road. When cars are parked thus, visibility when exiting one's driveway is very badly compromised. It becomes just a one way road when the students park there. Canterbury University has abrogated its responsibility to provide parking for students. Also, Riccarton Bush Market on a Saturday means that parking all around our area is a total shambles and dangerous for motorists and cyclists to negotiate.

4.

The section of Totara St. between Ngahere St, and Kahu Rd. is a total chaos when it comes to parking. Driving through this stretch is hazardous. There really should be no street parking there. At the very least, there should be parking on only one side. There should be a speed limit of 25 m.p.h. between Miro St. and Kahu Rd.

5.

The raised centre islands on:

- a) Puriri St. at its intersection with Hinau St.
- b) Totara St. at its intersection with Miro St.
- c) Totara St. at its intersection with Ngahere St.

We estimate that there has been, at least, a combined total of fifty crashes at these sites since the cycleway was constructed. These intersections had signs at a level of about a metre from the ground at the end of the islands to begin with. It was a neighbourhood joke how often the signs were demolished. Drivers simply do not see the islands, particularly at night. The design is a flawed one and there will continue to be issues until something is done.


6.

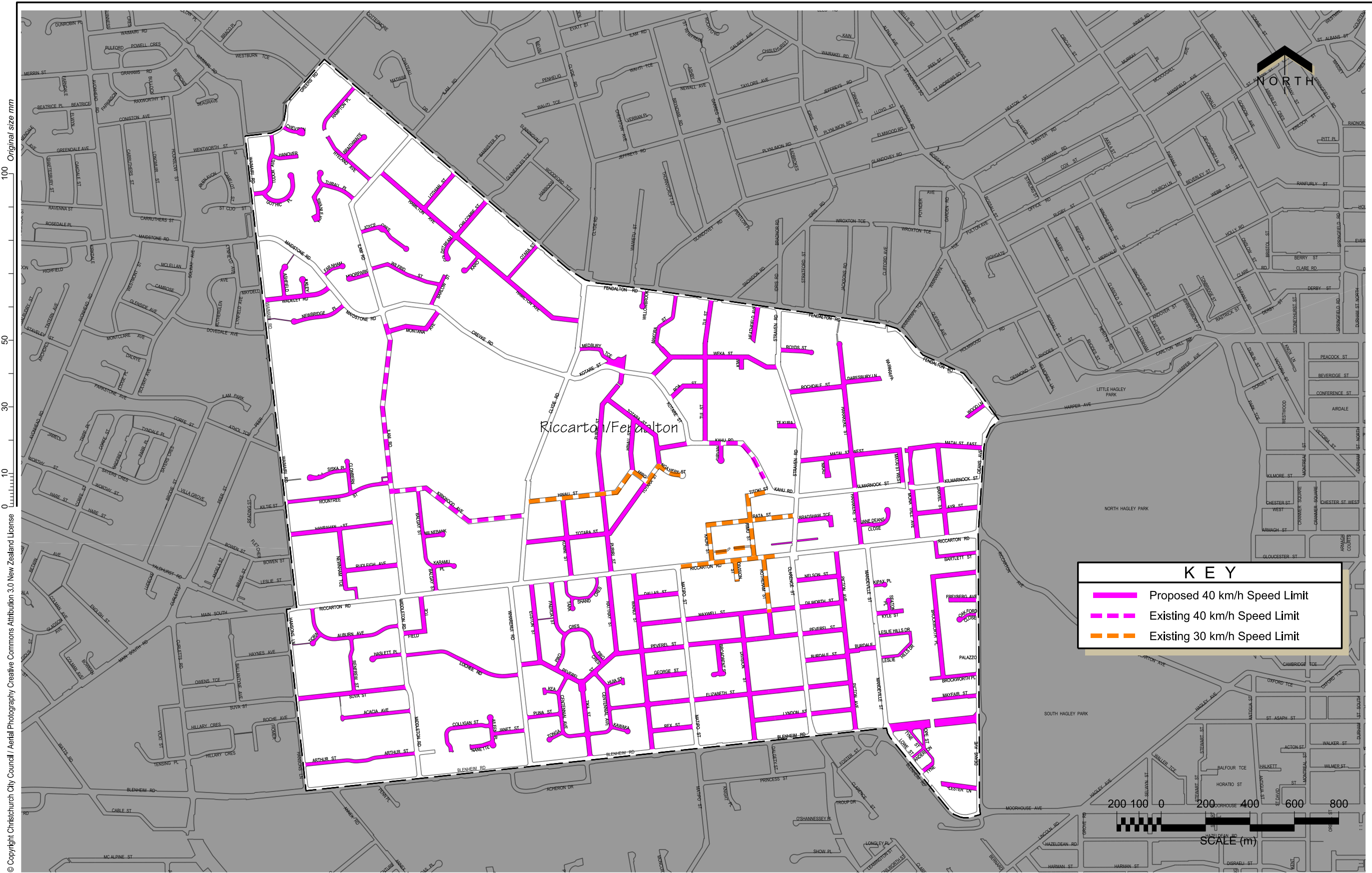
The cycleway through Riccarton Bush is fine in principle. However, pedestrians use the thoroughfare too. There are toddlers, mothers with prams, elderly people dogs, and others who use it too. There used to be a 5 k.p.h. speed limit. Now the sign says, 'SLOW CYCLING ONLY'. Some cyclists use the cycleway sensibly. Others are simply reckless, cycling at 40 to 50 k.p.h. Electric scooters, motorised skateboards and the occasional motor scooter whip through. There is no



enforcement. The greatest danger is at the entrances and exits. Without enforcement there is a serious accident waiting to happen here. The same applies to the Puriri St. / Hinau St. intersection where drivers on Puriri St. routinely fail to stop at the Compulsory Stop signs. To our knowledge it has never been monitored by Traffic Enforcement.

We have lived here for nearly 43 years and have walked, run, cycled and driven these streets during that time. So have our children. We have a good fix on what works and what does not.

David and Christine Saunders,  




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Riccarton & Fendalton													
CRAF Category	Projects chosen by Community Boards	Tasks required to complete project											
		Survey & base plot	Options assessment	Lighting assessment	Safety audit	Cost estimate	Drainage assessment	Community consultation	Board or Council approval	Environmental Management Plan	Detailed design	Expected Construction start	
Safety & access	Package of 17 pedestrian buildouts and refuge islands	✓	x	✓	✓	✓	✓	✓ limited	✓	✓	✓ limited	end 2022	
Safety & access	Package of various improvements on Waimairi Road including new tactile paving, improved pedestrian crossing facilities, relocated bus stops, widening and resurfacing footpaths, and investigation into the need for a signalised crossing at Bush Inn. This work is to support the vision impaired residents in the community, as discussed with the Board in November 2021.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	various	
Safety & access	Package of new tactile paving in 19 locations	x	x	x	x	✓	x	x	x	x	✓ limited	mid 2022	
Safety & access	Package of minor work including: - six cycle improvements including new and widened cycle lanes, green surfacing, and new signal phasing - streetscape and footpath improvements - new line markings - traffic calming at four locations, including speed humps and raised crossing points	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓ limited	various	
Safety & access	An area-wide speed restriction	x	x	✓	✓	✓	x	✓	✓	✓	✓ limited	end 2022	
Condition	Street rebuild of the whole length of Bradshaw Terrace	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	mid 2024	
Condition	Street rebuild of Brockworth Place (southern end) from Deans Avenue to the end	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	mid 2024	
Condition	Street restoration of the whole length of Auburn Avenue	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	end 2023	
Condition	Street restoration of the whole length of Seton Street	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	end 2023	
Condition	Street restoration of the whole length of Makora Street	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	end 2023	
Condition	Street restoration of Burdale Street from Picton Avenue to Clarence Street	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	end 2023	
Condition	Street restoration of Middleton Road from Acacia Avenue to Blenheim Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	end 2023	