

To: Lindsey Hill
Project Co-ordinator, Network Operations- Transport, Wellington City Council

From: Creswick Valley Residents Association

Date: 12 August 2016

Re: Feedback on TR87-16 Garden Road

Thank you for providing us with the opportunity to comment on proposed changes to the dotted yellow lines (no stopping at all times (NSAAT)) on Garden Road.

We have sought feedback from our members and have had many comments in support of your proposed changes, as well as suggestions for other improvements. We have many years of experience of driving up and down Garden Road (I have been doing it for almost 20 years) so we well know its nooks and crannies, and would welcome the opportunity to discuss the proposed improvements and future plans, with you.

Regarding the specific proposal:

1. We support the extension of the NSAAT opposite 57 Garden Road.
2. We support the addition of NSAAT in front of 42-46 Garden Road **and we also request** that at this location, the NSAAT line be extended further uphill (in front of #38A-40) to join up with the existing NSAAT).
If this is not done, it is more than likely that the cars currently parked on this corner will just move uphill, to outside 40 Garden Road, and this will create a pinch point with the cars parked on the opposite side of the road (downhill, outside what is 39 Garden Road). (See further discussion below).

Additional comments:

3. It is obvious that Garden Road is narrow and twisting, that there is limited parking and insufficient width for two cars to park on opposite sides of the road. In general, there is a well established convention for parking, with most parking being on the left hand side going down (except near the top of the road and opposite #57). However, there are a number of sections of the road that have no NSAAT markings **on the left hand side going up** and, in theory, cars could park there. We are relying on the common sense and experience of drivers to observe that they are obstructing traffic and restricting sight lines. The current example of the cars parked outside 42 Garden Road illustrates this; up until recently no-one regularly parked in this location. We would therefore like to request **that NSAAT markings be installed along the whole left hand side of Garden Road (going up), uphill from #54 to about #4.**
4. A more long term solution to improve safety and traffic flow is to implement a one-way system for all or part of Garden Road. We have two options which we would like considered, both of which have merit:
 - a) A tidal one way system
 - b) Upper Garden/Lower Northland Road one way loop.

Option A - TIDAL ONE WAY: Between 7-9 am the main traffic flow is downhill; it is predominantly uphill between 4-6 pm. While most locals avoid driving against the tide at these times, this could be formalised, using either traffic lights or signs at the top and bottom entry of the road. (This would also require management of traffic coming down Orangi Kaupapa Road in the afternoon, to prevent those users going down the bottom half of Garden Road against the tide).

We think this option would be suitable for a trial, using temporary traffic lights.

Option B – UPPER GARDEN/LOWER NORTHLAND ROAD ONE WAY LOOP: In this option, the upper portion of Garden Road could be made one way up (from the intersection with Orangi-Kaupapa Road up to Northland Road), and the lower portion of Northland Road (from just before the tunnel down to Glenmore Street) made one way down.

Downhill traffic from Wilton and northern Northland could use Orangi-Kaupapa Road and the lower half of Garden Road to go down; while traffic from the Karori end of Northland would likely preferentially use lower Northland Road or the tunnel/link roads to access Glenmore St. All traffic could still come up – avoiding the queues for the Karori tunnel. In this scenario, parking on both upper Garden Road and lower Northland Road would be improved, given that only one way traffic need be accommodated.

An added advantage is that in this scenario, the 50 km/hr speed limit sign recently installed at the top of Garden Road could be removed. (This sign has been installed since the adoption of the 30 km/hr speed zone at Northland Village, although it is completely impractical and dangerous to drive down Garden Road at 50 km/hr, particularly given that downhill traffic must give way to uphill traffic).

We hope that you give consideration to either of these options, and would welcome the opportunity to discuss this with you further.

5. **Intersection of Putnam Link Road and Northland Tunnel.** This is a dangerous intersection for vehicles turning out of Putnam Link Road into Northland Road. The angle of the Northland tunnel means that vehicles need to move quite a way into the traffic to be able to see vehicles coming through the tunnel. We are aware of at least one accident where a cyclist coming through the tunnel hit a car exiting Putnam Street. (Cyclists can be travelling very fast as this is downhill away from Northland Village and if close to the wall of the tunnel, they are almost impossible to see against the light). Can we please therefore request:

- that a mirror be placed on Northland Tunnel Road to allow drivers exiting Putnam Link Road to see any traffic coming through the tunnel.
- that a NSAAT restriction be put in place on Northland Tunnel Road between the bus stop and the tunnel entrance (that is, on the left side of the road heading towards Northland Village, opposite Putnam Link Road).

We are aware that work to strengthen the tunnel portals is scheduled for later in the year and there may be opportunities to improve visibility at both portals. This would be welcome.

Thank you again for the opportunity to provide our input. We look forward to hearing from you.

Sara Clarke
Secretary, on behalf of Creswick Valley Residents Association