

From: Creswick Valley Residents' Association creswickvalleyra@gmail.com
Subject: Feedback on TR01-21 Garden Road (No stopping lines)
Date: 8 December 2020 at 3:13 PM
To: trfeedback@wcc.govt.nz



This submission is on behalf of the members and supporters of Creswick Valley Residents Association.

The Council proposes installing no stopping lines (NSAAT) along the northern side of the top stretch of Garden Road (from approximately the location of the footpath to Northland Road, down to #9 Garden Road).

At this location, for as long as I have been driving Garden Road, cars have parked on the northern side, at and downhill of the footpath junction. We assume that the reasoning behind the proposed change is that having all parked cars on the southern side on this upper stretch (parked facing uphill), will eliminate the pinch point that sometimes occurs near the exit from the Northland road footpath. There is little, if any, net change in the number of carparks that will be available.

CVRA has, since 2017, been requesting that no stopping markings be installed **along the whole length of one side** of Garden Road (and on both sides at corners), eliminating pinch points and stopping drivers from having to "slalom" down the road. Your proposal does this here and **CVRA therefore supports this particular proposal.**

There are other locations on Garden Road where no stopping markings are also required.

Further:

1. This is now the third traffic resolution that we have made related to parking on Garden Road since 2016. As we have stated on all previous occasions we consider that Garden Road should be considered in an area-wide parking plan, that also encompasses the village and roads around the tunnels, which are increasingly used by commuters for parking. The plan should be designed to ensure safe use of the roads for all users - including public transport, cyclists and pedestrians, as well as the need for residents parking. CVRA would welcome the opportunity to work with the Council on such a plan.
2. We have previously noted that the area at the top of Garden Road by the Northland Road footpath could be reconfigured to provide additional parking, if the overgrowth were removed and lines painted.
3. Finally, a considerable proportion of the uphill traffic at peak hours on Garden Road is Karori-bound traffic (via either the Northland tunnel or down Randwick Road) that is avoiding the tailback on Glenmore Street that is caused by having to give way to traffic at the Kelburn viaduct. We - and Karori commuters - would like to consider options to manage the traffic at this roundabout to ease the congestion on Glenmore Street. We would welcome a discussion on this too.

Regards,

Sara Clarke
Chair

--

Creswick Valley Residents' Association Incorporated
<https://www.facebook.com/creswickvalleyra>
www.cvra.org.nz