

Date: 10 October 2021 at 4:37:10 PM NZDT

To: trfeedback@wcc.govt.nz

Cc: creswickvalleyra@gmail.com

Subject: Feedback on TR123-21 Garden Road (No stopping lines)

****Can you please record this submission as being received from Creswickvalleyra@gmail.com. Thanks.****

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 41-47 Garden Road, which will result in cars at this location parking on the southern side.

On this stretch of the road, cars are required to use an existing NSAAT area as a pull-in area for passing, as the bend in the road means there is no clear sight line between the corners.

The change proposed has the potential to create a pinch point however this may be offset by extending the length over which both sides of the road have NSAAT.

We also note that there is a net reduction in the number of car parks for residents.

We think that the benefit of this change is marginal. We suggest that the Council review the changes, once implemented, to see if they are working as intended. We also would like to set up a dialogue with residents about the availability of residents parking. See further comment below.

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

This is now the fourth 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. Looking at the whole road and the needs of residents would eliminate the need for these ad hoc changes. CVRA would welcome the opportunity to work with the Council on this.

Finally, as noted previously in submissions, we think that 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

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