

Submitter ID#	Support the plan	Do not support the plan	Neither	Comments	Project Team Response
1		✓		Glad that at least some of Petrie Street is being fixed properly BUT it seems strange and short sighted not to fix all of Petrie Street. It is going to have to happen sometime. The road is shot. The trees have totally had it - particularly between Randall Street and North Avon Road.	<p>Thank you for your submission.</p> <p>SCIRT funding does not allow the full length to be completely renewed. Sections of Petrie Street that only have repairs by SCIRT will be prioritised against projects across the city, taking into account the condition of the road, kerbs and channels, and footpaths.</p>
2	✓			Thrilled street being repaired.	Thank you for your submission.
3	✓				Thank you for your submission.
4	✓				Thank you for your submission.
5	✓			Yes we find the plan a very big improvement. We support it completely.	Thank you for your submission.
6	✓			<p>1) Very little work is going to be done on the stretch of Petrie St between North Avon Rd and Randall Street, yet this is the section where most speeding occurs and presents a danger/irritation to local residents. There needs to be some type of deterrent along this stretch of the road to actively deter speeding motorists.</p> <p>2) There are also many trees missing from this stretch of the road - the result of liquefaction. I don't understand why only part of Petrie St is to be planted with Magnolia Trees.</p> <p>3) Please ensure that the new landscape beds are <u>not</u> scrappy native planting (see the poor quality of planting at the intersection of Dudley St/Slater St) /ground cover roses would be ideal.</p>	<p>Thank you for your submission.</p> <p>1) SCIRT funding does not allow the full length to be completely renewed. Sections of Petrie Street that only have repairs by SCIRT will be prioritised against projects across the city, taking into account the condition of the road, kerbs and channels, and footpaths, including mid-block calming.</p> <p>2) This section of Petrie Street is not within the scope of this project, therefore no street trees are proposed beyond the project limits.</p> <p>3) Due to Council's limited maintenance budgets carpet roses will not be planted at this intersection. Carpet roses have been limited to ornamental areas only, such as the Central City, and areas where extensive existing roses have been planted. Appropriate height plants will be used, native plants are generally hardier in these street environments, although a mix with exotics can be used. Flax will not be used, which is what exists at this intersection.</p>

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7		✓		For a long, straight road like this, the proposed road widths will do relatively little to reduce traffic speeds to appropriate levels for a local street without additional horizontal or vertical treatments (esp. when parking is not present). Between Shirley and North Avon Roads, drivers will have two 500m uninterrupted sections with only the Averill St GIVE WAY breaking them up. At the very least, this proposal should consider one mid-block treatment between Shirley/Warden (e.g. speed cushions or central planted island), raised platforms at the Warden, Averill, and Randall intersections, and a mid-block treatment at about Dudley Creek (e.g. cobbled surfacing). Also remove or shorten marked centrelines; they have been shown to increase speeds by providing more certainty about traffic lanes.	<p>Thank you for your submission.</p> <p>SCIRT's funding does not allow the full length to be completely renewed. Sections of Petrie Street that only have repairs by SCIRT will be prioritised against projects across the city, taking into account the condition of the road, kerbs and channels, and footpaths, including mid-block calming.</p>
8	✓			Hi there, I fully support the proposed changes. I strongly support the increase of trees to support our garden city image, and support the narrowing of the street to encourage people to slow down	Thank you for your submission.
9	✓			What an excellent idea about the beautification of Petrie Street and Slater Street. Why do you not consider Chancellor Street as part of this project? Chancellor Street sits between Petrie and Slater (with Stapletons Road that is already narrow) and is shorter than either so should be less of a problem. It is worth noting that the entire ambience of Chancellor Street was enhanced when the road bridge across Dudley Stream was replaced with a footbridge. That was a great move and we hope the footbridge will remain from now on!	Chancellor Street is considered to be a high priority and street renewal is scheduled to follow closely after the drainage works in the area are complete.
10	✓			I think the plan looks great. I just had one question. I am awaiting a decision from my insurance company to discover if I am a repair or rebuild. If I am a rebuild - and without wanting to get ahead of myself - had considered rebuilding with an internal garage. My present garage is positioned on the sunniest part of the section [address provided], so would ideally move the garage to the North East corner of the property. That would mean a driveway just to	<p>Thank you for your submission.</p> <p>Any new vehicle crossing location has to comply with the City Plan. In this case, a vehicle crossing on either frontage has to be at least 10 metres from the property boundary of the intersecting road. Therefore, both frontages are able to have a complying vehicle crossing. If the owner can determine an agreed position prior to any new kerb &amp; channel</p>

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				the right of the tree that is marked to be removed & against / along the boundary with [address provided]. Therefore my question is, can this be adjusted for in the plan & as I am sure there is a minimum distance allowed between an intersection and a driveway - is the option even available?	being constructed, Council can incorporate such work in the construction- subject to no other technical constraints (conflicting underground services etc). If a new vehicle crossing is requested after all road construction is complete, or is requested to be on existing (unaffected) kerb, then the property owner must pay the cost of the new vehicle entrance and the cost of removal of the redundant crossing.  Details have been passed on to the SCIRT contractor who will contact you directly at the time of construction to incorporate works.
11	✓			*I strongly support this plan *Suggestions - Limit work hours from 7:30am to 5pm, Mon-Fri. - Plant several magnolias on Petrie St, south of the Randall intersection (match trees in south of Petrie St). -Provide grass seed and no-parking signs to grass berm on Petrie, south of Randall.	Thank you for your submission.  Comments in relation to the work hours have been passed on to the SCIRT contractor.  This section of Petrie Street is not within the scope of this project, therefore no street trees are proposed beyond the project limits.
12	✓				Thank you for your submission.
13	✓			YES - I/We generally support the plan however, when would the rest of Petrie Street be programmed for reconstruction? Is deep guttering appropriate in the area give the flood management work being undertake in the vicinity? What are the traffic implications of narrowing only portions of Petrie St? (ie. speeding in the wider portion). We would like to see the other two blocks of Petrie St included in the plan given the general terrible state of the road, kerbs and channels - which will only worsen with water in existing extensive cracking. The opportunity is now to complete this rather than patch as part of SCIRT's programme, this would be more sensible in our opinion. I would like the Board to walk Petrie St to view the damage, and to walk Averill St to view acceptability of potential patching in this area as example. (Averill St between Petrie & North Parade has been patched)	Thank you for your submission.  SCIRT's funding does not allow the full length to be completely renewed. Sections of Petrie Street that only have repairs by SCIRT will be prioritised against projects across the city, taking into account the condition of the road, kerbs and channels, and footpaths, including mid-block calming.

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14	✓			<p>We note in the recently received proposed street works for Petrie Street that the section between Randall Street and North Avon is listed for repairs only.</p> <p>Please note that the area of kerb and channel outside of [address provided] was badly damaged during the February 2011 earthquake and now the storm water outlet on Randall Street is higher than the storm water drain outside of these two properties.</p> <p>During rainy periods the water does not drain and collects to the point where sometimes it is unclear where the entrance to the driveways of these properties begins. Water can also sit around for several days or even weeks depending on the amount of rain. The channel also permanently contains silt / mud.</p> <p>We believe that this area needs to be addressed as a matter of health and safety, not just aesthetics.</p>	<p>Thank you for your submission.</p> <p>SCIRT's funding does not allow the full length to be completely renewed. Sections of Petrie Street that only have repairs by SCIRT will be prioritised against projects across the city, taking into account the condition of the road, kerbs and channels, and footpaths, including mid-block calming.</p> <p>This section of Petrie Street falls just outside of new works that will be addressed through the Dudley Creek works however your comments will be passed on to the Dudley Creek team.</p>
15	✓			<p>I note that on the proposed street works for Petrie Street that the section between Randall Street &amp; North Avon Road is for road repairs only.</p> <p>I would like it on record that there is a section of kerbing that was considerably damaged by the earthquakes between [address provided].</p> <p>This damage has caused considerable slumping in the foot path, kerb &amp; road verge, which has created a low spot in the street. When any rainfall occurs this low spot creates a pocket that water falls into &amp; cannot drain away. In winter when there is considerable rainfall the low spot fills with water &amp; overflows out on the street &amp; water can remain in this low spot for some weeks. If this kerbing area is not already included in the proposed street works, I wish serious consideration will be taken to add it.</p>	<p>Thank you for your submission.</p> <p>SCIRT's funding does not allow the full length to be completely renewed. Sections of Petrie Street that only have repairs by SCIRT will be prioritised against projects across the city, taking into account the condition of the road, kerbs and channels, and footpaths, including mid-block calming.</p> <p>This section of Petrie Street will be addressed through the Dudley Creek works however your comments will be passed on to the Dudley Creek team.</p>

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16	✓			<p>1) Please consider delaying road reconstruction on Petrie St the full block between Randall and Averill as the amount of truck and machinery movements while creek and pipe is constructed will have a negative impact on any new surfaces.</p> <p>2) No. 65 is now owned by CCC and No. 71 is under contract by CCC for the Dudley creek / pipe fix so no driveways needed as per plan and could the planting of trees at this point be more in keeping with the natives of the creek rather than Japanese Magnolia's.</p> <p>3) The narrowed intersection at Randall and Petrie is great and could the same be done at the intersection of Averill and Petrie as this also has a history of many accidents and many cars being parked by Shirley Boys students.</p> <p>4) Could 4 way stops be considered to also increase safety.</p>	<p>1) The project cannot be delayed as SCIRT has a programme of works to complete before the end of 2016 - when SCIRT is wound up. The new construction will be designed to take account of all traffic using the roadway.</p> <p>2) For design consistency and the avenue effect for the street, the chosen magnolia species will stay in this location. It is likely when further developed, the Dudley Creek works on these properties will incorporate native riparian planting and native trees.</p> <p>3) The Petrie Street/Averill Street intersection is not within the scope of the current project, and new kerbing will finish at the southern side of the intersection.</p> <p>4) This request has been referred to the Traffic Operations team who will investigate. The assessment will take account of traffic flows, crash history, and area wide road network implications. If a decision is made to implement 4 way stop controls, this will be implemented separate to the reconstruction project.</p>
17	✓			<p>An excellent plan. Very much for it. We have 2 young children. Petrie St used to be a lot quieter but is more and more used by impatient drivers taking side cuts off main roads.</p> <p>Very pleased with kerb at road intersection as there are a lot of level pavement to road around here which are unsafe for young children as there is no distinction.</p> <p>Why no tree outside [address provided]?</p>	<p>Thank you for your submission.</p> <p>A tree will be planted outside [address provided].</p>