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| Rapaki and Vernon Road Proposed Parking Restriction Submission Results 25 August 2017 | | | | |
| Note all submissions are from residents. Noboddy identified as being or representing an organisation | | | | |
| Submission number | First name | Last name | I / We | Comments |
| 1 | Karyn | Durham | have some concerns | The proposed parking restrictions are a good start to addressing some of the traffic issues associated with the increased (and increasing) use of Rapaki Track. However, they do not go far enough in addressing the safety issues in this area. The five way nature of the Rapaki/Vernon Terrace intersection makes it dangerous at the best of times (for pedestrians, bikes, and cars), more so in the weekends and holidays. Add to this the fact that both Rapaki Road and Vernon Terrace are one way streets so that any traffic going into these streets has to come out the same way.... effectively doubling the traffic movements. Addressing the visibility for vehicles coming out of Aynsley Terrace would help... currently visibility is compromised by the block wall on the uphill side of Aynsley/Centaurus corner. Because of the danger increased traffic in these streets pose to cyclists and pedestrians (particularly when vehicles are turning in driveways and exiting these streets) consideration should be given to the following: improving parking on the river side of Aynsley Terrace (there used to be gobi block angle parking but this has been allowed to deteriorate into a muddy mess); reducing the speed limit in Rapaki Road, Vernon Tce and parts of Centaurus and Murray Aynsley to 30 (if it can be done in the central city why not here); installing speed humps in the streets; providing parking elsewhere. There are a number of other issues associated with increased recreational use of Rapaki Track and Mt Vernon Park which should be considered along with the parking issues. These are: - the inadequate toilet facilities at the end of Vernon Terrace (no hand-washing; often dirty) - the non-existent toilet facilities at the entrances to Mt Vernon Park, in particular Hillsborough Street carpark. This leads to people using the whole park as a toilet, including leaving toilet paper everywhere. |
| 2 | Richard & Kim | Ramsay | have some concerns | We rented a house at XX Vernon Terrace for 6 months earlier this year and found that cars parking at each side of its right-of-way on Vernon Tce (outside of numbers XX ; XX Vernon Tce) would completely obscure the view either way down the street. This is partially because the ROW is quite low down relative to Vernon Terrace. We would like these 2 car parks to be removed.  This would help with the bend in the road opposite number 30 Vernon Terrace, which is quite dangerous to cyclists and ideally both sides of this bend should be no parking for safety reasons. |
| 3 | Sarah | Newman | have some concerns | There are 3 parking spaces marked on the North-bound approach to the bend between 42 and 20. With this parking layout, road users will be forced into the oncoming traffic lane. As this is a relatively sharp and blind corner, this will be extremely risky. This corner is already dangerous with South-bound traffic often travelling at speed without slowing on the approach to the bend and sometimes crossing the centre line. Instead, the parking spaces should be reduced to a single parking space outside 42. If required, the parking outside 28 could be increased to two car parks, as North-bound traffic will have entered the bend and have clear view of oncoming traffic at this point.  It is great to see no parking outside 100, as this causes great issues - both with vehicles parked correctly and with vehicles parking up onto the pavement outside 100. Between 96 and 84, there is actually sufficient space for road users to pass parked cars (but not vans or trucks). I believe you could theoretically reinstate parking at this point. However, the public perception appears to be that there is not enough space and as a result drivers commonly park their vehicles over the pavement. The issue here (as with the stretch between 41 and 51), is therefore with returning use of the pavement to pedestrians and educating road users to understand that they do not have the right to use the pavement for parking. |
| 4 | Neil | Smart | have some concerns | Would like to see the No Stopping lines extend up the western side of Rapaki Road from the bottom to approximately half way along 4 Rapaki Road. This would mean that cars are parked adjacent to the footpath, there is better visibility and the transition from one side of the road to the other as you are driving up or down is not so abrupt. This is especially so for the three cars shown parked at the top of the reserve on the Consultation Plan drawing. This is where the road narrows.   The other problem is backing out of garages when there are cars parked directly across the road. I have marked our garage in green. At present there are cars parked on both sides of the road outside 15 and 17 Rapaki Road and this appears to work OK. |
| 5 | Jacqui | Benter-Lynch | have some concerns | Thanks for the opportunity to respond - really appreciate it. I endorse the plan and appreciate the engagement opportunities. I just wonder if any resident car parks could be considered? While this wouldn't impact on us directly (as we have a long driveway) but I wonder about other residents without a garage not having anywhere to park. |
| 6 | David Cockeram & Liz Van Ekeris | None | have some concerns | Clearly restricting parking on Vernon Terrace and Rapaki Road will move vehicles to adjoin roads. We live at XXX Centaurus Road and are more than happy for those using Rapaki Tack to park outside and adjacent to our property, however we would appreciate Christchurch City Council assisting local residents in stopping fitness stair walkers, including organised groups and professional fitness trainers using the Glenelg Spur Steps (Private Residents only).  This will free up space on Centaurus Road and reduce the numerous dangerous manoeuvres and illegal parking on Centaurus Road. |
| 7 | Shelley | Harford | have some concerns | I still have concerns regarding the speed of traffic up and down Rapaki Road. I think traffic calming measures should be undertaken to ensure safety for all - this will help to reduce the speed of vehicular traffic and downhill cyclists. A speed limit of 30kph should included. Signs reminding people of the give way rules on a hill should also be installed. |
| 8 | Rebecca | Kilkelly | have some concerns | I do not support Vernon Terrace as being an alternative area to parking on Rapaki as follows: - If walkers are coming to walk, then they do not need to park as close as possible to Rapaki or any of the other tracks, they could park further away and get more exercise. - Vernon Terrace is a narrow street with lots of families and children living on it. - Centaurus Road and even Hillsborough Terrace are better options as they are wider streets. - The carpark shown outside No 39 is too close to where the road splits, if longer/wider vehicles park there, it provides limited access at that split. - Similarly, the carpark outside 53a is also in a difficult position, particularly given the need for large vehicles to get around the corner. - I would not wish to see any carparks advertised for use by walkers up the southern end of Vernon Terrace, it should be residents only. Already a large number of people cannot read the road signs and go up the street the wrong way, increased traffic would only exacerbate that problem. - In the latter part of Vernon Terrace from N0. 41/82 to the south, there are 20 primary school aged children, more traffic would be a risk to those children as they go about their daily travels to and from school. Regards Rebecca Kilkelly |
| 9 | Jane | Searle | have some concerns | I generally support the plan but have big concerns and I think that the council needs to take a much broader view of how to resolve the parking situation on Rapaki Rd, Vernon Tce, Centaurus Road and Aynsley Terrace than just reducing the number of car parks. These are my reasons; suggestions:-  1) People will still drive up Rapaki Road to look for a park - the proposal will not change that. 2) Because Rapaki Rd is a dead end, we get double the volume of traffic - when they drive up and then when they drive down. This is the same with Vernon Tce which is also a dead end. My point here is that these are residential streets that were not designed to take this amount of traffic. I have attached a photo of a situation that happened just over a week ago outside my house - a driver decided to turn around on Rapaki Rd because she'd driven up to get a park and saw that the road was in a traffic jam further up so couldn't go any further. She ended up nearly going over the side of the road down into my driveway.  3) For the reasons in #2 I think Rapaki Road should be designated residents only. 4) Because the proposal won't reduce the volume of traffic on Rapaki Rd the safety issues will not be resolved.  5) Signage should be put up informing people that there is a $65 fine for parking on a yellow line. This would deter most people. 6) The parking enforcement officers need to patrol hourly on the weekends. People will soon get the message if they're ticketed regularly. 6) There needs to be information either via signs and CCC website to educate people on where they can park, i.e spread it out over all other streets in the area, there's also a car park outside Opawa school that outside of school hours is empty. It's then a short walk along the river to bottom of Rapaki Rd. It isn't fair on the general public to not know where they can park. 7) Aynsley Terrace could be upgraded to provide off street parking beside the river. 8) There needs to be a toilet at the top of Rapaki Track - nothing to do with parking but as a result of the increased volume of people using the area there is now an issue with the amount of human excrement being encountered in the area. I caught a women excreting on Rodgers Track about 20 m down from Rapaki Track. She had gone to the toilet right beside the track and left it in full view along with toilet paper. I think there needs to be signage telling people it's not acceptable to go to the toilet in a place where the general public will come into contact with it. As a resident I am fed up with the traffic, the constant parking on the yellow lines, the people meandering their way up and down the hill in the middle of the road; their attitude when you ask them to move, the litter, the dog poo and even people stopping to pee against bushes. It has effects the quality of our lives and in the two years we have been at Rapaki Rd the volume of users has steadily grown so the situation is only going to get worse. |
| 10 | Christopher & Elaine | Harmer | have some concerns | We note that parking only on one side is what generally happens now, already; but our main concern is that the parking and turn-around at the top (entrance to the Reserve) is not big enough. So we believe there should be a plan to enlarge this area, as the popularity of the track, and the increase in population, can only put more and more pressure on it. This impacts on the residents, who have to compete with walkers for parks already as it is. Please consider enlarging the turn around or creating an alternative park for recreationalists; or else making "residents only" spaces. |
| 11 | Mrs Shirley Ellen | Lennon | have some concerns | 1. Remove the 'island' at the Vernon Terrace / Centaurus Road corner. This is a hazard for vehicles turning in to Vernon Terrace especially from the eastern direction. 2. Extend NP Zone to include No 42 Vernon Terrace to provide better visibility when approaching bend in the road. 3. Allow parking dispensation from No 41 - No 53A and No 82A - No 96 to enable residents to park vehicles 50/50 footpath and road. We realise this is illegal under general parking law but feel some leeway should be allowed in these circumstances. We have had very few problems with this parking system during the 43 years we have lived on Vernon Terrace. |
| 12 | Julie Anderson & Dave Gladwin |  | have some concerns | 1. No stopping at the beginning of the street is working well, extending this slightly further along is also a worthwhile suggestion as it tends to become very busy with people parking to walk up Rapaki. Of note there is ample parking along Centaurus Road opposite the south den? and further along which should be utilised as Centaurus Road is wide enough to accommodate this unlike Vernon and Rapaki. Can we encourage cars to park here? We live at 49 Vernon (in the one way). The road at present is not wide enough to park fully on the road, hence we tend to park partly on the footpath. It would be unfeasible to restrict parking along this strip as we need to be able to park outside our properties. Is there room for a couple of parking bays along this way for visitors? 2. As the street is very narrow we would like to see a 30 speed restriction for the length of the street. 3. Drivers tend to enter the one way part of the street at speed. It is on a slight incline and they put their foot down because of this speed humps would be a great deterrent at the beginning of the rise. 4. There needs to be clearer signage at the beginning of the one way to indicate it is 'one way'. There are quite a few motorists that visit the properties up the end of Vernon who turn around and drive out the way they come in. They don't appear to notice there is a horse shoe bend to negotiate and an exit this way. |
| 13 | Geoffrey | Heir | have some concerns | 1. Wwe agree with the changes to meet the objectives of this proposal.  2. We live at XX Rapaki Road and have no off street parking. In the last two years my car when parked on Rapaki road has been hit by other cars trying to park ; has caused considerable damage. Evidently you no longer own up to this damage rather you dispose of any damaged parts by dropping them down the bank in the hope the damage goes unnoticed.  3. The recommended changes to parking do not address the problem that the amount of parking does not meet the demand. Rather than increasing the amount of parking, the changes result in less parking. This just moves the parking problem to another area.  4. We will apply for residents parking outside our property when the number of parks is reduced, as in the weekend we can not use our cars because we will not get a park any where close to our residence.  5. We recommend that if additional parking can not be provided for the Rapaki track that the entrance for the track be moved to the Mount Vernon valley car park. This already has a track that meets up with the rapaki track. I have not seen this car park full ; it would appear additional parking could be added at this site.  6. Thank you for the opportunity for the drop in session at the scout den on Centaurus road. There is more than one scout den on this road. Please confirm that the one used is in Cashmere as this may increase the value of our property. We have lived here for more than 25 years but have never been advised it was Cashmere?  7. We obviously have a vested interest in your proposal so do not hesitate to contact us if we can be of further assistance. |
| 14 | Denise | Kennedy | have some concerns | I only have a potential issue if the parking is reduced to the extent you are planning. Will it put more pressure on surround streets? There is a real issue with traffic trying to negotiate mountain bikers every weekend who park cars around streets to access Rapaki track and cause motorists to have to avoid them trying to get across the path of oncoming cars and often 2 abreast to get up Rapaki Track. Traffic travels at speed coming down the hill at Centaurus Road to suddenly have people and cyclists all over the Vernon Road, and Aynsley Terrace is an accident waiting to happen! |
| 15 | Dana | Bottomley | have some concerns | There needs to be no parking on both sides of Vernon Terrace - right up to, or even past number 8 - we live at XX and the cars that come to use the cycle track, park very close to our driveway.  We cannot see if there is on coming traffic when we are trying to drive out of the driveway - also that part of the road is skinny, and needs to have no parking on both sides. The road is wider up further - better for parking. |
| 16 | John | Rhodes | have some concerns | We have been residents of Montgomery Terrace since 1969.  Rapaki Road and Montgomery terrace have changed from one car families and pedestrian access to present use. Parking must not be allowed in front of no 3a Rapaki road as it is too close to Centaurus road corner . Cars parked here make the turn into Rapaki road difficult especially when cars are also queued at the Stop Sign. The same applies to number 5.  No stopping as shown on your plans is supported as long as the lower section includes no 3a and at least half of no 5 |
| 17 | Pauline | Rhodes | have some concerns | Parking outside 3A Rapaki Rd is definitely problematic as it is too near the corner. In the past no one parked there. It makes a dangerous turn. Outside No 5 is less of a nuisance but given 2 way vehicles and many bikes now it too would be better to be No Parking. Resident since 1969 |
| 18 | Benjamin | King | have some concerns | We do generally support the plan in the fact that real safety issues are evident, access must be available to emergency vehicles and residents without restriction. Our view is that residents parking only is appropriate for the entire street. Residents are conscious of the issues the road faces and park appropriately. Significant introduction of the yellow lines will mean the parking positions that are left available on the street will make it even more difficult for residents to secure a park outside or close to their property due to users of the track. People wishing to use the track should be directed to park in more appropriate areas for access.   Specific to the immediate vicinity of our property at XX Rapaki road and the proposed plan to put yellow lines extending the entire property length will leave us with no street parking whatsoever. We feel this will significantly impact our situation when it comes to property value/potential resale in future. With no ability for family members or friends to park out side our property when visiting or when we need to switch our own vehicles on the very limited driveway. |
| 19 | Jo | Clarke | have some concerns | Our understanding of the parking problems and congestion on Rapaki Road, stem from the number of people wishing to park on Rapaki Road in order to access Rapaki Track. The Proposed No Stopping Restrictions Consultation Plan does not address this problem. It reduces the number of cars that can park on Rapaki Road but will not stop traffic moving up and down Rapaki Road looking for a park. Our suggestion would be to develop the land adjacent to the parking area at the top of Hillsborough Tce into a much larger parking area. There is a track already that leads from this parking area up to Rapaki Track, although it would probably need to be upgraded to cope with the increased amount of foot traffic. The Proposed No Stopping Restrictions Consultation Plan also penalises some of the residents on Rapaki Road, especially between 12 and 24 Rapaki Road, with no parking outside these properties. These residents have to park much further away from their properties, in a reduced number of parking spaces! In addition, should they require the services of tradespeople, delivery of goods, visitors etc. then how would this work if vehicles cannot park outside their properties? We generally support the proposal for parking on one side of the road (the right side of the road, going up the hill). We do not believe that the four parking spaces on the left hand side of Rapaki Road going uphill, outside 3A to 5, should exist as proposed however. This area of the road is often very congested and dangerous. If cyclists/cars are entering Rapaki Road from Centaurus Road and cyclists/cars are travelling down Rapaki Road toward Centaurus Road, it would be less hazardous if there were no parked cars in this vicinity.  We would support a plan that has parking only on the right hand side of the road going up Rapaki Road as generally proposed but believe parking should be continuous, allowing parking outside the properties 12- 24. In addition, we believe signage that displayed the courtesy rule 'give way to uphill traffic', would greatly improve the actions of both cars/cyclists, particularly at the Montgomery Terrace intersection. |
| 20 | Di | Hermansson | have some concerns | This is a problem residents have had for many years and its getting worse. Safety is compromised and motorists do dangerous actions due to frustration. Recreational users seems to have little or no consideration for residents. They just want free parking at our expense. It would make the world of difference if there were NO parks available up to No 12. Cars could at least enter and leave Vernon Terrace safely - although you are down to one lane wherever cars are allowed to park. Please consider what it would be like if this was your street - 365 days a year Thank you |
| 21 | Robert & Shirley | Thain | have some concerns | Our concerns are the cars in the street being very narrow. 1. Car park outside house No 4 2. Car park opposite house No 19 to close to corner 3. Car park outside 39 the parking being close to one way going around island, beginning of 4. Car park outside 53A, blocking the turning power to get around island. The main concern is to be able to have emergency services into the street. 5. Removal of the island at the entrance to Vernon Terrace as this is a danger to the traffic for all concerned. |
| 22 | Mara Apse & Rob Craigie |  | have some concerns | Stay Strong! This will work but it will need frequent monitoring. Some extra ideas: Signage at Rapaki Track entrance to say the area is patrolled and there is a $65 fine for illegal parking. Signage on Rapaki Road to say there is now limited parking and to suggest alternatives. Improve the ambiguous signage to Rapaki Track - many people think it refers to Vernon Terrace. |
| 23 | Brett | Ridley | have some concerns | What measures will be placed to ensure Hillsborough Terrace will not have to take additional on street parking because of any increased parking pressure/demand?  Hillsborough Terrace does take additional parking 'overload' when larger public events occur at the Mt Vernon Park area. |
| 24 | Susan | Pearson | have some concerns | Rapaki Road - Cyclist safety. I note that the proposed parking is on the downslope side of the road. Many cyclists use Rapaki Road. They ALL go up hill SLOWER than downhill. Parked cars are a hazard for cyclists. Drivers AND passengers open doors without due concern. YES if parking is on the other side it will be drivers opening on to the road i.e. every car BUT cyclists will be moving slowly and unlikely to be any fatal accidents (for the cyclists). Parking on the side proposed WILL result in a door opening and INJURING a cyclist sooner or later. I understand it does mean a potential increase to hazard for drivers. BUT all traffic coming uphill more under control I suggest. |
| 25 | Ian | Hermansson | have some concerns | As you will no doubt be aware from the previous submission, Vernon Tce residents are very concerned with the car parking situation caused by recreational users of the Rapaki track. After 4.30 pm on weekdays and most of the daytime weekend, non resident vehicles are parked on both sides of the road for up to 200m from Centaurus Road. This leaves very little room for normal through traffic and even less when people leave doors open, talk or dress in the middle of the road. Most of the time you cannot see if there is any oncoming traffic round the first bend, which makes it dangerous if you encounter a vehicle coming at you and you have nowhere to go to avoid them. Any emergency vehicles would struggle to get through, a fire truck probably wouldn't be able to get through at all.  With many EQC rebuilds and repairs happening in the last year plus the fibre rollout that commenced in the street a couple of months ago, the increased heavier vehicle traffic only exasperates the situation. Residents are worried that it's only a matter of time before there's an accident causing injury due to the current parking situation.  I think your suggestions would alleviate this to a certain degree but also believe that Rapaki track users would continue to park further and further into the street.  Perhaps the berm on the riverside of Aynsley Terrace could be developed for angle parking to ease some of the pressure. Also, people should be encouraged to use the parking at the reserve at the bottom of Hillsborough Terrace to also ease the situation.  I believe that both Rapaki Road and Vernon Terrace should be designated for residents and residents visitors parking only. I also believe the council should be doing more to encourage the cyclists to get more fresh air and exercise by biking to and from the track.  Hoping for a great outcome for local residents. |
| 26 | Emma | Riley | have some concerns | Allowing a vehicle to park outside 53A Vernon Terrace makes it very difficult to do a U turn around the end of the island currently especially when a large vehicle is parked there. Extend no parking beyond 53A |
| 27 | Kate | Hodgins | have some concerns | This does little to address speed of traffic. Rapaki Road is accessed by residents, recreational users, service staff etc and traffic speed is a hazard (including some bikes!). Parking - where will the users go? Two toilets for the whole area - yet Council are promoting the recreation values without providing facilities = issue for neighbourhood. People will still drive up Rapaki looking for parking. Can we encourage users to start their "fitness session" at the bottom of the hill? Many users are walking/biking/jogging/dog walking as part of "fitness regime". one idea is to create sign posts or markers every 1 km marking the 'Rapaki Route' (approx. 8 km return). Starting at the bottom of the hill - maybe near toilets and encouraging users to reach their goal of completing a full route up and down. |
| 28 | Charles | Thomas | have some concerns | As the need for this plan has demonstrated there is a need for this change. However, the problem is people parking whilst using the Port Hills tracks. I also use the tracks for walking and mountain biking. These tracks are a wonderful asset for Christchurch and in my time here I've seen more and more people using them. This will only increase along with the need for more parking. The CCC needs to provide more parks for cars not less. Can the CCC acquire the corner site of Centaurus Rd and Aynsley Tce or use some of Hanson Park? The problem will only get worse. |
| 29 | Noel | Cunningham | have some concerns | Refer enclosed/attached |
| 30 | Catherine | Fink | have some concerns | I agree that parking needs to be changed in Rapaki Rd and the plan to have designated parking on one side of the road makes good sense. This will ease congestion for residents and aid in smooth flow of traffic up and down Rapaki.  However I am VERY concerned that overflow parking will accumulate in Vernon Tce, making what was once a quite and peaceful street into a very busy and potentially dangerous place. I do not like the parking plan for Vernon Tce, it is haphazard. Designated parking, in parts of Vernon Tce is proposed on both sides of the street in places. This will make the road very narrow for residents coming and going, contributing to congestion and dangerous passing.  There are MANY families with young children in this street. Most of these families are active commuters and encourage children to ride bikes and walk for environmental and health reasons. I am very concerned for the wellbeing of young children on bikes and on foot if the proposed parking plan in Vernon Tce goes ahead. It will not take long for someone to be injured due to congested and increased and frequent traffic activity as a result of more people using Vernon The as a car park. I would like to see the overflow parking from Rapaki directed elsewhere as a first action. There is a car park in the Vernon Reserve that is never full, where traffic should be directed to. Also, there is some parking beside the river along Aynsley Tce which needs to be better utilised. It would need to be upgraded somewhat. Signage needs to be put up to direct people to these parking places as I can imagine many people are unaware of the very large parking lot in the Vernon Reserve. It would not hurt people to have to walk or ride a slightly longer distance to access Rapaki Track for their exercise, and they could also enjoy using the Vernon Valley track and Rogers track to get up to Rapaki. Maybe Rogers Track could be upgraded. Thanks |
| 31 | John | Fink | have some concerns | I fully support the principle that parking should only be allowed on one side of the street when the streets are too narrow for two cars to pass otherwise. The plan for Rapaki Rd seems sensible. All the parking on Rapaki is consistently on one side of the road, the side of the road that exits the street. For Vernon Terrace, this same principle should apply. The current plan of switching from one side of the road to the other is confusing and makes navigation for motorists, cyclists and pedestrians more complex and difficult. I would favour all parking on the side that exits the street also.   I also think that it is of great importance that better use is made of the parking area at Vernon Park at the end of Hillsborough Terrace. There should be signage from the beginning of Rapaki Rd and Vernon terrace directing visitors toward that parking option. Roger's track which links Vernon park to the beginning of Rapaki Track should be upgraded to provide an alternative walker-friendly option and make the best use of all of the available tracks and parking options. |
| 32 | Graham | Harrison | have some concerns | The proposed plan will possibly improve access for residents but does little to address traffic and parking issues for the multitude of walkers, runners and mountain bikers using Rapaki Track. There will be considerable overflow of traffic looking to park on Centaurus Road and Aynsley Terrace. I regularly walk up Rapaki Road to access the traffic. People parking up there have no respect for yellow lines now. What will change? |
| 33 | Rob | Ojala | have some concerns | Thank you for the opportunity to comment Wondering if you have information in your audit regarding the number of residents that have no off-street parking in the affected roads? - and whether this should lead to the need for a small number of residents only parks to cater for these (we don't need this per se). Thank you |
| 34 | Jeremy | Axelrad | have some concerns | I understand the frustrations and safety risks created by a significant influx of short term vehicles on a narrow road.   I am also aware that on the particular (narrow) roads identified in this proposal the large influx of vehicles and therefore risks are created by non-residents of the roads accessing the local recreational areas. These local recreational areas are predominantly used for walking, cycling, running type activities (fitness and/or strolling in the fresh air). The recreational areas are located on relatively steep terrain therefore are not used for simply sitting and enjoying the scenery but being active. If the people using this recreational space are active there is no reason they could not begin their activity from the bottom of Rapaki road (as I know many do).   I would propose to modify the proposal plan to either substitute the newly marked "Proposed No Stopping" areas as "Resident Parking Only" or re-zone all "Available Parking" as "Resident Parking Only". I do not believe the new proposal should reduce any street parking for existing residents as they are not the ones creating the increased risk.  I do believe a turning bay/drop off zone needs to be maintained (or even extended) at the top of Rapaki road.  For clarification I would also include that "Resident Parking Only" also includes contractors working on street properties and bona fide visitors. |
| 35 | Alexander | Harmer | have some concerns | Restricting parking is a good idea. Having lived on the road for one summer I can certainly see the chaos that inconsiderate people create, with their blind desperation and determination to park near the Rapaki Track.  However, parking preference still needs to be given to residents. My house is also a flat, and my tenants have four cars between them. If the council decreases the amount of parking, it will increase competition for the remaining free spaces, so where will my tenants park? My garage is small and the apron in front of it only holds two cars. Many of the residents of Rapaki Road have more than one car, some of which are permanently parked on the road. How will you ensure that they have continued access to their parks? |
| 36 | Grace | Sharp | have some concerns | This seems like only one half of a plan to improve safety on our streets. My question is where do you propose to absorb the displaced vehicles looking for parks for their Rapaki Track walks and BIKE RIDES.People will just cause the same narrow street problems in Hillsborough Terrace which has these problems already.Most times leaving or coming home we are dodging from side to side to let cars pass each other on Hillsborough Terrace. The Aynsley Terrace corner outside 79a is also very narrow and dangerous as car doors open and people take bikes and gear off their cars at that blind corner. The very problems that needs fixing in Rapaki /road and environs are just going to be pushed further out into the neighbourhood. It is my opinion that a designated carpark such as is hidden at the end of Hillsborough Terrace in the Mt Vernon track area, be built for the Rapaki Track. |
| 37 | Geoff | Bryant | have some concerns | As I stated in the november survey I agree that something needs to be done to reduce the road congestion on Rapaki rd but not at the expense the parking lay-bys on Centaurus being clogged up unless some sort of signage is put indicating for example "residence cars only" |
| 38 | Barbara | McKinnon | have some concerns | I feel to stop parking on both sides of the road is wonderful. One concern is that for us turning left out of our driveway with cars parked near the driveway it is very difficult to see what is coming because of this it would be better to have no parking on the lower side of the road at that point. We have to pull out onto the road which is unsafe if a car is coming along . They do drive quickly at times. The congestion is worse at our end as the bikers and walkers tend to park there. |
| 39 | stephen | beckingsale | have some concerns | Have noticed rapaki rd is getting more difficult to access mainly at the weekends, defineately more dangerous and nearly impossible to get a trailer parked outside my property on rapaki rd to remove rubbish. As this is the narrowest rd it needs to be dealt with sooner rather than later. I don,t think this will just move the problem to Vernon, aynesly tce etc. as these streets are wider and longer. All these fitness gurus could just add another 200metres onto their walk. problem solved |
| 40 | Renee | Nicholson | have some concerns | I feel that this plan does not actually solve the problem on Rapaki Rd. All it has done mainly is make parking on one side which is what most drivers do anyway. The problem is plain and simple, the road is not wide enough to have moving cars, walkers, cyclists and parked cars on it. Literally after nearly being side swiped by a cyclist yesterday, I feel that something needs to be done before someone is seriously injured or worse. In all honesty I am surprised that this walking track is provided without a car park to accommodiate users. In spite of this I am glad it is an issue that people have thought about and something is better than nothing. |
| 41 | Kenneth | Allen-Adams | do not support the plan | My comments, although general, are applied primarily to Vernon Tce. as I'm not very familliar with Rapaki Road. The proposed plan reduces the first third of Vernon Tce. to a one-way street, as has happenned when no stopping lines" were painted some years ago. At 6.6meters wide, there is simply not enough width for two-way traffic with any parked cars, even only on one side of the street. Academically, two-way may seem feasable, but in practice, it is not. This is daily observed fact. One only has to observe how the traffic currently behaves in such streets ( as also evident in Beckford Rd., Hawford Rd., parts of Ainsley Tce. etc.) to realise that most motorists are poor at estimating the left hand extent of their vehicle, and usually do not proceed if in doubt, even when there is room to do so. The sections of Vernon Tce currently showing no stopping lines have not been well planned, and should be removed in places; e.g. near the public toilets. There are areas where they should be included, and are not; e.g. both sides of each bend on both sides of the street. Such narrow "No Exit" streets should never have no stopping lines along significant parts of their length, even when they change sides: they should have sections with no stopping lines of 3 car lengths on BOTH sides at all bends, and of aprox. 4 car lengths periodically down straights. These areas provide safety on corners, and passing bays on straights. te rest of the street will accommodate parking on both sides with no practical impact on existing traffic flows. Already, progress down Vernon Tce. ( and the affore mentioned roads) is a matter of courtesy, and we depend on it. As most drivers do not understand that they should give way when the obstacle is on their side, the pattern that has established itself is to give way regardless. Unfortunately, the current "running the gambit" is exacerbated by long zones of parked cars with no relief continuing around bends. Frequently one has to "creep" around a bend, or swing to the wrong side of the road, in order to see if there is oncoming traffic before committing to the "narrows". I would also like to see the dangerous brick/curb intrusion into Vernon Tce. at Centaurus Rd. removed before there is a "tail ender" of someone turning left into Vernon Tce. It also induces Ainsley Tce traffic turning right, to think of Vernon Tce as being at a separate intersection. Thus, they turn right, in front of Centaurus Rd traffic, also turning right, even though tey are on a Stop Sign. Likewise, the island in Centaurus Rd, where traffic turning right into Vernon Tce. can force east bound Centaurus Rd traffic to stop if there are cyclists in the east bound lane (especially if two cars await turning). Also, the trees obscure vision of cyclists racing west down the hill, preventing a degree of manoeuver planning, slowing the turn, again. Thanks for this forum. |
| 42 | Lynda | Megson | do not support the plan | I know Rapaki Rd residents are concerned about inconsideration from some Rapaki track users and look forward to no parking areas, but I think this is rather short sighted. There must surely be a way for cyclists, walkers and residents to be accommodated. If large parts of Rapaki Rd have no parking permitted how will that affect residents and/or their visitors with limited mobility, poor health, the elderly, babies and very young children etc. Some people cannot walk long distances on the hills.  Could there be a trial of signage reminding track users to be mindful of residents access when parking ?   Regarding Vernon Tce I feel it is an overkill reaction to have the areas between numbers 39 and 53 and 100 back to 82 no parking zones. Although relatively narrow these areas are one way as it is and it is possible to safely pass a parked car. People seem to drive slowly in this part and as far as I know no one parks extra wide vehicles there. Again it is a question of accessibility for visitors as well as residents. This area doesn't seem to be used by Vernon Park and Rapaki track users to my knowledge, as is the case in Rapaki Rd.  I am not at all keen to see the proposed extra restriction on the Centaurus end of Vernon Tce. Yes, our street is narrow, but even in these times of increased vehicular traffic due to quake repairs etc, with people using common sense and careful driving, as most do, it is possible to accommodate visitors, those needing to use the public toilets and the swap and share in the old bus shelter without major problems..... in my experience.  How about getting rid of that hulking great island thing down by the bus shelter. It just seems a danger to me. Surely the intersection is dangerous enough as it is. Narrowing it down with hard materials seems draconian and more dangerous. Now that the bus no longer uses this area, what purpose does this island serve? Thanks for the opportunity to contribute to the discussion. |
| 43 | Prue | Owers | do not support the plan | The proposal of yellow lines will help as at the moment cars are parking everywhere and at times it is hard to even get in and out of our own street. People also unload their vehicles and bikes onto the road with no consideration for anyone else. For the residents this is incredibly frustrating and is not how our street was when we purchased in the area. We bought in the area as a nice quiet safe area but it is no longer the same and some residents are talking about wanting to sell and move elsewhere due the traffic and inundation of people.  The main issue here is parking and this has not been addressed in this proposal. Where should these people park? Not in the 2 streets that are not designed for this amount of traffic. Both Rapaki and Vernon Tce are narrow no exit streets so in essence we are getting the traffic twice as most of the vehicles travel the length of the road to turn around.   Signed parking would be more practical in wider streets or establish a parking area in Hansen park and the gobi blocks down the side of Aynsley terrace where there are plenty of exit streets.  The one way round about at the end of Vernon is becoming dangerous with the amount of cars using it as most vehicles travel the length of Vernon Tce to turn. This is a narrow area and not designed for constant traffic. If a child or pet ran into the street there is no where to go to avoid an accident. This area would be a lot safer if it was residents cars only and signposted for No through traffic.  The proposed yellow lines for this area outside 41-53 would make parking very difficult for the residents of this one way section as some of these properties have no drive on access and no where else to park.  The proposed yellow lines outside 30 Vernon are a good idea but these lines need to be extended to include the entire corner from 28 to 42. If any vehicle is parked on or near the corner vehicles leaving the street cross into the opposite lane to go round the corner(most do not slow down) This happens constantly and someone is going to be taken out on this corner if it doesn't improve. One of the local boys was soo close to being hit recently. I have attached your plan with additional lines drawn to show.  Also promoting parking on Rapaki and Vernon, along with the issues outlined above, is making the intersection with Centaurus Rd worse. This intersection has drivers confused at the best of times with the number of roads and difficult sightlines and constantly people pull out when they shouldn't. The extra traffic turning into Rapaki and Vernon is making the situation more dangerous. |
| 44 | Greg | Dixon | do not support the plan | I like the general idea of looking at the safety of the street and the proposed yellow lines so the road can be accessed easier than at present.  The problem of parking has still not been addressed for park and track users. We are getting a monumental increase in traffic and parking(increasing all the time), in a street that is not designed for this amount of traffic. Both Vernon and Rapaki are both no exit streets so we effectively get the traffic twice(double the volume) as they travel the length of the road to turn around. There has been 2 occasions that we know of in Vernon Tce that have put lives at risk! Also the locals who live in the area and bought in this area because of its atmosphere and quiet neighbourhood and community are getting fed up with this issue and have talked of selling up and moving. We should not need to do this.  There needs to be a facility provided for parking in a designated safe area for parking, not in a residential street that is not designed to take this traffic.   I have attached scan of the corner outside 28/42 Vernon Tce, which is extremely unsafe if any vehicles are parked on or near the corner. If any vehicle/s are parked on or near the corner any traffic exiting the street immediately cross into the opposite lane, without slowing, whether they can see around the corner or not! and we see this every day! We have extended the yellow lines on the map to indicate a safer solution(attached)  With the extra traffic parking in Rapaki and Vernon the intersection of these roads and Centaurus/Aynsley Tce is getting more dangerous. this has always been a very tricky intersection. Frequently drivers pull out in front of other cars and cyclists to get across into Rapaki and Vernon. Parking needs to be provided elsewhere and not in these 2 streets.  The narrow one way loop at the end of Vernon terrace has proposed yellow lines. This is not feasible esp on the uphill side as some of these properties have no drive or parking elsewhere. Perhaps a better idea is to sign this area as no Through traffic and residents vehicles only. This area is narrow and non residents seem to use inappropriate speeds thro there. This was always a very safe area for children but now with the increased traffic and it being so narrow it can be quite dangerous. |
| 45 | Colin | Mackie | do not support the plan | What you are achieving is to take the parking away from nominated streets and pushing it into, in my case, Hillsborough Terrace and other streets. It is already happening with the current restrictions on Rapaki Road and will now get worse. On Saturdays ; Sundays, Hillsborough Terrace has been reduced in places to one lane, due to parking. The Council owns Montgomery Spur so develop a large parking area in it. You say you did a parking review of Hillsborough Terrace. We saw and talked to no one about this and have been here for 34 years. I would have expected the courtesy of a call. |
| 46 | Jono | Berry | do not support the plan | As a property owner in Erewhon Terrace, I strongly oppose the proposed plan due to the removal of all on street parking around my property.  The proposed plan would make it very difficult for visitors and tradesman to visit/service my property. The proposed plan would make the my nearest on street park outside 12 Rapaki road, approx. 160m away. However, due to the proposed lack of on street parking, it would be very unlikely this park would be available, or any others in Rapaki Road. It is more likely, the nearest park would be on Centaurus Road, approx. 500m away. This would not be acceptable.  I would propose the Council does not remove the three parking spaces at the start of Erewhon Tce. If the Council is concerned there is not enough room for them, the road should be widened to ensure there is enough room. |
| 47 | Colin | Gladstone | do not support the plan | In regard to the proposed parking restriction for Rapaki Road and surrounding area. Firstly, Rapaki Road residents having been suffering extreme inconvenience (particularly those on the down side of the road from 2 to 22) now for many years as the popularity of the Rapaki track has increased exponentially. This is to the extent now that on summer evenings and weekends I and my family have been unable to get our car into or off our driveway on numerous occasions. We are at times left feeling trapped in our property or concerned at not being able to get back in once we go out. In addition, I have had my car hit and damaged twice this year already as pedestrians, bikers and cars play Russian roulette.  The Rapaki Track has become a hugely popular recreation resource for the CCC but it is the residents of Rapaki Road who have to suffer the consequences. Why should we have to suffer while the CCC gets away with a hugely popular resource for the city population that costs them little apart from some maintenance? In my view, the CCC has been abdicating its responsibility for the consequences of the Rapaki Track difficulties for residents on Rapaki Road. There aren't even sufficient bins for rubbish and dog excrement and we have to contend with other people's rubbish and their dog excrement put in our bins instead! This situation is simply not good enough and the CCC response has been slow and laboured relying on the usual excuse of wider 'consultation' to drag the process out! The current proposals do nothing to alleviate parking and health and safety issues for Rapaki Road residents. It will only increase them with fewer parking spots being fought over by residents and recreation users. The key point for this whole issue is that it would make sense from a health and safety as well as a parking position to stop people, OTHER THAN RESIDENTS from using Rapaki Road for parking. Install residents only parking with provision for resident visitors and you would solve the problems overnight. The excuse that it would pass the problem to other roads does not hold true, there are easy alternatives. Signs need to be installed at the bottom of Rapaki Road advising users of the Rapaki Track that there is no parking there and that Hanson's Park car park is the CCC directed alternative. If required the CCC can extend this parking facility. A little leadership is required by the CCC to direct track users, not an abdication of responsibility. Having talked with countless Rapaki Track users over the years after they have parked blocking me in, the evidence is clear, they overwhelmingly just DO NOT THINK when they park poorly. They need guidance and direction to a more suitable area for parking i.e. Hanson's Park. Please understand that just putting more no parking lines on Rapaki Road will INCREASE issues for residents NOT DECREASE problems. Importantly, it will also increase health and safety concerns. Widening the consultation area to include other roads is fine but misses the key point that for example Vernon Terrace is a completely different issue to Rapaki Road. It is Rapaki Road that has the walkers and bikers going up the road with the end only of Vernon Terrace used for parking, mostly where there are very few houses impacted. Centaurus is a wide road with parking fairly reasonable for some bikers and walkers as is Aynsley Terrace with its off road/on-grass parking. Advising track users, they should park at Hanson's Park would alleviate the current difficulties! It still amazes me, as a Rapaki Track user myself, that people who are supposedly out for exercise can't be bothered to walk or bike a short distance more! |
| 48 | Edith and Barrie | Eaton | do not support the plan | Please see attached submission.  This is a joint submission from husband and wife so cannot select a single gender. |
| 49 | Richard | Copeland | do not support the plan | I think it is great that so many are using the Rapaki track! However while I think something needs to be done for those living on Vernon I don't believe the solution as proposed is safe. I took some photos (attached + I have more) that show a typical 12:30pm on a Saturday outside 71 Aynsley and around the foot bridge. There are a number of issues identified by these photos;  1) there are cars already parked in designated no parking zones and on the river bank,  1.1) this parking weakens an already deteriorating river bank and  1.2) creates a pedestrian danger because of the narrowing road and poor visibility with these cars there for those accessing the foot bridge.  2) with cars on both sides of the road two cars can barely get through,  2.1) and no bikes could!  3) cars are parked outside 69 on the corner because of congestion and that is really dangerous as vehicles come around there quite fast and it is a blind corner,  4) home owners have real risks backing out of properties there even without the parked cars,  5) there was no sport on at Hansens Park that day and there is normally parked vehicles and kids/parents galore when there is.   All these issues will become even worse if the proposal is implemented. It will drive even more traffic down into this area. It will become highly dangerous and unsafe for pedestrians and bikers and it will worsen the deterioration of the river bank (making the road narrower than it is now and with a very unsafe verge for people to walk along).  So is it possible to try and find an alternative? Here are some ideas: 1) Is there enough room at the top of Aynsley Tce (where it meets with Centaurus Road) to place designated angle parking on the west side for example,  2) could you put some bollards along that designated no parking zone to the north of the foot bridge on the river side to keep cars off that edge to help prevent bank deterioration and improve safety for bikes/pedestrians coming on and off that foot bridge,  3) Could the foot bridge be widened to encourage bikers and walkers to use existing parking in Hansens and Louisson and Riverlaw,  4) What about making some of King George V Reserve a parking space (Hansens is just over the river in terms of having a park...). I would like to say thanks for the opportunity to respond. |
| 50 | Zach | Hill | do not support the plan | This proposal pushes a problem for one area into another area. Or rather, it makes the problem on our street (Vernon Tce) even worse. Vernon Tce is a quiet residential cul de sac, but it is coming under increased pressure from recreational traffic. There has been road rage, people arguing in the street, u-turns right in front of pedestrians, people parking on the footpath. It's dangerous! It's not appropriate for a narrow residential cul de sac like Vernon Tce to become a default car park for Rapaki Road. Recently we have had several thefts and break-ins in the street, and some residents believe this is related to the increasing number of people coming and going. I support the CCC looking at alternative parking options, and suggest an upgrade to Hansen Park car park, and/or angle parking along Aynsley Terrace (which is usually very muddy, not well used, and could do with some improvement). Thanks |
| 51 | Peter & Catherine | Sullivan | do not support the plan | We don't want to be moaners, however there is no other option. The proposed parking restrictions for us an adult family of 4 will without doubt make the situation up here even worse. The car parking spaces remaining under your proposal will be in huge demand from the public. This is a unique situation up here and for those of us who don't have drive on access it is a nightmare to be able to find a park outside our own home. Forget about friends or family visiting as there is nowhere for them to park!!  As the weather is now warming up it is already kaos up here. Over the weekend the road was at capacity all because the so called fitness freaks have to get as close as possible to the start of the track. My wife went to work this morning (Saturday) her carpark was gone within minutes and if I was to leave as well we would not be able to park outside our home until after dark, when the street clears out.   This is ridiculous and very unfair situation for us and other residents to have to put up with, it is very stressful and makes you feel like a prisoner in your own home.  The only solution to all of this is to have "Residents Only" parking. We have seen this done in Sydney at a popular beach and picnic area and it works. The public still go there in large numbers, they just have to walk a little bit further.  Finally the argument that if we do this it just puts other areas under pressure is not a valid one as I have said earlier this is a complex situation up here on Rapaki Road, especially for those of us who don't have off street parking, where as surrounding streets all have their own driveways to park on and the roads are for wider and don't have the track at the end of them. Your serious consideration in this matter would be appreciated Yours sincerely. |
| 52 | Neil | Charters | do not support the plan | Thank you for considering the parking needs in the neighbourhood, and particularly for expanding the scope of the study beyond just Rapaki Road. It was, however, a little disappointing to see a consultation document that only presents 1 option. The current parking arrangement isn't great, but it does function well enough in all but sunny weekend mornings. To me, there are a few key things to consider:  1. The ability of residents to park near to their homes. This is particularly important for Rapaki Road as many of the houses do not have garages or off street parking.   2. The ability for tradies to park outside their work sites. A lot of work is still occurring in this area following the earthquakes. Bear in mind that the peak tradie time is during the day, at which time there are very few recreational users.   3. Access for all to enjoy the Port Hills, and protecting this into the future as the population of Christchurch grows, and particularly, as development of the Montgomery Spur reserve attracts more people to this particular area.   I do not think the proposed solution addresses these needs because it will not allow residents or tradies to park outside their houses/sites, even when the street is quiet. Just because there are short periods of congestion, it does not warrant the inconvenience for the remainder of the time. For the majority of any given day, there is very little parking congestion on Rapaki Road - this only happens on sunny (weekend) days mid morning to mid afternoon at the most. During the working week and in less than perfect weather, the congestion just is not there. For the majority of the time, it is residents and their visitors parking on the street and traffic flow and manoeuvrability is fine. Why therefore increase the no parking zones and prevent residents from being able to park on the street when there is no congestion? It seems to me that there are two obvious alternatives not presented in this consultation document:  1. Residents only parking, so that residents can use the street for all those normal quiet times, but then avoid congestion on the sunny weekend periods by requiring people who are going for a walk up the hill to park at the bottom and walk up the hill an extra 5 minutes.  2. Provide carparking facilities for recreational users at the bottom of the hill, in areas away from houses, and sign these well (for inancestCar Park for Rapaki Track. Please do not use Rapaki Roadâ€). There are two areas in which this would be available: the northern end of Vernon Terrace, before the houses start, and alongside the river on Aynsley Terrace. Further afield, the Farm Track carpark at the end of Hillsborough Terrace may also be incorporated into the parking system. Given that most recreational users park on Rapaki Road and walk up the hill, it hardly seems inappropriate to request they park at the bottom of the hill and walk an extra 5 minutes up. Some form of island crossing may be required to allow safe crossing of Centaurus Road (no traffic lights, please- they would be an inconvenience at all times other than the most busy).   Regarding the proposed no parking zones at the northern end of Vernon Terrace - it does not seem intuitive to place no parking lines in the first segment on the east side of the street, then on the west side, then back to the east side of the street over such a short distance. Could this cause unnecessary congestion if cars come from opposing ends and have to pass, as the bend in the road with parked cars may affect visibility for these two cars?  So in summary, I do not support the current proposal as I do not think it is a plan for the long term and unnecessarily blocks residents and tradespeople from using on street parking, as there are not congestion issues for the majority of the day/week. Council should look at residents only parking instead. I would prefer the Council to not implement the proposed no parking zones if residents only parking is not to be done (i.e. if not implementing residents only parking, please leave the parking as is). |
| 53 | Frances | Charters | do not support the plan | I do think something needs to change with regards to parking in these streets, but do not believe that the proposed option is a satisfactory resolution. I do not believe that because there are temporary periods in a day where people are trying to access Rapaki Road to park while they go for a walk up Rapaki Track, that a 'no parking at all times' approach is appropriate. For the majority of any given day, there is very little parking congestion on Rapaki Road - this only happens on sunny (weekend) days mid morning to mid afternoon at the most. During the working week and in less than perfect weather, the congestion just is not there. For the majority of the time, it is residents and their visitors parking on the street and traffic flow and manoeuvrability is fine. Why therefore increase the no parking zones and prevent residents from being able to park on the street when there is no congestion? The obvious alternative not presented in this consultation document is 'residents only' parking, so that residents can use the street for all those normal quiet times, but then avoid congestion on the sunny weekend periods be requiring people who are going for a walk up the hill to park at the bottom and walk up the hill an extra 5 minutes. A further effect of implementing no parking is that there is still a lot of earthquake rebuilding and renovation work going on in this area (up Rapaki Road, Erewhon Terrace, Montgomery Terrace) and the no parking approach would prevent tradespeople from being able to park their work vehicles at their worksite and move gear and equipment readily to and from their worksite. Many houses, due to the nature of the hills, do not have extensive on site parking that can be used and so tradespeople park in the streets. As this is during the quiet work day, this does not cause a congestion issue. The Council needs to consider this impact and needs to support the rebuild/recovery process for local residents by enabling tradespeople to access their worksites easily with their tools and equipment. Coming back to the suggestion of 'residents only' parking such that people going for a hill walk would have to park at the bottom of the hill and walk up - Council do not appear to be addressing the issue of providing more comprehensive approach to parking for these people. The Rapaki Track is a fantastic recreational asset for our City and Council should support this for the long term by creating a parking area at the base of the hill. Imposing no parking zones or residents only parking without providing a reasonable public parking area will only push out the parking congestion issue further along Vernon Terrace, Aynsley Terrace, Centaurus Road, Hillsborough Terrace etc. I would also expect with a Council consultation document that more than option is presented. I was disappointed that while the leaflet said 'Feedback received demonstrated that a wider study area needed to be investigated to truly understand the dynamics of parking within this vicinity', a single black-and-white suggestion has been presented that doesn't seem to acknowledge parking dynamics in the area. Regarding the proposed no parking zones at the northern end of Vernon Terrace - it does not seem intuitive to place no parking lines in the first segment on the east side of the street, then on the west side, then back to the east side of the street over such a short distance. Could this cause unnecessary congestion if cars come from opposing ends and have to pass, as the bend in the road with parked cars may affect visibility for these two cars? So in summary, I do not support the current proposal as I do not think it is a plan for the long term and unnecessarily blocks residents and tradespeople from using on street parking, as there is not congestion issues for the majority of the day/week. Council should look at residents only parking instead. I would prefer the Council to not implement the proposed no parking zones if residents only parking is not to be done (i.e. if not implementing residents only parking, please leave the parking as is). |
| 54 | Richard | Entwistle | do not support the plan | 1. No attempt has been made to provide alternative parking to serve a substantial recreational area. (Access to the Hills) 2. "Living Street" parking on Aynsley Tce has not been maintained and is a complete mess as a consequence 3. Most of the proposed restrictions reflect common sense - but blanket enforcement prevents use at the margins by small cars. Where a Holden Barina would be ok, a Land Cruiser might not for example. |
| 55 | Nicky | Page | do not support the plan | Hi there,  Creating no parking zones is not addressing the problem which is a lack of parking for recreation on Rapaki.  It is just pushing the problem further down Centaurus Road and Hillsborough Tce.  This needs a proper parking solution with car parking available for bikers and walkers- Rapaki, Vernon, Hillsborough were not designed for this volume of traffic.  Thanks |
| 56 | John | Garlick | do not support the plan | This is not a solution to the parking problems .All this will do in typical Christchurch city council fashion is to shift the problem to other streets close by. The council caused this problem in the first place by upgrading Rapaki Track then advertising it as a great walking track without thinking about increased traffic ,parking,toilets rubbish etc. If the general public wanted to build a venue that would attract over a quarter of a million visitors a year they would be required to apply for a consent and provide parking ,Toilets Disabled access not to mention the health and safety elements It would be interesting to know if what the council has done is even legal. What is required here is a parking area at the bottom of Rapaki rd or in Hansons park. |
| 57 | Mike | Smith | support the plan | We are happy with the proposed plan. We would recommend the use of hockey stick markings to define the parking spaces as we believe encroachment of the yellow lines is still likely. |
| 58 | Angela | McDonnell | support the plan | Hi I submitted on this earlier but am not sure if I raised the following area of concern.  Cyclists coming down hill often speed and when there are cars ascending Rapaki Road, parked cars and cyclists coming downhill there is the potential for conflict. I fully support the no parking areas as this allows an escape area albeit marginal for parties to possible avoid conflict. However I do have concerns if there are residents who have no off-street parking? If so can there be parking permission for a section for those residents?  Additionally: 1) I would like to see signage at the top and bottom of Rapaki road to reinforce the 'give way to uphill traffic ' rule 2) I think the speed limit on Rapaki Road should be reduced to 30kmph |
| 59 | Mike | Kemp | support the plan | I support the plan. In particular the parking limitations in the one-way section are absolutely required and I have been trying to support this change for some time. There is not room to safely park along this section, and drivers are illegally and inconsiderately parking partly on the pavement which then sometimes forces walkers, including school children into the street in order to pass. At times, significant works at the many properties along this stretch has led to contra-flow on the one way, often without any traffic management. The need for this is greatly reduced if this stretch of road is kept free of parked vehicles. I support the plan in the strongest possible terms. I do wish to record a request to consider an enhancement to the plan: Remove the parking provision on the street outside #42 Vernon Terrace. The corner at numbers 17 / 30 is quite dangerous as is. I have had three incidents at this location in the 13 years I have lived here. The first was a dismount from motorcycle on hitting black ice - this was due to a divot in the road surface on the Northbound side at this corner. I was lucky not to collide with parked vehicles. The divot remains and has been made worse with the recent temporary resurfacing, which was done by applying new chip. Incidentally, the loose chip was never properly cleared away and much remains. The second was a side impact to my car travelling North, from a driver exiting a driveway on this section of road - this was due to their distraction and limited visibility with parked cars on the corner. The third was a conflict with another resident travelling North in the Southbound lane on this corner. I was travelling home, Southbound by motorcycle and was confronted by a vehicle entering my lane and refusing to stop. This corner is compromised at present by the parking outside number 42. This forces Northbound traffic to enter the Southbound lane before the corner. This leads to the line of sight to oncoming traffic being foreshortened, thus reducing the safety buffer. From my rough calculations, with the parking at #42 as is, if opposing vehicles are both travelling at 40 kph or over, there is a high likelihood of impact. Removing the parking provision at #42 allows Northbound traffic to remain in lane, thus keeping a longer view through the curve, and even if a lane needs to be shared due to other parking provision, this has still increased safety by extending the line of sight and allowing more time for both vehicles to stop or move back into lane. There are three approaches to the traffic control on this curve that I can see: (1) Prohibit parking all the way around the corner on both sides, from perhaps 30 metres each side of the apex. This would be the safest but perhaps contentious in terms of lost parking (2) Allow parking on the Northbound lane, forcing traffic in both directions to share some of the Southbound lane - this is the proposal but limits the line of sight around the curve (3) Allow parking on the Southbound lane, forcing traffic in both directions to share some of the Northbound lane - this is preferable to (2) since it will typically lengthen the line of sight around the curve and increase the safety buffer I'd also support (1) but do not expect it to be popular and so advocate for (3) There is another local safety issue which you may not be aware of - which also may be worth considering. Vehicles from #17 have been frequently observed to reverse into the street from their driveway. (I would always advise anyone to reverse in and drive out forwards). The location of this driveway on an occluded curve (there is a garage and some vegetation right on that corner) means that their reversing out into the flow of traffic in this compressed traffic situation could be taken into account.  I am generally concerned that the proposal could be stymied by submitters campaigning based on personal amenity, rather than safety.  I have observed that almost all properties on Vernon Terrace have one or more off-street parking spaces or garages. At times when walking and cycling activities are not bringing many visitors to the street, it is clear that there is plenty of room for anyone caught short, or for private visitors to park somewhere in the street - very few need to. I would not accept that adding the proposed restrictions for safety reasons should be countered by such personal amenity issues. I accept that amenity is a valid part of the whole, but in this case, in this street, with plenty of off-street parking, those that wish to fill their garages and demand that they be able to park on the street where it is unsafe to do so, or who own so many vehicles that they demand the same, or perhaps who are not prepared to walk 20 metres from a safe parking spot - should not sway the board against implementing this scheme, which is for all residents and visitors' safety not for the personal amenity concerns of a few.   I sincerely hope the board focuses on safety and accepts the plan for the benefit of the community. |
| 60 | Martin | Gardner | support the plan |  |
| 61 | Ian | Reddington | support the plan | I would also submit that a 30 kmp speed limit is introduced to keep cars and especially cyclists to a safe speed.  Also for easier driving signs should be strategically placed to indicate that cars travelling UP Rapaki Road have right of way. |
| 62 | Ceisha | Poirot | support the plan | Parking has been an issue in this area since I've moved here so support the proposal. I suggest parking signage might be useful.  I also think some development of parking along the river on Aynsley Terrace should be explored. At the moment, the river side of the road is mud and grass. If parking was created along this stretch of road, it may reduce the congestion and replace the parking that is removed by the proposed road marking. It will also make this area clean and tidy as right now it's just muddy and there is no curbing. |
| 63 | Simon, Matthew & Joan | Hume | support the plan | A very good plan!! Safety wise this plan gets an A+ from residents. |
| 64 | Ren & Judy | Andrews | support the plan | If this proposal goes ahead it would be so much safer to negotiate the narrow ends/parts of Vernon Terrace and Rapaki Road.  Weekends are especially difficult to negotiate when vehicles have parked on both sides of the road. Emergency vehicles would NOT be able to get through!! |
| 65 | Greg Bristow & Josie Boland |  | support the plan | Support for safety reasons. Area needs to have less vehical traffic given the very high foot/cycle traffic. |
| 66 | Margaret | Snowdon | support the plan | I will abide by whatever seems sensible in this matter |
| 67 | Rachel | Brown | support the plan | Need to be enforced regularly to make it work |
| 68 | Rochelle | Kingi | support the plan |  |
| 69 | Helen | Caley | support the plan | The plan makes sense to improve access, it seems very dangerous for cyclists on Rapaki Rd at the moment. I'd just like to note that you haven't shown our driveway on the property we own at XX Vernon Terrace so you actually have one less park than you have shown on the plans. Our driveway will be on the western side of our property. Thank you |
| 70 | Matt | Parkes | support the plan | Looks like a reasonable compromise. |
| 71 | Kay | Robertson | support the plan | I think this is a good solution. Parking will be on one side on narrow roads and allowed on both sides where the roads are wide enough. Room for cyclists is also important on Rapaki, so restricting the parking to one side will help make this safer for them. |
| 72 | Jenny | Wilson | support the plan |  |
| 73 | Sue Hely & Doug Forster |  | support the plan | This needs doing, a good plan |
| 74 | Brenda | Parlane | support the plan | Rapaki Road should be parking for residents ONLY! It is a very narrow street and often people heading to Rapaki Track speed up there trying to get a park at the very top of Rapaki Road. I walk the Rapaki Track 5 mornings a week, I now never venture up there in the weekends. I walk from home and have been encountered with cyclists on the footpath on Rapaki Road several times. They claim it is safer for them than the road, unfortunately a very typical attitude of a lot of cyclists. Too bad about pedestrians! I feel very sorry for the residents on Rapaki Road as the volume of cars are up there on the weekend is horrendous and very disruptive. Not to mention safety. |
| 75 | Ann-Marie | Mulligan | support the plan | The location of the no stopping lines have been well thought through, thank you. |
| 76 | Diane | Page | support the plan | I think it is a really good idea to restrict parking in the narrow streets leading up to Rapaki track. The biggest risk to pedestrians is the quantity and speed of cars traveling up and down |
| 77 | Richard | Dove | support the plan | I have lived on Rapaki Rd for 10 years and continue to run and ride in the area regularly. I support the proposal as a major safety improvement in the area. Further I suggest posting a 30km/hr speed limit on Rapaki Rd. This is the default speed already but a posted speed sign would reinforce this. |
| 78 | Richard | Boon | support the plan |  |
| 79 | Warrick | Mason | support the plan | Good idea, extending it eastward up Centaurus Rd would be great as well |
| 80 | Jamie | Richardson | support the plan |  |
| 81 | jacquelyn | greenbank | support the plan | i support the parking restrictions on Rapaki rd and Vernon tce.  I would like to suggest that you could make the car park at vernon farm park ( end of hillsborough tce) more secure maybe with a camera as Ive noticed that its not used to its full potential - they mostly park outside our house(s). I can only imagine that its cause they think its unsafe, it seems like a total waste of carpark when it could be planted out. Also, opening up the albert tce to make a car park at the end of the street |
| 82 | Angela | McDonnell | support the plan |  |
| 83 | Eliot | Blennerrhassett | support the plan | See the feedback I gave on previous consultations on this matter. |
| 84 | Richard | Houghton | support the plan |  |
| 85 | merrett | smith | support the plan | much better - good use of surveys! |
| 86 | N | Knight |  | The purpose of this exercise I thought was to restrict the Rapaki Track users, especially bikers from parking and blocking Vernon Tce and Rapaki Road. This plan seems to have the result of making parking for residents of both streets even more restricted. There is more than adequate parking that could be made available for track users on the river side of Aynsley Terrace. Do not punish the residents by way of this plan. More thought needed by CCC |
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