

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments - please be as specific as possible to help us understand your views	Project team comments
8234	Allan Jackson	have some concerns	Magan Motors	<p>Thank you for the opportunity to submit feedback regarding the improvements to Palmers Rd. We are an Automotive Repair business which has been well established in the community for over 53 years. We have a large client base and therefore require an adequate amount of on street parking for vehicles such as trailers and caravans.</p> <p>We would be unable to support having a grass berm and shrub/trees outside the premises as access and visibility are important factors. Having the road narrowed near to our premises would also hinder access in and out of the business as well as parking issues.</p> <p>We do support the improvements to Palmers Rd to slow traffic, make it pedestrian friendly and to beautify the street. However, we would appreciate the Council acknowledging our concerns re road width and on street parking.</p>	<p>Thank you for your submission.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. The reduced roadway width will help to improve safety by moderating vehicle speeds along the road, which is supported by many residents. Whilst the removal of a small amount of on-street parking is necessary, the proposed 9.0m roadway will still allow for parking on both sides of the road and at the same time still provide for low-speed passing opportunities for smaller vehicles even between vehicles parked on both sides of the road. Passing opportunities for larger vehicles remain in many locations along the road where there is no parking present (eg at driveways). The width of your access and vehicle crossing can be reviewed to ensure that vehicle manoeuvres to, from and within your property are not compromised.</p>
8156	GR & AI McKenzie	support the plan		<p>Palmers Road has been overlooked ever since the earthquakes in 2011.</p> <p>Having lived in the road for 50+ plus years what is proposed would be wonderful for the street.</p> <p>The sooner the better. Rates are increasing but everything else stays the same including Palmers Road!</p>	<p>Thank you for your submission.</p>
7940	Edwin & Derryle Woodward	have some concerns		<ol style="list-style-type: none"> 1. Concerned about height of trees being planted outside our house or undermining of footpath from roots of same tree(s). 2. Do not wish for road to be narrowed in places, to any more than its current width because parking is often at a premium due to number of rental properties near our house 	<p>Thank you for your submission.</p> <ol style="list-style-type: none"> 1. <i>Fraxinus ornus</i> is a small tree and will not cause any shading issues. We will install tree root barriers where there is potential for root damage to paths and services. 2. On-street parking needs to be removed to allow safe operation of the traffic calming chicane. <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. Whilst the removal of a small amount of on-street parking is necessary, the proposed 9.0m roadway will still allow for parking on both sides of the road in most places.</p>

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7939	Dorothy Cunningham	have some concerns		<p>I have no off street parking available at my property. My driveway is shared by four houses so I cannot use the drive to park. I am [REDACTED] and have limited mobility. I need my family to be able to park directly outside my house.</p> <p>I also have someone who comes to mow my lawns and do my garden. They and other trades people need to be able to park on the road outside. I suggest moving the no parking area to either [REDACTED] Palmers Road or the other direction [REDACTED].</p> <p>Thank you, Dorothy Cunningham</p>	<p>Thank you for your submission.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. Positioning of the proposed slow points has been based on the need to provide appropriate and reasonably consistent spacing between the treatments (necessary for their effectiveness) and also in consideration of property accesses. The ideal chicane position is outside No96, however this could be located outside No98 with no effect to vehicle speeds. Relocation of the chicane to outside No86 is not viable due to spacing of driveway locations, and outside No100 is not viable due to spacing.</p>
7913	Maurice Beckers	have some concerns		<p>Could you put in more than the 4 proposed narrowed sections to slow traffic.</p> <p>Also could we have native trees instead of exotic.</p>	<p>Thank you for your submission.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. The number of slow points proposed is considered appropriate and sufficient to achieve the desired effect on speed and safety, whilst still retaining a reasonable amount of on-street parking. Native plants will be planted in the thresholds and buildouts along the length of Palmers road where visibility and sight lines allow.</p>
7909	Corinne Bolstad	have some concerns		<p>Thank you for the opportunity to submit. My submission is in support of the road narrowing aspect of the plan with a request for reconsideration of planned species of trees to be planted:</p> <ul style="list-style-type: none"> - Narrowed sections of road. <p>Thank you for the proposed narrowing in sections. This will be very helpful to slow traffic. Drivers frequently travel at dangerous speeds along this road.</p> <p>Would it be possible to increase the number of narrowed sections from the proposed four to five or six? This is because I think it would slow traffic more over the length of the road.</p> <ul style="list-style-type: none"> - Planting <p>I request that the planting of native species is considered as an alternative to proposed exotic species. The reasons for my request follow.</p>	<p>Thank you for your submission.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. The number of slow points proposed is considered appropriate and sufficient to achieve the desired effect on speed and safety, whilst still retaining a reasonable amount of on-street parking. <i>Fraxinus ornus</i> is classed as having low risk for allergies however we will try to source female plants only which have very little potential for causing allergies. The <i>Carpinus fastigata</i> has the potential to affect some people and will be replaced with <i>fraxinus ornus</i>. Native plants will be planted in the threshold and build outs where visibility and clear sight lines allow linking through to the river.</p>

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				<p>I believe Manna Ash contributes to hay fever suffering for some people.</p> <p>The Manna Ash, Hornbeam etc that have been planted in Palmers Road, Wainoni Road and Bickerton Street appear not to have been regularly or consistently maintained. They are not particularly attractive.</p> <p>Personally I appreciate the proposal to plant some Cherry Blossoms because I think these will be a positive seasonal feature. The same benefit could be achieved with planting of pohutukawa or other flowering natives.</p> <p>In addition I feel that our area would be better represented by native planting. Palmers Road connects to the red zone where the Avon Otakaro travels through the area. The red zone admittedly has many exotic trees present already. However, many of us hope the final use of the red zone will involve supported regrowth of native flora and bird life.</p> <p>Palmers Road is close to the Cockayne Reserve, an area of lovely native flora. It would be wonderful to extend a line of natives along Palmers Road to be in keeping with the values of the reserve and proposed future red zone outcomes.</p> <p>I fully understand that the proposed exotic trees probably have perceived benefits in terms of availability, growing life, structure and maintenance. If it is not possible to change to natives could other exotic varieties please be considered? The tree varieties planted in Ottawa Road seem well maintained and a great deal more attractive. I am not certain of the species of trees in Ottawa Road but they have quite purple coloured leaves on the east side and very yellow leaves on the west side.</p> <p>Thank you</p>	
7878	Dianne Gutry	support the plan			Thank you for your submission.

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7605	Dennis Ison	support the plan		<p>The plan presented appears to be very attractive - let's hope that it can be commenced without undue delays!!</p> <p>Quite frankly Palmers Rd has been neglected since Feb 11 and could be regarded as an example of the perceived neglect of the East (ChCh) with justification and it has to be hoped that undue delays will not retract this project.</p> <p>I presume the curb (guttering) will be of the modern type (i.e. no culverts) but a smooth approach road to private share way</p>	<p>Thank you for your submission.</p> <p>Council standard kerb and flat channel will be installed, which is the latest standard.</p>
7603	Lorraine Kerry	have some concerns		<p>I live in Lindis Lane and feel the four metre causeway (causeway=paved surface) is too close to the lane.</p> <p>If I come out of Lindis Lane and make a left-turn into Palmers Road, I feel there is a chance I may not see an on-coming vehicle, travelling North along Palmers Rd. The configuration would demand me to come right out of the lane to see what the traffic was. It just looks too close. I suspect the same might apply to Reg. Stillwell Pl. (when turning right).</p> <p>Recommend:</p> <p>How about shifting the 4m causeway by Stillwell Pl to about 173 Palmers Rd and the 4m causeway by Lindis Lane to about 107 Palmers Rd and forget the one out side 87 & 87A Palmers Road.</p>	<p>Thank you for your submission.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. Positioning of the proposed slow points has been based on the need to provide appropriate and reasonably consistent spacing between the treatments (necessary for their effectiveness) and also in consideration of property accesses. The proposed improvements will help to moderate vehicle speeds along the road, particularly as vehicles negotiate the slow points, which will also make it easier and safer for vehicles turning into and out of property accesses. The spacing of traffic calming chicanes has been based on Councils Infrastructure Design Standard to achieve a speed on Palmers Road consistent with a residential area. Relocation of chicanes to about No173 and No107 results in a spacing too great to achieve the desired speed reduction.</p>
7557	Julian & Kathryn Dendle	have some concerns		<p>I don't support the proposed single lane sections, or the extra narrowing of the road at Caithness St, in the Palmers Road street renewal plan issue 1.</p> <p>Palmers Road is a wide straight key access route providing the main access to/from Wainoni Rd/New Brighton Road, to Bowhill Road & the North Beach area. Bowhill Rd at one end & New Brighton Rd at the other end are both listed as collector roads in the district plan so Palmers is a key road linking them. The alternate route down Bower Ave involves backtracking down Rookwood Ave & using the busy QE2 roundabout, set to get busier with new schools & pool. There is also the proposal of the land swap with the Rawhiti golf course for housing, so there could be extra future traffic on Bowhill Rd if Shaw Ave is extended into this subdivision.</p>	<p>Thank you for your submission.</p> <p>Palmers Road is classified as a local road in the Council's roading hierarchy, and is therefore intended to provide a predominant property access function and not as through routes for motor vehicles. Bower Avenue and Rookwood Avenue provide more appropriate through traffic routes consistent with their collector road classifications and intended function. The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. The reduced roadway width will help to improve safety by moderating vehicle speeds along the road, which is supported by many residents. Whilst the removal of a small amount of on-street parking is</p>

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				<p>Numerous times post-quake, during closures to Pages Rd bridge & then Pages Rd itself, Palmers to Wainoni Rd became a critical detour from North Beach.</p> <p>No-doubt at some stage in the future Pages Rd bridge will be shut again for repairs or a disaster. Palmers Road also provided an evacuation route in the tsunami evacuation, as Rookwood Rd was at near standstill with nearly everybody trying to head west toward QE2 drive.</p> <p>With Palmers Rd currently being very wide & straight, apart from the extreme northern end, I don't think its been unreasonable that people have been using it as a through road. There aren't any immediate amenities in the area that even remotely cause high pedestrian numbers.</p> <p>Looking through the crash statistics data from the NZTA, I note there were 9 crashes specifically on Palmers Rd (2005-2016) & not the 12 referred to in the proposal information. I note that 4 of the recent crashes involved parked cars, 3 of those were in the dark. Narrowing the road may not help these types of crashes.</p> <p>I believe with no alternate logical route from Wainoni Rd/New Brighton Rd to North Beach, Palmers will continue to be used even if it's narrowed, potentially having more crashes due to the proposed single lane offset sections & people not seeing them with the poor lighting down Palmers.</p> <p>In short, I support the plantings to beautify the street for the residents, but I don't support the single lane or extra narrow sections. I believe people have every right to expect this road to remain a key route to/from the North Beach area, & provide an efficient alternate route in emergencies or during road closures. I believe with road markings & better lighting the crash stats could be improved.</p>	<p>necessary, the proposed 9.0m roadway will still allow for parking on both sides of the road and at the same time still provide for low-speed passing opportunities for smaller vehicles even between vehicles parked on both sides of the road. Passing opportunities for larger vehicles remain in many locations along the road where there is no parking present (eg at driveways). You are correct that 9 of the reported 12 crashes occurred on Palmers Road, whereas the other 3 occurred on New Brighton Road near the Palmers Road intersection. You have also correctly noted that 4 of those crashes involved parked cars, and three of those occurred in darkness. The summary crash notes and crash diagrams reveal that speed and/or heavy acceleration were common factors. The lower speed environment leads to reduced crash severity, and at a lower speed drivers have a greater likelihood of avoiding a crash (such as seeing and avoiding parked vehicles at night).</p> <p>Palmers Road is listed as a local road in the District Plan, and therefore intend to provide access to local residents and not operate as a through road for non-residents. Bower Ave and Keyes Road are the collector routes for north south vehicle movements.</p> <p>Keyes Road is the designated evacuation route. Some people will choose to use Palmers Road, and the proposed design will not prevent this.</p> <p>Agree, this is the reason for the improvements.</p> <p>Street lighting will be improved with this project.</p>
7555	Alison Ross	support the plan		<p>Anything to make roads safer is a good idea.</p> <p>Beautifying the street is also a good idea.</p> <p>Losing car parks is probably the only negative I see</p>	<p>Thank you for your submission.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. The number of slow points proposed is considered appropriate and sufficient to achieve the desired effect on speed and safety, whilst still retaining a reasonable amount of on-street parking.</p>

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7554	P Hurst	do not support the plan		<p>Making the street smaller doesn't stop ones that what to speed.</p> <p>I have find that speed riser have more affix.</p> <p>It is not idea that the ones when the narrowly of street will inconvenience them for off street parking</p>	<p>Thank you for your submission.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. The number of slow points proposed is considered appropriate and sufficient to achieve the desired effect on speed and safety, whilst still retaining a reasonable amount of on-street parking.</p> <p>Narrowing street and installation of chicanes encourages drivers to slow down. No device will slow all drivers.</p> <p>Speed humps have vibration issues associated with them, which is not desirable on this street.</p> <p>There is some on-street parking loss associated with achieving a lower speed environment.</p>
7416	Sarah Butterfield	do not support the plan		<p>I am against the choice of trees that are proposed to be planted on Palmers Rd. Elm and Ash trees are known allergens, and so are a terrible choice. The proximity to the Avon and the large area of native planting in Cockayne Reserve should suggest that natives are a much more suitable choice. And our native birds prefer them too.</p>	<p>Thank you for your submission. <i>Fraxinus ornus</i> is classed as having low risk for allergies however we will try to source female plants only which have very little potential for causing allergies. The <i>Carpinus fastigata</i> has the potential to affect some people and will be replaced with <i>fraxinus ornus</i>. Native plants will be planted in the threshold and build outs where visibility and clear sight lines allow linking through to the river.</p>
7379	North Beach Tennis Club North Beach Tennis Club	have some concerns	North Beach Tennis Club	<p>Do not want grass outside the alleyway next to the entrance to the tennis club.</p>	<p>Thank you for your submission.</p> <p>This area will be changed to low native ground cover.</p>
7365	Alex Fedoruk	support the plan			<p>Thank you for your submission.</p>

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7360	Robyn Westaway	have some concerns		<p>Please no manna ash trees as they are not good for asthmatics and people with allergies. Has any thought been given to fruit trees? We would prefer an Upright Hornbeam or an upright flowering cherry. Do not narrow the road too much round the flats at [REDACTED] as there is often congestion with essential services for the flats, eg, care workers, nurse Maude, ambulance, fire engines. At [REDACTED] either side of the road we rarely have roadside parking as it is taken by visitors to the flats.</p> <p>What happens to power and telephone poles? They will be ugly on an improved street scape.</p> <p>Why does there appear to be a grass strip outside each fence line as well as the grass verge?</p> <p>In general we approve of the upgrade, bring it on.</p>	<p>Thank you for your submission.</p> <p><i>Fraxinus ornus</i> is classed as having low risk for allergies however we will try to source female plants only which have very little potential for causing allergies. The <i>Carpinus fastigata</i> has the potential to affect some people and will be replaced with <i>fraxinus ornus</i>. Native plants will be planted in the threshold and build outs where visibility and clear sight lines allow linking through to the river.</p> <p>Footpaths are located 700 outside the boundary to provide some separation from vehicles backing out from driveways and pedestrians and provide service strip for water connections etc.</p>

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7205	Michael Lakin	have some concerns		<p>We don't want the Fraxinus Ornus (Manna Ash) tree as we have family members with asthma and allergies or the Ulmus Procera (Chinese Elm) as they grow too big. The Prunus Yedoensis (Flowering Cherry) or Carpinus Fastigiata (Upright Hornbeam) would be good.</p>	<p>Thank you for your submission. <i>Fraxinus ornus</i> is classed as having low risk for allergies however we will try to source female plants only which have very little potential for causing allergies. The <i>Carpinus fastigata</i> has the potential to affect some people and will be replaced with <i>fraxinus ornus</i>. Native plants will be planted in the threshold and build outs where visibility and clear sight lines allow linking through to the river.</p>

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7143	Marie Lakin	have some concerns		<p>We don't want the Fraxinus Ornus (Manna Ash) tree as we have family members with asthma and allergies or the Ulmus Procera (Chinese Elm) as they grow too big. The Prunus Yedoensis (Flowering Cherry) or Carpinus Fastigiata (Upright Hornbeam) or even a fruit tree would be great.</p> <p>We do have a lot of Nurse Maude, home help people etc parking outside our place going to the flats across the road so it wouldn't be very helpful for them if there was no parking close by. Not that this is proposed for our part of the street at the moment.</p>	<p>Thank you for your submission.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. The number of slow points proposed is considered appropriate and sufficient to achieve the desired effect on speed and safety, whilst still retaining a reasonable amount of on-street parking.</p> <p><i>Fraxinus ornus</i> is classed as having low risk for allergies however we will try to source female plants only which have very little potential for causing allergies. The <i>Carpinus fastigata</i> has the potential to affect some people and will be replaced with <i>fraxinus ornus</i>. Native plants will be planted in the threshold and build outs where visibility and clear sight lines allow linking through to the river.</p> <p>The ulmus (Elm) are located in a wide area of the road reserve and adjacent the red zone and will not cause a shading problem. Heavy fruiting trees are generally not used on road because of the mess and damage they cause on footpaths and parked cars.</p>

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7142	Gemma Anne	have some concerns		<p>As it is red zone at the New Brighton end of Palmers Road and no parking is required is it possible to extend the 7m section up to the first narrowing? This would allow more room for grass and landscaping or even stormwater management including rain gardens?</p> <p>Is it possible to add sharrows on the road as this would be a good link form a riverside path round to Marine Parade via Bowhill Road (also the local schools) and highlight that cyclists are using the carriageway.</p>	<p>Thank you for your submission.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. The number of slow points proposed is considered appropriate and sufficient to achieve the desired effect on speed and safety, whilst still retaining a reasonable amount of on-street parking. At this stage, it is not intended to extend the narrowing at the New Brighton Road any further north. The use of sharrows are not proposed at this stage, but could be considered in future if appropriate for the traffic environment.</p> <p>Future use of the red zone land has not been decided, therefore the Palmers Road design is 9m wide to permit on-street parking if required in the future.</p> <p>Marking of sharrows requires a 30km/h speed limit to be posted. The current design permit future implementation of sharrows when the Avon Otakaro Route Major Cycle Route is constructed.</p>

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7136	Michael Madden	do not support the plan		<p>As a long standing resident (over 20 years) of Palmers Rd I think your plans are flawed and not suitable for this residential street.</p> <p>Here are the points I would like to address.</p> <ol style="list-style-type: none"> 1. Narrowing the street from 14m to 9m and aligning it with the northern end will make this street too narrow for traffic to flow as when approaching traffic from the opposite direction with cars parked on the side of the road you have to stop and give way. 2. Putting these 4 narrow sections in will only make a racetrack for a certain elk of drivers. It has never work anywhere else and is only a nuisance to road users. 3. Narrowing the thresholds with Caithness Street, Bowhill Road, New Brighton Road and Bower Ave serves no purpose at all and is just an inconvenience to road users. 4. Taking away roadside parking in this residential area just goes to show a lack of understanding of how residents use this street. 5. We have many pedestrians walking past every day and they all use the footpaths provided now so that's not a problem as you suggested. 6. No need to plant trees down the sides of the road as this only serves to block drains when they lose their leaves. <p>The only thing I do support in this plan is the need to replace the drainage and relay the road and replace the old dish gutters with kerb and channel.</p> <p>As a long-time resident my suggestion would be to replace the drainage and relay the road and kerb at its current 14m width, Forget about all the traffic calming nonsense as this is a very busy road and it will only cause a hindrance and will not achieve anything other than make it a race track for boy racers (they like it narrower as it give a greater illusion of speed). Only an idiot would narrow this road.</p> <p>If you really want to make Palmers Road safer you would widen the northern end between Bowhill Road and Bower Ave so as cars can pass each other and not have to give way to traffic coming the other way when cars are parked on the side of the road. THIS IS THE DANGEROUS SECTION of our street.</p>	<p>Thank you for your submission.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. The reduced roadway width will help to improve safety by moderating vehicle speeds along the road, which is supported by many residents and has been found to be effective in Council's experience. Whilst the removal of a small amount of on-street parking is necessary, the proposed 9.0m roadway will still allow for parking on both sides of the road and at the same time still provide for low-speed passing opportunities for smaller vehicles even between vehicles parked on both sides of the road. Passing opportunities for larger vehicles remain in many locations along the road where there is no parking present (eg at driveways). The section of Palmers Road between Bower Avenue and Bowhill Road is outside the scope of this project, and has had a 9m formed roadway width for a number of years. The crash history for that section of road does not indicate a particular safety issue.</p> <ol style="list-style-type: none"> 1. 9m is the standard width for urban street renewals. This is consistent and appropriate for a low volume local road that discourages through traffic (ie street is for local residents) and encourages lower vehicle speeds. 2. Chicanes are a proven traffic management device. 3. The narrowing improves pedestrian provisions and safety and further encourage lower vehicle speeds at the intersection of two low volume local roads in a residential area. 4. Improving safety for all road users requires the removal of some on-street parking in a street with observed low parking demand. It is acknowledged that some residents will be unable to park directly in front of their properties. 5. Council aim to provide a safe environment for all road users. Lower vehicle speeds, shorter crossing distances and tighter intersections improve safety for pedestrians, particularly mobility impaired and children. 6. New Kerb and flat channel and removal of crossing blocks will reduce leave litter blockages.

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7135	Erin Laureece Waldron	have some concerns		Would LOVE to get the powerlines underground at the same time! It looks so much nicer down the other end of the street without overhead wires	Thank you for your submission. Undergrounding is not part of this project scope.
7134	Rebecca Toone	support the plan			Thank you for your submission.
7119	Emil Badh	support the plan			Thank you for your submission.
7084	Glenys Austin	have some concerns		The lack of street parking outside [REDACTED] would be of a concern, as my elderly neighbour who is coming up to [REDACTED] yrs old, and uses a walking stick, would have trouble walking any great distance to her home, as she has a shared driveway and there is no parking up the drive. But in principal, the overall plan is great. I am at [REDACTED], but have a big drive and people could possibly park up there.	Thank you for your submission. We have investigated relocating the chicane and it is now proposed outside 93 and 98 Palmers Road. This will allow a parking space outside your neighbour's property. The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. Positioning of the proposed slow points has been based on the need to provide appropriate and reasonably consistent spacing between the treatments (necessary for their effectiveness) and also in consideration of property accesses.

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7080	Ngaretta Donald	have some concerns		<p>I think the plan is going to be great for Palmers Rd. My concern and my request is that you reconsider where you place the bricked area and the no parking area. At the moment you have one outside my mother's property at [REDACTED] Palmers Rd this would mean there is no ON street parking available outside my mothers and for some distance either side of her property. My mother is the front flat which has a long shared driveway with three other properties and she has no OFF street parking available to her and of course she can't park on the drive. She is 83 and relies on a walking stick. She has major health issues which mean she can't walk very far at all as she gets extremely short of breath. She also has someone to do her lawn mowing and gardening and they need to be able to park outside her house. I appreciate your visit to us at Mums today and hopefully showing you our concerns will be helpful.</p> <p>Many thanks Ngaretta Donald</p>	<p>Thank you for your submission. We have investigated relocating the chicane and it is now proposed outside 93 and 98 Palmers Road. This will allow a parking space outside your mother's property.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. Positioning of the proposed slow points has been based on the need to provide appropriate and reasonably consistent spacing between the treatments (necessary for their effectiveness) and also in consideration of property accesses.</p>
7076	Mr & Mrs Marshall	have some concerns		<p>Entrance to Caithness Street looks too narrow. Increase it to 9m like Bowhill Rd/Palmers Rd intersection.</p> <p>Agree with the 4m sections to slow traffic.</p> <p>The trees look lovely however the Carpinus Fastigiata look a little odd.</p> <p>I am pleased they are small trees not to block out sun.</p> <p>It will all look great once done, and to have useable footpaths again</p>	<p>Thank you for your submission.</p> <p>With the installation of the proposed no stopping lines around the Caithness Street intersection, the proposed roadway 6m width is considered appropriate to accommodate vehicle manoeuvres at the intersection while still achieving the desired moderation effect on vehicle speeds through the intersection.</p> <p>The intersection is narrow to encourage lower vehicle speeds and improve pedestrian provisions, particularly for the mobility impaired and children.</p> <p>The Bowhill / Palmers intersection is 9m wide to cater for a potential future bus route.</p> <p><i>Fraxinus ornus</i> is classed as having low risk for allergies however we will try to source female plants only which have very little potential for causing allergies. The <i>Carpinus fastigata</i> has the potential to affect some people and will be replaced with <i>fraxinus ornus</i>. Native plants will be planted in the threshold and build outs where visibility and clear sight lines allow linking through to the river.</p>

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7075	Gemma Waterfall & Brian Ward None	support the plan		<p>This is much needed. We are fed up of the boy racers that speed down our road.</p> <p>I'm also pleased to see the improvements in the general aesthetics. The road quality is terrible and it looks generally untidy when you compare it to the top end from Bowhill up to the Bower Avenue with the grass edges & trees.</p> <p>As a resident I hope this all goes through nice & speedily as currently with all the roadworks it a complete eyesore!</p>	Thank you for your submission.
7069	Mrs Ethna Rouse	have some concerns		<p>1. The whole corner NEEDS re ALLIENING. The flow of water from 28 to 34 flows the wrong way to the sup outside Alleyway when it rains. Since the earthquake IT comes up at 28-30 Driveways.</p> <p>2. Number 30 front lawn needs levelling and our tree replaced as it has split down the trunk.</p> <p>3. No grass at Alleyway entrance. Who is going to mow it??? Also at Fredprice Courts</p>	<p>Thank you for your submission.</p> <p>The stormwater will be addressed as part of detailed design. The tree will be removed and replaced as part of the street renewal. The proposed grass at the alleyway will instead be a hard surface. Outside Fredprice Court, there will be a grass berm with trees either side of the driveway.</p>
7068	Nigel Young & Jenny Bond None	have some concerns		I think that the upright Hornbeam trees tend to end up looking very scruffy & neglected very quickly & would rather see the Chinese Elm used instead	<p>Thank you for your submission.</p> <p>The <i>carpinus fashgata</i> are going to be replaced with <i>Fraxinus ornus</i>. Unfortunately the Elms are a big big for where there are overhead wires and only used where we are clear of services.</p>
7067	Brandon Bracewell	support the plan			Thank you for your submission.
7043	R & B Lindstrom	have some concerns		<p>Is the lamp post outside our drive going to go as it is very close to our drive.</p> <p>Is going to look great</p>	<p>Thank you for your submission.</p> <p>Undergrounding is not part of this project scope.</p>
7042	Richard Greenslade	support the plan		<p>Richard Greenslade</p> <p>Owner of [REDACTED] Palmers Road</p>	Thank you for your submission.
7041	M.R. Dunwoodie	support the plan			Thank you for your submission.

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7040	A.P. McLaughlin			<p>Access to ■ Palmers Road</p> <p>Needs to be wider. For front building by door. Not really keen on having lawn to mow.</p> <p>There is a tree planted right in front of door entry to front building</p>	<p>Thank you for your submission.</p> <p>The width of your access and vehicle crossing can be reviewed to ensure that vehicle manoeuvres to, from and within your property are not compromised.</p> <p>The vehicle crossing has been widened to cater for existing driveway and garage door and the plan has been updated to no longer have a tree outside.</p>
7028	Ian Stewart	have some concerns		<p>During the renewal, please exercise care to level the kerbing to allow drainage to the current drain point. At present, the fall is in reverse causing pooling of water directly in front of ■ Palmers Road. This was brought to the attention of workers during the previous kerbing remedial work but did not elicit the required outcome.</p>	<p>Thank you for your submission. Levels will be addressed during detailed design.</p>
7019	D Mortensen	support the plan			<p>Thank you for your submission.</p>
7018	Martine Hall	support the plan			<p>Thank you for your submission.</p>
6994	Carol Cotton	support the plan			<p>Thank you for your submission.</p>
6993	Roger Strahl	support the plan		<p>We full support the stated road proposal.</p> <p>Our residence has been in the family since my father bought it in about 1954.</p> <p>We witness so many speeding young male drivers accelerating up Palmers Road to highly dangerous speeds. I'm very surprised more people have not been killed. So I'm especially enthusiastic about the 4 narrow one lanes to slow the traffic.</p> <p>Our road is in terrible state ever since start of quakes not to mention also my house and prolonged suffering dealing with my insurer. This project will boost morale. Surely it's a no-brainer that it must go ahead and the Coastal Burwood Community Board will unanimously consent</p>	<p>Thank you for your submission.</p>
6992	David & Eileen Pearce	support the plan		<p>David and I support the diagram of improvement to Palmers Rd. Good one</p>	<p>Thank you for your submission.</p>
6991	Christina Marie Taylor	support the plan		<p>All good - as long as the street still maintains a fair amount of parking on the street.</p> <p>Love the trees & the grass - look forward to the new street</p>	<p>Thank you for your submission.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. The number of slow points proposed is considered appropriate and sufficient to achieve the</p>

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					desired effect on speed and safety, whilst still retaining a reasonable amount of on-street parking. On-street parking will be removed at the chicanes, which are required to encourage lower vehicle speeds.
6989	Gillian Hart	have some concerns		<p>We have 3 houses that use the drive of [REDACTED]</p> <p>The road narrows at our driveway and I see there is to be no parking either side of the narrow part.</p> <p>Parking on our section ([REDACTED]) is pretty tight.</p> <p>We would like the narrowing to be moved to maybe where there is only one house driveway.</p> <p>Otherwise, absolutely thrilled our street is to be done</p>	<p>Thank you for your submission.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. Positioning of the proposed slow points has been based on the need to provide appropriate and reasonably consistent spacing between the treatments (necessary for their effectiveness) and also in consideration of property accesses. Whilst this regrettably results in the removal of some on-street parking immediately outside your property access to on-street parking is still available within reasonable proximity of the property.</p> <p>The spacing of traffic calming chicanes has been based on Councils Infrastructure Design Standard to achieve a speed on Palmers Road consistent with a residential area. Relocation of the chicane at No61 is not possible due to spacing to the Bowhill Street intersection and location of other driveways either side of No31. The spacing is important to achieve the desired speed reduction along Palmers Road.</p>
6982	Lesley & Murray Brown	support the plan		<p>We are excited about these changes. Been a long time putting up with the shit road and guttering on Palmers Road.</p> <p>Really like the idea of narrowing the road in places to reduce speed. Perhaps you could consider a speed bump on Caithness St??</p> <p>The hoons at the end of the street really speed up the street even though it is a short dead end street.</p> <p>We are really worried something bad will happen as we have quite a few children in the street now and it would be horrible is something happened to them. And it eventually will unfortunately.</p> <p>PS: We have not tree on our burn since it was removed. Any chance of a nice flowering cherry tree pretty please??</p>	<p>Thank you for your submission.</p> <p>Beyond its intersection with Palmers Road, Caithness Street is outside the scope of this project. Traffic calming (such as speed humps) falls under the Neighbourhood Improvement Programme and is not currently funded through Council's Long Term Plan. The next opportunity to review the funding for traffic calming is through the 2018 Long Term Plan. Traffic calming such as speed humps also result in increased noise on the street due to braking and acceleration, as well as noise created by vehicles moving over raised elements (trucks and light trailers tend to be particularly noisy). There may also be vibration effects associated with larger vehicles. This has the potential to be a poorer outcome for residents than the present situation, particularly if such a scheme were to not be effective at reducing the traffic volume on the street. Speed enforcement is also predominantly a Police matter, however Council will assist wherever possible (eg perhaps providing/exchanging information). To this end, your concerns have been passed onto the Council's Traffic Operations Team for investigation.</p>

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					Your request for a replacement tree has been passed onto the Council Arborist.
6980	Bruce Higgins	have some concerns		<p>Fantastic Plan, agree 100%</p> <p>But please plant, coastal beach type plants e.g. Norfolk Island Pine e.g. like Sumner Waterfront, to Pohutukawa.</p> <p>Make a coastal -beach statement with the plants. Not flowering cherries that do not belong by the beach.</p> <p>The plant you have chosen, belong in Avonhead, not New Brighton</p>	<p>Thank you for your submission.</p> <p>Native plants will be planted in the threshold and buildouts along the length of Palmers road where visibility and sight lines allow.</p>
6979	Andrew McKay	support the plan			Thank you for your submission.
6978	Janetta Stead	have some concerns		<p>Really please this is proposed, hopefully it will slow vehicles down.</p> <p>My concerns:</p> <ol style="list-style-type: none"> 1. The trees will get broken or stolen, they will create pollen, leaves etc. The shrubs to be ground cover that can handle the drought conditions in summer months. Maybe natives for trees & ground cover. 2. More lighting using low strength lighting for security or security cameras. 3. The "judder" bar bricks to be high enough to stop the cars speeding and the 4-wheel drives that just keep speeding over the Baker Street paved areas. 	<p>Thank you for your submission.</p> <p>The proposed slow points will not include any vertical deflection (ie humps), however they are much narrower and provide more horizontal deflection than the calming on Baker Street.</p> <p>Native plants will be planted in the threshold and buildouts along the length of Palmers road where visibility and sight lines allow.</p> <p>The chicanes will not be raised due to vibration concerns along this street.</p>
6977	S Walsh	have some concerns		<p>This is a good idea but while it is on the agenda, is there something the Council can do about the speeding traffic that goes off Bower Ave down to Bowhill Rd?</p> <p>It's becoming so dangerous that someone is likely to be killed either crossing the road on foot or backing out of their drive. This occurs mainly between 2pm - 7pm</p>	<p>Thank you for your submission.</p> <p>The section of Palmers Road between Bower Avenue and Bowhill Road is outside the scope of this project. It is also noted that this section of Palmers Road has had a 9m formed roadway width for a number of years, and the reported crash history for this section of road does not indicate a particular speed or safety issue. Nevertheless, the current project, including the proposed improvements at the Bowhill-Palmers intersection, will help to moderate vehicle speeds approaching from the south. Traffic calming (such as speed humps) falls under the Neighbourhood Improvement Programme and is not currently funded through Council's Long Term Plan. The next opportunity</p>

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					to review the funding for traffic calming is through the 2018 Long Term Plan. Traffic calming such as speed humps also result in increased noise on the street due to braking and acceleration, as well as noise created by vehicles moving over raised elements (trucks and light trailers tend to be particularly noisy). There may also be vibration effects associated with larger vehicles. This has the potential to be a poorer outcome for residents than the present situation, particularly if such a scheme were to not be effective at reducing the traffic volume on the street. Speed enforcement is also predominantly a Police matter, however Council will assist wherever possible (eg perhaps providing/exchanging information). To this end, your concerns have been passed onto the Council's Traffic Operations Team for investigation.
6930	Debby Rosevear	have some concerns		<p>We support you doing the changes to the road but want to see it go all the way down Palmers Road to Bower Ave.</p> <p>We have lived here 25 year and they fly round the bend and I have personally witness 5 accident and lost 2 trees outside my house. Last tree replace told that would happen this year still waiting.</p> <p>This and that is that is not being changed needs to be paved and narrow before the bend and after the bend further down the road.</p> <p>If this is planned later please tell me put I think do the project once as this end of the street not been repaired properly so this is an opportunity to sort this.</p>	<p>Thank you for your submission.</p> <p>The section of Palmers Road between Bower Avenue and Bowhill Road is outside the scope of this project. It is also noted that this section of Palmers Road has had a 9m formed roadway width for a number of years, and the reported crash history for this section of road does not indicate a particular speed or safety issue. Nevertheless, the current project, including the proposed improvements at the Bowhill-Palmers intersection, will help to moderate vehicle speeds approaching from the south. Traffic calming (such as speed humps) falls under the Neighbourhood Improvement Programme and is not currently funded through Council's Long Term Plan. The next opportunity to review the funding for traffic calming is through the 2018 Long Term Plan. Traffic calming such as speed humps also result in increased noise on the street due to braking and acceleration, as well as noise created by vehicles moving over raised elements (trucks and light trailers tend to be particularly noisy). There may also be vibration effects associated with larger vehicles. This has the potential to be a poorer outcome for residents than the present situation, particularly if such a scheme were to not be effective at reducing the traffic volume on the street. Speed enforcement is also predominantly a Police matter, however Council will assist wherever possible (eg perhaps providing/exchanging information). To this end, your concerns have been passed onto the Council's Traffic Operations Team for investigation.</p>
6929	Robert Henry & Laura Kay Drake	support the plan		We can't wait - thank you	Thank you for your submission.

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6928	Keven Watterston	support the plan		Great plan, go Brighton, look forward to seeing it completed	Thank you for your submission.
6913	Mark Thompson	have some concerns		Fibre has been placed underground recently. The drainage will be complete soon. Orion's electricity network is underground on Palmers Road between Bowhill Road and Bower Ave. I fear that what could be a beautiful looking street will remain a mess of black lines sagging across the street. There will be more power poles than trees. The time is now. If this much money is going to be spent on fixing this piece of road and kerbing, how about doing it properly and remove the poles and wires.	Thank you for your submission.
6902	Martha Baxendell	have some concerns		<p>Just a query on the use of Ash trees.</p> <p>I am not familiar with Manna Ash but do know that many Ash varieties have allergy provoking pollen that can drift and cause discomfort for allergy sufferers in the areas they grow. Ash is also mentioned on the Asthma Foundation web page as a trigger pollen.</p> <p>I am confident this will have been considered but wanted to check just to be sure.</p> <p>Many thanks</p> <p>Martha</p>	<p>Thank you for your submission.</p> <p><i>Fraxinus ornus</i> is classed as having low risk for allergies however we will try to source female plants only which have very little potential for causing allergies. The <i>Carpinus fastigata</i> has the potential to affect some people and will be replaced with <i>fraxinus ornus</i>. Native plants will be planted in the threshold and build outs where visibility and clear sight lines allow linking through to the river.</p>
6894	Jodi Moyes	support the plan		Love the trees, esp the cherry tree and anything that will help to slow the traffic down along Palmers is a welcome idea. Would love some extra wide footpaths (like Bower) and also a rubbish bin would be fabulous, Bower Ave has 4 that are always well used, I walk my dog daily and am forever picking up rubbish but lack of bins down Palmers is an issue, usually have to carry it home.	Thank you for your submission.
6885	Tasha Fantham	have some concerns		<p>The plan looks great however I suggest not putting grass back on the verges of ■ Palmers - council had previously taken this out due to it not being maintained.</p> <p>There also needs to be speed humps on the bend from north Palmers to South. Cars constantly speed round this bend and many children come out of the Castletown PI to Palmers alleyway to cross the road onto Bowhill for school - very dangerous.</p>	<p>Thank you for your submission.</p> <p>The section of Palmers Road between Bower Avenue and Bowhill Road is outside the scope of this project. It is also noted that this section of Palmers Road has had a 9m formed roadway width for a number of years, and the reported crash history for this section of road does not indicate a particular speed or safety issue. Nevertheless, the current project, including the proposed improvements at the Bowhill-Palmers intersection, will help to moderate vehicle speeds approaching from the south. Traffic calming (such as speed humps) falls under the Neighbourhood Improvement Programme and is not currently funded through Council's Long Term Plan. The next opportunity to review the funding for traffic calming is through the 2018 Long Term Plan. Traffic calming such as speed</p>

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					humps also result in increased noise on the street due to braking and acceleration, as well as noise created by vehicles moving over raised elements (trucks and light trailers tend to be particularly noisy). There may also be vibration effects associated with larger vehicles. This has the potential to be a poorer outcome for residents than the present situation, particularly if such a scheme were to not be effective at reducing the traffic volume on the street. Speed enforcement is also predominantly a Police matter, however Council will assist wherever possible (eg perhaps providing/exchanging information). To this end, your concerns have been passed onto the Council's Traffic Operations Team for investigation.
6884	mike shalders	support the plan			Thank you for your submission.
6869	Barry Thompson	have some concerns		<p>I think this is a great idea and welcome the support of the council to making our road a safer place for our kids to be out and about. I do however have some concerns.</p> <p>I have come across plenty of times when traveling up the top (North) end of Palmers road that when there is a car parked on either side there is the potential for a head on. Now a smart and courteous driver would pull over and give the other driver the right of way. On a similar note I make my kids ride on the footpath down the top end of Palmers road because if they encounter a car coming towards them and they have to pass a parked car they can't tell if another car is coming up behind them and that is a far more serious event. When it comes to my kids I cannot rely on the other party being courteous.</p> <p>One of the main factors I see here as being an issue is the population up the top end is not as great and the main strip of Palmers road with a vast number of back sections, and therefore more cars parked on the side of the road. I feel 9m is not enough. I love the idea of having trees up the street and having the chicanes will add an appealing touch albeit with one right at the entrance to our property. How about defining parking areas by planting the trees at each end giving more room for parking and making the likelihood of an accident far less. I have attached an image I found on the net and it is similar to what I am thinking.</p> <p>I would like to see the road about 11m with a grass berm and trees sticking out about 1.5-2m to make clear parking spaces. Keep the chicanes to slow traffic.</p> <p>If the idea of having defined parking areas does not suit that</p>	<p>Thank you for your submission.</p> <p>The section of Palmers Road between Bower Avenue and Bowhill Road is outside the scope of this project. It is also noted that this section of Palmers Road has had a 9m formed roadway width for a number of years, and the reported crash history for this section of road does not indicate a particular speed or safety issue. Nevertheless, the current project, including the proposed improvements at the Bowhill-Palmers intersection, will help to moderate vehicle speeds approaching from the south. Speed enforcement is also predominantly a Police matter, however Council will assist wherever possible (eg perhaps providing/exchanging information). To this end, your concerns have been passed onto the Council's Traffic Operations Team for investigation.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. The reduced roadway width will help to improve safety by moderating vehicle speeds along the road, which is supported by many residents. Whilst the removal of a small amount of on-street parking is necessary, the proposed 9.0m roadway will still allow for parking on both sides of the road and at the same time still provide for low-speed passing opportunities for smaller vehicles even between vehicles parked on both sides of the road. Passing opportunities for larger vehicles remain in many locations along the road where there is no parking present (eg at driveways). Your alternate design suggestions do have merits, however the current design proposed was favoured after careful consideration of a number of options that included</p>

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				is fine but I strongly urge you to reconsider the overall width of the street be more than 9m	<p>elements of your suggestions as well. (Refer to last page).</p> <p>9m is the standard width adopted for urban street renewals on low volume residential roads. Where there is a high parking demand and / or bus route consideration is given to widening the road to 10m. The on-street parking demand is not considered high. High parking demand would be a majority of the street parked on for a majority of the day, such as observed in commercial retail areas. This section of Palmers Road is not considered likely to be a future bus route.</p> <p>The option analysis evaluated indented parking, however it required underground service relocations and was discounted as a consequence of the additional cost.</p> <p>The proposed width is considered suitable for the Palmers Road.</p>
6848	Johanna Wilkinson-Way	have some concerns		I think this is a great idea. However as a resident of Baker St I am concerned that traffic will divert to use our Street as we have only one traffic slowing measure in the street. Has the impact Baker St been considered at all in this proposal? Are there any plans to install more narrow areas in Baker St?	<p>Thank you for your submission.</p> <p>It is not considered likely traffic will divert off Palmers Road onto Baker Street. Baker Street is outside the scope of this project and, at present, there are no plans for the installation of any further traffic calming treatments.</p>
6827	Teresa Connor	do not support the plan		<p>There have been several crashes in that road, and the road has suffered with the many repairs and road works since the quakes. However, narrowing any road will not improve the ability of some drivers.</p> <p>Perhaps better policing in the area would be a more efficient and less expensive method to improve road safety rather than wasting a lot of money prettifying the road.</p> <p>And has been demonstrated overseas, narrowing roads only causes difficulties for emergency vehicles.</p>	<p>Thank you for your submission.</p> <p>The proposed improvements, particularly narrowing of the roadway and introduction of one-way slow points, have been designed to balance the needs of all road users and expectations of residents and businesses along the street. The reduced roadway width will help to improve safety by moderating vehicle speeds along the road, which is supported by many residents and has been found to be effective in Council's experience. Speed enforcement is primarily a Police responsibility, and they may be able to help if you contact them directly. The proposed 9.0m roadway width is more than adequate for emergency vehicle access and thoroughfare, even if parking is present on both sides of the road.</p>
6820	Donna Stewart	support the plan		Long awaited and overdue so really pleased to see this happening. We support the paved surfaces and think the design will certainly cut down on speed and dangers of cars in the street.	Thank you for your submission.

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				The trees are a lovely addition and will really beautify the street. Be great to see this happening soon	
6814	Lisa Chesmar	support the plan			Thank you for your submission.

