

Harakeke Cluster - Summary of Consultation Feedback

Ref	Street	Option 1	Option 2	Neither	?	Matai 1 or 2 Lane	Comments	Response	Key Words
111	All						Supportive of the proposed improvements. Harakeke St - prefer Option 2. Rochdale St - prefer Option 2. Daresbury Lane - prefer Option 2. Matai St - prefer Option 1 with concerns. Wish to speak to the submission at the Community Board meeting.		
14	Daresbury	X						√	
43	Daresbury		X				We have a three car garage and the cutdown for the new proposed kerb and channel is not acceptable. Apart from that I think the Council has come up with a reasonable concept. It will certainly slow down the boy racers.	√	Vehicle Crossing
45	Daresbury	X						-	
54	Daresbury			X			Footpaths need to be on both sides of the street. Lane reduced to no more than 9m to allow parking on both sides of the lane. Keep the plum trees. Concerned about planting against the boundary fence - we are the only residence in the street with a low picket fence and our garden is designed to be aesthetically pleasing from the street - I feel this will interfere with the look of our home and garden and create more work for me - we have grass at the moment and keep our frontage in very good order. Not necessary to have the median strip on Harakeke St entrance to Daresbury Lane.	√	Footpaths Narrowing Landscaping R/H Intersection
59	Daresbury	X						√	
60	Daresbury	X					Very concerned that Option 2 is even being considered. Cul-de-sac in front of our driveway - there seems to be no access for delivery trucks, trailers etc. My confidence has been destroyed by your changes recently at 75 Harakeke St. The owners will not be able to turn right into Harakeke St. We have diesel delivered monthly and I also own a trailer and I feel that access is paramount.	√	Cul-de-sac
62	Daresbury	X					Would be prepared to pay our share of putting the overhead wires underground.	√	Undergrounding
80	Daresbury		X					√	
88	Daresbury	X					Option 1 but with a footpath on both sides. Option 1 provides sensible on-street parking. Rochdale St - suggest two exit lanes onto Straven Rd (delays for left turn vehicles behind right turn vehicles can be significant. Congratulates the project team on the excellent information and consultation process.	√	Rochdale/Straven int
94	Daresbury		X				Favour option 2 for the following reasons: 6m is a definite advantage for slowing traffic, there is no significant on street parking demand, the cul-de-sac area creates a community area, use of purple plum trees is excellent, support taking into account avoiding the poplar tree roots. Consider the problems of speeding vehicles and problems at the Daresbury/Harakeke intersection will be solved by Option 2. Like to see a significant specimen tree planted on either side at the entrance of Daresbury Lane. Can you locate the turning circle at the cul-de-sac head 2m eastwards. The residents would contribute to undergrounding. Would like a 2m footpath. A nice street lamp design that reflected the nature of the lane.	√	Landscaping Undergrounding Footpath
96	Daresbury		X					√	
105	Daresbury			X			While we find much of the plan interesting and potentially worthwhile it is incredible to us that the CCC would even contemplate such work when no allowance has been made for undergrounding the services. Without undergrounding this really is a waste of time. Of all the work that could be done to enhance the area the one single thing that would be of the most benefit is undergrounding.	√	Undergrounding
3	Harakeke				X		Accept Option 1 providing the entrance and exit to Riccarton Road is left as is at present. Don't install speed humps and no angle parking outside 15A Harakeke as this is a block of flats and need access vision to be as clear as possible.	√	Parking Riccarton/Harakeke Int
4	Harakeke	X					Entrance from Riccarton to Harakeke could be restricted further to avoid though traffic (e.g. humps and markings). Agree with restrictions, plantings and entrance from Kilmarnock Street to Harakeke Street. Oppose angle parking outside kindy. Speed restrictions should be enforced, further reduced and policed. Beautification doesn't go far enough. Along Harakeke Street from Riccarton Road to Kilmarnock Street this should encourage foot traffic and is not progressive enough to show it is not a preferred thoroughfare.	√	Parking Riccarton/Harakeke Int Traffic calming
5	Harakeke	X					The narrowing of the bridge on Option 2 is too long and would cause parking and congestion problems.	√	Bridge
6	Harakeke	X						√	
7	Harakeke				X		There are currently gardens along the property boundaries - would prefer the footpath on the road edge. Use Harakeke plants in Harakeke St and Matai trees in Matai St.	Ph	Landscaping
8	Harakeke				X		Driveway missing off the plans. No other issues with the concept plans, hoped they would stop tour buses using the streets.	Ph	Accessway
9	Harakeke	X				2	Concerned about the trees at near the corner of Rochdale and Harakeke St. We were not allowed to build a high fence around the corner of our section as it would impede visibility - it is noticeable that all the other houses on the corners have high fences. Not happy to have grass on the south side of the footpath as that would mean more grass to mow and we have designed all our landscaping to have less maintenance - could it be low gardens instead? Matai Street corner - two lane option. Yes to a cycleway. Prefer Option 2 for Rochdale.	√	Grass berms Riccarton/Harakeke Int Cycleway
16	Harakeke				X		If this ends up like Wainui Road it will be a disgrace - traffic needs to be able to move and park. Trees, grass and bike areas are not necessary they are never looked after. Why clutter up wide streets. Sometimes things that have worked well in the past should be left alone.	√	Narrowing
17	Harakeke		X				Plans look great. Like the idea of the special cycleway as it will be great for the high school kids. Overall the plans for our area look great and will make a big difference to traffic flow.		Cycleway
19	Harakeke	X						√	
25	Harakeke		X					-	
29	Harakeke	X					Please make it clear to motorists that Harakeke is a no exit beyond Rochdale St - there is a small sign but its not seen as we get a lot of U-turn traffic. Is it possible to honour Harakeke Street to some Harakeke planting? Given the proximity of Riccarton Bush and surrounding street names of native trees this seems appropriate.	√	Landscaping Signage
33	Harakeke		X				Prefer a dogwood tree outside our property. Often walk to Daresbury Park and prefer Option 2 as our children are safer when walking over the bridge. Prefer Option 2 as it gives a wider street outside the kindy - this is a problem area as people double park during drop off and pick up times. Speeding cars are a problem in our street - any measures to slow these cars is agreeable with us.	√	Landscaping Kindy - parking
34	Harakeke		X					√	

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40	Harakeke			X		Basically happy with the street at this stage. Parking is a problem as it appears the street is being used for all day parking by people who work in the area. There is not any parking on street for people visiting us which can be a problem. There needs to be 2 hour parking from Kilmarnock Street to Riccarton during the week.	√	Parking
44	Harakeke			X		When the traffic in Kilmarnock Street is heavy the turning movement into Harakeke Street has to be executed quickly between cars. I do not want any obstacles in the road hindering that movement. Also there seems to be a number of cars parked in the street, certainly overnight. When we have a nice wide street, why narrow it?	√	Matai/Kilmarnock Int Parking Narrowing
47	Harakeke		X			We like the proposals for our end of Harakeke Street (south end) particularly the exclusion of angle parking which would have detracted from the residential character of the neighbourhood. Think the trees, landscaping and traffic features will result in an improved living environment.	√	Landscaping
48	Harakeke	X				Please don't put in 4 way stops at intersections. The one at Rimu/Rate always causes confusion for cyclists and motorists. The status quo at Matai/Harakeke is ok and the raised intersection will slow people down. For drain design remember the gentle drainage slopes mean that after heavy rainfall we often get flooding. Lots of trees = lots of leaves in the channelling. I like trees but design the stormwater to minimise flooding. Excellent PR for this, came to the open evening, booklet is excellent.	√	Matai/Harakeke Int Drainage
52	Harakeke		X			In the past year I doubt the bridge has been cleaned once. Consequently the decaying leaf matter has become a slimy and dangerous mess. By using a kerb you will trap these leaves making the footpath extremely dangerous. If you do this you must ensure the bridge is kept clean at all times. Also the number of trees makes the bridge area very dark at times - personally I would like a safety rail to protect pedestrians. Outside the kindy you have put in a grass berm - by the time you have 60 children and parents per day walking over the grass to the kindy in winter it is going to be a muddy patch, not nice lawn. As a driver getting into my end of Harakeke St is going to be difficult. I usually enter Matai St when coming from town. The traffic at peak hours goes well past the Harakeke St entrance along Kilmarnock St - this turn was quick and safe. Sitting on the new Harakeke/Kilmarnock St for great lengths of times does not inspire me nor does sitting in the middle of the road waiting for a turn. Matai St West and Straven Rd is often also a long wait. Reliant on cyclist or pedestrians to stop traffic. With the narrowing of Rochdale St (and no lights) I could be waiting ages once again feeling vulnerable having cars whiz by while I wait.	√	Bridge Kindy - parking Matai/Kilmarnock Int
61	Harakeke	X				Grass won't grow outside the property as it is shaded - can we look at landscaping instead. CBHS hostel delivery truck stops outside the property at 5.30am - prefer Option 1 so that it can park further away. No heavy trucks sign in Rochdale preferred.		Undergrounding Landscaping
63	Harakeke		X					
64	Harakeke			X		A major difficulty is crossing Kilmarnock St- very unsafe. As a Jane Deans Close resident we have a vested interest in Harakeke St. We are not interested in the slowing of traffic future - current measures are acceptable. There is very little pedestrian traffic anyway so no need to narrow further. We do not wish to encourage pedestrians or loiterers - we have enough trouble with vandalism. Ideally the road should accommodate visitors to the kindergarten and elderly care home- i.e. more parking not less. This is a community facility and their traffic is desirable. The rest we want through and on their was a speedily as possible. The plan also does not accommodate the extra traffic that the new temple will create. It will result in long time consuming traffic jams. Please include a safe means to cross Kilmarnock St.	√	Kilmarnock St Traffic calming Parking
69	Harakeke	X				Lives on the corner of Matai and Harakeke - supports Option 1 for both streets. The driveway on the corner of our property is no longer required -this will probably change the landscaping on the corner. Concerned that the landscaping will be damaged by students as the current grass doesn't grow due to trampling.	√	Accessway Landscaping
71	Harakeke			X		Proposed grass berms near the Kindy will become bogged down when parents open car doors to let children out during winter months - children will now need to get out on the road. How can the overall exorbitant expense of the project be justified to ratepayers?	√	Kindy - footpath
74	Harakeke		X			While I generally support the beautification of streets I do not support changes that reduce the street width to unsafe widths and force car users through narrow outlets onto fewer and fewer busier main roads. It seems like common sense to me to try and do the basics properly. City Care can't cope with the large numbers of parks and gardens around the city already.	√	Narrowing
87	Harakeke	X				Wish to confirm advice that the final layout of the bridge will also a 4WD and trailer access from the bridge to our property. Prefer shorter bridge option.	√	Accessway
89	Harakeke				X	2 Own properties in Harakeke and Matai St West. Would like planting to reflect the names of the streets. Harakeke St - Option 2 for Rochdale/Daresbury intersection, Option 1 at the bridge. From Kilmarnock to Riccarton Rd angle parking staggered to slow and divert the traffic. Question the 9m width with cars parking and buses and trucks accessing the hostel - 9m is not adequate to allow passing. We also have cyclists from CBH, university etc accessing the cycleway by the railway so there needs to be a tolerance for them as well - especially to Matai St West. Matai St - Option1 is impractical for parking, option 2 is preferred. Many parents drop off girls for CGH at the Kereru Lane corner - can a turning area be allowed or the first car parks by the railway line marked as drop off parks?	√	Landscaping Parking Narrowing
91	Harakeke				X	Oppose the placement of a four way stop at the Harakeke/Matai intersection - would create confusion and has no safety benefits. Oppose the proposal to restrict right hand turns from Kilmarnock to Matai St - will increase through traffic on Harakeke St and current traffic congestion on Kilmarnock St (particularly during peak times) will increase. Wish to ensure the pedestrian island proposed near the Harakeke/Daresbury intersection does not restrict the ability of people to turn right from Rochdale into Harakeke.	√	Four-way stop Matai/Kilmarnock Int
92	Harakeke				X	On street parking is heavily used by caregivers, particularly at start and finish of each kindergarten session. A number of parking spaces on this section of Harakeke St (south of the kindergarten) are used by staff of businesses located on Riccarton Road - Kindy supports the retention of the P10 parking and requests that there is no net loss of parking in this section of Harakeke. Existing P10 restriction outside Harakeke needs to remain. Supports a 10m road width in the section of Harakeke outside the Kindy. Request that the no stopping on Kilmarnock be limited to the absolute minimum necessary for safety and visibility as caregivers park here. Supports the grass verge outside the kindy if it is consistent with other landscape treatment.	√	Parking Road width Landscaping
						Request that the tree outside 19 be evergreen, not restrict the use of the parking spaces, be non-toxic for children, not limit sunlight into the kindy building, be maintained regularly by Council - requests that further consultation be undertaken with the kindy in respect of tree species and location. Further consultation also in respect of the timing of construction to reduce the impact on kindergarten activities.		
93	Harakeke				X	Can any further consultation updates be sent to the Hong Kong address. No real concerns.	-	

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97	Harakeke				X	Harakeke St (Ricc-Kilm) has special problems: Kindy - traffic, parking , handling of small children; Jane Deans Close - extra traffic problems; Traffic flow - pressure created in part by then absence pf turn around from Riccarton/Straven corner. Past attempts to stop Riccarton Rd- Harakeke St has faulted, people now use the entrance to the garage and other businesses as their turning roundabout. This section of Harakeke St can have heavy usage by trucks and passenger buses. Additional problems are created by people from further away parking (all day) and catching coaches to travel to work. The temple being built must surely add to the traffic. Options 1 and 2 are unworkable and could be highly dangerous.	√	Harakeke St - Traffic volume	
98	Harakeke				X	Option 2 - as a walker and cyclist I do not want the modes of transport intermingling on Matai St. As a resident opposite CBH hostel we do not want any judder bars outside our place as it will add to the noise. Do not want hostel traffic parking opposite our place due to early morning deliveries (5am). Option 1 flush island should be made difficult for tourist buses to want to turn right into Harakeke St from Rochdale. Request a 'no heavy vehicle' sign on Rochdale St. Would like to be consulted over the landscaping outside the property. In favour of Dogwoods.	√	Cycleway Harakeke Street Signage	
100	Harakeke		X			I like Option 2 since the extended narrowing of the bridge will be more effective in slowing traffic, particularly those who run around this route in the morning to avoid traffic on Straven Road - Rochdale St have been trying for several years to have something done about this. For Matai St I like Option 1 with its off-road cycleway which keeps cars and cycles separate and cycles and pedestrians separate - I like this as well.	√	Harakeke bridge Cycleway	
101	Harakeke				X	Rochdale/Straven intersection - narrowing this will make turning right even more difficult and dangerous. Straven Rd seems to have become more congested since the last major works.	√	Rochdale/Straven Int	
108	Harakeke			X		Through traffic is a major issue. Use of Rochdale, Harakeke, Matai by heavy trucks should be banned. Narrowing of the streets is of concern. Support tree lined streets and grass verges provided Council maintain. If entry is restricted at Rochdale is the mid block measure needed. Narrowing intersections could mean that drivers assume it is one way and take up both lanes. Intersection width at Rochdale is too narrow. Heavy parking demand in Harakeke St - if narrowing is progressed with then parking bays needed. People will park on the bend of the narrowed section to drop off students. Creation of an extension to the cycleway is supported. Disappointed no undergrounding given that rates increases are regular. (4 page e-mail)	√	Through traffic Heavy traffic Narrowing Parking Undergrounding Intersections	
109	Harakeke					Concerned about the angle parking on Matai St - will encourage more students to take cars to school and be contrary to NZ Transport Strategy. Support Option 1 for Matai St. Narrowing of road way will help to slow traffic - speed humps and platforms are more effective at slowing traffic. Support the island at the intersection of Rochdale/Harakeke. Improve lighting at the bridge. Narrowing of roads will inconvenience some parking - the benefits of the proposed changes outweigh this. (2 page letter)	√	Parking Narrowing Lighting	
112	Harakeke	X				Give way at Rochdale/Harakeke corner would prevent cars turning right without looking as frequently happens now.	√	Rochdale/Harakeke Int	
22	Kilmarnock				X	Thanks for the opportunity to comment - plans all look excellent. Make sure the roadside drains are improved - our property floods from road water overflow.	√	Drainage	
104	Kilmarnock	X					√		
1	Matai			X	2	Roads should not be narrowed they are there to drive down. Strongly against the proposed island restricting right turn entrance to Matai from Kilmarnock. Money could be spent more wisely. Do not want speed humps. Would rather Option 2 with two-lane on the corner.		Narrowing Matai/Kilmarnock Int	
2	Matai	X				Prefer the dedicated cycle lane option give the large number of students who use that street for cycle access.		Cycleway	
13	Matai	X			2	Prefer two-lane option - will allow residents to travel in a westerly direction without making a huge detour around Harper Avenue and down Fendalton Road.	√	Kereru Lane	
18	Matai		X			Fantastic we love it.			
21	Matai		X			Cycle lane is a feasible idea but our concerns are a safety issue as the track is too close to residential driveways.	√	Cycling	
28	Matai	X				Thank you for a wonderful set of proposals - we support these initiatives. Some of the residents on Matai St are anti provisions for pedestrians, cyclists and narrowing the street - quite irrational in our view, given the number of adolescents that use the street and cycling should be encouraged.	√		
31	Matai	X			1	Would like to see raised earth adjacent to the railway line kept even if it means swapping with the cycleway. Prefer one-lane option on the corner but with a park space or outside corner in the apex in case two cars meet. Like the raised road section (4 way intersection with Harakeke). Would like photos of the trees to be planted. What about some evergreens on the north side of the road (exotic or native). Would like to see landscaping strips on the north side of the road removed and given back to the width of the road.		Landscaping	
32	Matai	X					√		
35	Matai			X	2	The existing road width should be retained with new kerbs and channels. The footpath on the northern side of Matai should be fully sealed (i.e. no grass). One-way section at railway, and proposed island at Kilmarnock is not acceptable.	√	Narrowing Matai/Kilmarnock Int Landscaping	
36	Matai				X	2	Please keep a two-lane narrowing at Kereru bend as we will find it impossible to come out of our street - at peak hours it is very chaotic. A cycleway would be more chaotic. No island in Kilmarnock St - it is very easy to wait on the median strip to turn right, and this works well. The proposed platform is unnecessary as cars are not racing along.	√	Matai/Kilmarnock Int Cycleway Platform
38	Matai	X				The proposed no stopping on Kilmarnock St will further restrict parking for kindy parents as this is where we park if we can't get into Harakeke St. It is too dangerous to cross Kilmarnock Street to get to cars - consider a pedestrian crossing, increasing P10 parking on Harakeke St, put no stopping on northern side of Kilmarnock St.	√	Matai/Kilmarnock Int Pedestrians Kindy - parking	
39	Matai		X		2	Two-lane option for corner by railway crossing. Not happy with Matai St West/Kilmarnock intersection.		Matai/Kilmarnock Int Kereru Lane	
42	Matai				X	2	Prefer Option 2. No 4 way stop at the Matai/Harakeke intersection. Two-lane option at Kereru Lane - one-lane option would be too dangerous. Don't like the idea of angle parking along the railway line as cars backing out will be hazardous. Thank you for the proposed trees in Matai - flowering cherry's and maples are fine. Live on the corner of Matai and Harakeke - wonder how limes and dogwoods grow as large trees do cause a lot of work and concern.	√	Parking Landscaping

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46	Matai		X		2	Prefer two-lane option at the corner. Concerned about the amount of finance spent on sending information to residents. This glossy book is an absolute abuse of ratepayers money - I pay over \$4000 per year in rates and I think money is spent to the point of waste. I received two of these books and would like to know the cost of the plan, writings, printing and distribution.	√	Kereru Lane
51	Matai		X			The overhead poles in Matai St West are deteriorating - In Dec 04 a pole had rotted so much it snapped off at the base and fell onto the road, potentially extremely dangerous. With more and more houses replacing overhead for underground the poles/wires are an anachronism. They are an eyesore in the street and restrict smooth and safe traffic/pedestrian flow. The council owns a majority share of the company that manages/maintains the lines so it is spurious to say it is not a Council asset. Can it be guaranteed that no further poles will snap without warning. They should be undergrounded as a matter of course while the street upgrade is being done. Matai West is a busy thoroughfare for tourists, schoolchildren, pedestrians and cars and removing the wires would enhance safety and aesthetics immediately. The road platform adjacent to 68 Matai. These platforms restrict parking in the street. Parking in Matai is tight frequently. The platform should go adjacent to 60/56 where there are a number of right of ways that you can't park anyway.	√	Undergrounding Platform Parking Construction
						Order of street construction- Matai must be the greatest priority rather than Daresbury or Rochdale as people routinely race up and down the street at excessive speeds and a number of complaints have been made.		
53	Matai	X					√	
55	Matai	X			2	The bend near the rail way line is very busy so it must be two-way or we will have traffic jams.	√	Kereru Lane
56	Matai	X					√	
67	Matai	X					√	
68	Matai		X		2	Alteration of the Matai/Kilmarnock intersection to be left in/left out. As long as there is ample parking along Matai St West the plan looks great.	√	Parking
70	Matai		X		2	Prefer two lane option at the corner.	√	Kereru Lane
72	Matai			X	2	Against the proposed island on Kilmarnock St - as residents living in this area we will need to drive a whole block to get to our residence, traffic will increase hugely on Kilmarnock, Matai, Harakeke as we all drive the block to return home. Kilmarnock St is already a busy street without adding more cars. Cars will also try to u-turn at the island to gain entry to Matai St West - only a matter of time before an accident. Any turning traffic near the island will halt and block following traffic while waiting for cars to make their move. Bike and pedestrian safety - entry and exit at Kereru Lane to cycleway concerns us. Single lane option at Kereru Lane concerns us - not possible to view cars approaching from opposite direction (not safe). We do not see an advantage on the narrow exit on leaving Matai St West entering Kilmarnock St. Please be considerate with all signage, road markings. This is often overdone and makes nice side streets look like highways.	√	Matai/Kilmarnock Int Kereru Lane Cycleway Signage
73	Matai	X					√	
75	Matai	X				Applaud the proposed work to the Harakeke Cluster. Have an issue with the proposed platform that will be placed immediately in front of my address. Concern is with the vehicle noise (slowing, crossing the platform and then accelerating on). This may have an effect on our personal residence and our motel guests. Is there a need for this platform as cars will decelerate as a result of the street changes.	√	Matai St - platform
76	Matai		X		2	No island on Matai/Kilmarnock St. 25 car parks great - CGHS need more - my drive is regularly parked over. All this grass - I don't have a mower anymore.	√	Matai/Kilmarnock Int Landscaping
77	Matai		X			We are cyclists so our comments are from that perspective as well as residents. Traffic rules do not apply off-road so feel more vulnerable on this type of off-road cycleway. Vehicles have poor visibility coming out of driveways - cyclists travelling at greater speeds than pedestrians so little time to avert contact. The width of the hard surface to incorporate the cycleway and footpath would be hideous visually. Some of the narrowing would result in the street being not much larger than the footpath/cycleway. Looking down Matai St would appear to be 2 streets with a green strip separating them. The current width of Matai St gives a nice avenue vista but needs tidying and tree planting and the green side strips to maximise this. If the cycleway has been prompted by CGH and CBH - students move in packs which the proposal will not accommodate. Paved platforms preferred for slowing traffic rather than narrowing. Cycle lanes work well on Kilmarnock - why experiment with something ugly on Matai St.	√	Cycleway Narrowing Platforms Landscaping
78	Matai		X		2	Please give consideration to increasing the width of the footpath on the north side of Matai St to better cater for the high pedestrian flows at the start and end of the school day - either eliminate the planting strip or reduce the width of the very wide grass berm on the north side of the street. Disappointed at the delay in starting the Matai St reconstruction - it was originally timetabled for the 05/06 year and now has been relegated to the end of the cluster some 2-3 years away. The side channels in parts of the street are in a very poor state of repair and the renewal work should be bought forward to an earlier year.	√	Footpath Construction
81	Matai			X	2	Cycleway combined with the footpath creates a large and unattractive area of tarmac - preference for the cycleway to be incorporated into the road on both sides as with other cycleways in CHCH. 8m road width is too narrow for safe traffic movements and parked cars - prefer at least 9m for cars plus cycleways. 4 way stop at Matai/Harakeke is unnecessary and impractical - causes confusion and does not increase safety - retain give way on Harakeke St. Support the proposed left entry and exit at Matai/Kilmarnock. Support angle parking along rail line. Prefer Option 2 with changes as detailed - reduce berm to 2.1m each side to accommodate cycleways on each side of the road.	√	Cycleway Narrowing Four-way stop Parking Landscaping
82	Matai			X	2	Both options represent overkill - grass is not needed (will become muddy on the northern side), shading will be increased by proposed trees on the northern side, problems of leaves blocking the gutters resulting in flooding. Although traffic volumes on Matai are quite low I think the roads need to be wide enough to allow a lane in each direction for safety's sake - particularly in the afternoon when CBH and CGH generate some traffic and rather mediocre driving - it would be wishful thinking to hope that the existence of only one driving lane would force the youngsters to drive better, there will be collisions for sure. Difficult to believe that it is necessary to ban right-turns at Kilmarnock St. Pleased streetlighting in Matai is to be improved - hope this will result in the amber coloured lighting. Pleased to see something being done at the Matai/Harakeke intersection - anything that discourages hoons speeding down the street is welcomed. Would like to see - no grass or trees, no flooding, two driving lanes, right turns at Kilmarnock, improved lighting.	√	Landscaping Narrowing Street lighting Matai/Kilmarnock Int Matai/Harakeke Int Flooding

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85	Matai		X			Why is there an island blocking the entrance to Harakeke St at Riccarton Road (a painted median strip or right turn lane would be preferable). To get to Matai St West requires going to Straven Rd to do a right turn - this is virtually impossible in any reasonable density of traffic. Please keep stop signs on Harakeke only otherwise it is confusing. If you are allowing parking on both sides of the street in both options it would be preferable to make the road width 10m to allow cycles and cars to pass freely. A one lane option by the bike lane is safer and less confusing. As no cars can stop here I suggest you make a drop off area by the car parks - I see lots of drop offs here for CGHS. Concerns about cars parking up on the grass verges and the maintenance of the verges - Berm planting like Fendalton Rd would be more attractive. Shame to spoil it by not having undergrounding.	√	Four-way stop Narrowing Parking Landscaping Undergrounding
86	Matai		X			We would request seal up to the boundary fence.	√	Footpath
95	Matai		X		2	Am not happy with the proposed design for the intersection of Kilmarnock/Matai. I wish to be able to turn right into Matai St (I travel from town several times a day). The painted median strip works well enough - why would you want to change what works.	√	Matai/Kilmarnock Int
102	Matai	X			2	Suggest an additional speed bump or platform midway between Straven Rd corner and the Matai and Harakeke intersection - this will ensure a more even speed of traffic along this stretch. Consider the 4 stop signs an excellent way to slow and control the traffic. Stopping the right turn into Matai St and only allowing left turns has merit.	√	Platform Four-way stop
103	Matai	X					√	
106	Matai		X		2	Prefer Option 2 but do not want a separate off-road cycleway. Oppose island at Matai/Kilmarnock intersection. Keep existing mound and planting along railway line. Planting rather than grass berms preferred. Footpath to property boundaries rather than landscaping. Prefer two lanes to exit from Rochdale to Straven. (3 page submission)		Cycleway Matai/Kilmarnock Int Landscaping
110	Matai		X		2	I am opposed to the installation of traffic islands on Kilmarnock St - this will inhibit traffic flow through this area and restrict traffic turning right. Surely changes to roading would encourage/enable movement not (as in this case) hinder it.	-	Matai/Kilmarnock Int
113	Matai	X				Owners of 23, 25, 27, 49 and 51 Matai St. Thank you for the proposed street improvements they will really enhance the area and solve the speeding traffic problem and flooding. We are in favour of Option 1 but have the following concerns - there is a small vocal minority who are trying to lobby residents over the cycleway and the narrowing of the street when the majority want this improvement. We suggest more trees along the railway line as a sound and visual barrier as the trains are getting heavier and noisier. We liked the original idea of closing off the Matai/Kilmarnock intersection as this would further cut down speeding traffic. We feel Matai St is the worst in the cluster and should be started first.	√	Cycleway Landscaping Construction
114	Matai	X			2	Option 1 shows a flowering cherry in front of my property while the other trees on my side of Matai St are red maples - I think this will look very odd. I also wonder how it will look to have flowering cherry on once side and red maple on the other.	√	Landscaping
20	Nikau		X			Frequent traveller along Matai St West and seek CBH boys walking along the north side of the street but I seldom see any cyclists. Have cycle numbers been surveyed? Is a cycle lane warranted? The wider 9m roadway appears adequate. Otherwise very good research and proposals.	√	Cycling
26	Nikau	X				Insist we have grass outside our property to the corner of Matai/Nikau - it would look odd to have grass to our front gate and then paving to the corner. Are the grass berms and trees necessary? I have often seen 15+ cars parked in Nikau PI and with an overall width of 8m it makes it very narrow for cars moving in the opposite direction. Would be happy to just have new kerb and channel without the grass berm. Would like underground wiring. Perhaps a roundabout at Matai/Harakeke. Who will look after the grass on the berms?	√	Grass berm Narrowing Undergrounding
30	Nikau			X		Appalled that the plans turn the cluster streets into an extension of Hagley Park. No logic to narrowing the street to 8m - the carriageway should be at least 11-12m.	√	Narrowing
41	Nikau		X		2	Support the two-lane option for Matai St - one-lane option would be unsafe. Planting - graft height should not exceed 1.8m. What provision has been made for on street parking to service the many properties at the end of Nikau PI.	√	Kereru Lane Landscaping Parking
79	Nikau			X		The garage is not useable on this property and there we have 3 cars parked on the side of the road. The narrowing of the road would mean that we have nowhere to park our cars. Other vehicles are parked in the street and this would cause access problems. Should there be cars parked on the other side of the street it would leave under 4m for two-way traffic - this is unsuitable.	√	Parking Narrowing
83	Nikau			X		Concerned at the width of the street. The grass areas on the roadside - will these be kerbed to protect grass from vehicles parking on it? Do not agree with Matai/Kilmarnock intersection. Like trees being included and raised cobbles to slow traffic.	√	Narrowing Matai/Kilmarnock Int Landscaping
90	Nikau		X			Grass berm should be planted in low maintenance ground cover. Trees on both sides of Matai St should be identical. The whole exercise is a waste of money if the overhead services are not placed underground.	√	Grass berm Landscaping Undergrounding
107	Nikau			X	2	Let local traffic have unencumbered use of the roads in the cluster. Recommend a minimum width of 11-12m. Cobble platforms add nothing to the design of the street and are dangerous, are also costly to install and maintain. Glossy brochure is a waste of money. Cross sections are not too scale and are misleading. For safety reasons footpaths should never be put against property boundaries. Wide berms are unnecessary and only create work. Planting of trees is unnecessary. Cycleways don't need to be separate from the road. Oppose the island at Matai/Kilmarnock. Angle parking on Matai is a good idea. Prefer 2 way section but it should be 8m. (6 page submission) .	√	Narrowing Platforms Footpaths Grass berms Cycleway Matai/Kilmarnock Int Parking Kereru Lane
10	Rochdale			X		Favour Option 1 for Rochdale Street with the exception that we would like to see maximum possible parking on both sides of the street - 8m wide is also safer. Please to see the entrances to Rochdale are narrowed down and thresholds proposed. Narrowed intersection at Harakeke/Matai will also slow traffic considerably.	√	Narrowing
11	Rochdale		X			Tree outside 25 is struggling to survive. Looking forward to the improvements.	√	Landscaping
15	Rochdale			X		What you are trying to achieve is very short sighted for all the streets. Roads should be able to be used by everybody not just the comfort of residents (these options discourage people from using these streets). These options will cause more congestion on Riccarton Road - the same problems we have on Papanui Road. What our streets need are better drainage, lighting and the freeness for traffic to flow.	√	Narrowing
23	Rochdale		X			Would prefer CCC to facilitate the undergrounding of overhead services - it is the appropriate time to do them. As a SAM area we believe CCC expenditure should subsidise this work.	√	Undergrounding

Harakeke Cluster - Summary of Consultation Feedback

24	Rochdale		X					√	
27	Rochdale		X					√	
37	Rochdale	X						√	
49	Rochdale	X					Widen exit at Straven Rd to 8m (5m for the left turn) as discussed at the open evening. Consider the same management at the Harakeke exit onto Kilmarnock St to allow less delay when turning left into Kilmarnock. Have arborist evaluate trees and replace those badly damaged when cut for the removal of a house - in particular two at the Harakeke end of Rochdale St have been badly damaged. Consider using low planting suitable for our dry climate rather than water demanding lawn grass. The Metro Star bus parked in Straven Road blocks visibility of north-south traffic and makes turning out of Rochdale more difficult.	√	Rochdale/Straven Int Landscaping
50	Rochdale			X		2	I consider the proposed threshold outside #21 unnecessary and an expense ratepayers do not need. Option 2 narrows the street unexpectedly but prefer Option 2 northern end and Option 1 southern end. Need more parking available especially when CBHS has an event. Is it possible to make the exit from Rochdale to Straven wide enough for a left turning and right turning vehicle to use the road - it is already difficult around this corner and making this one way will be even more difficult.	√	Platform Parking S/R Intersection
57	Rochdale	X					Generally Option 1 is preferable to Option 2. Major concern with narrowing of Rochdale St at the Straven Rd intersection. Already Straven Rd has a high volume of traffic especially at peak times. In these proposals there is only room for 1 car to turn into Straven from Rochdale - this will cause major delays in the morning when trying to exit Rochdale St - there must be enough width for tow cars side by side to enable a right and left turn to occur into Straven Rd. Matai St West - definitely want the two-lane option. Please no traffic island on Kilmarnock St this will be a bottleneck and increase traffic flows in Harakeke St and around the rest of Matai St.	√	Rochdale/Straven Int Matai/Kilmarnock Int
65	Rochdale	X					Please supply costings for undergrounding and we will ask others in the street whether they would be interested in getting this done in conjunction with the road works.	√	Undergrounding
66	Rochdale				X		The plan for Rochdale St does not allow for enough parking - some people are quite big entertainers and this causes problems. The west end of Rochdale St takes the overflow parking when CBHS has a large function. Most visitors tend to have 'Fendalton Tractors' and will ride up on the grass. Which side of the Harakeke Bridge will have the Give Way?	√	Parking Harakeke bridge
84	Rochdale	X					Do not want planting against the fence - already have planting. Do not want parking bays as people park outside our house when there are functions at CBHS (we have no off-road parking). Daresbury Lane and Matai St are the same with as Option 1 and has normal parking - having parking would also discourage buses. Kahu St and other streets do not have parking bays but the narrowing of the street with cars parked slows traffic. Cycle track off road in Matai St is an excellent idea - should be done elsewhere. Great that you are keeping the maples - the waxeyes love them. The give way sign at the Harakeke St bridge needs to be on the Rochdale side to discourage buses.	√	Landscaping Parking Cycleway Harakeke Bridge
99	Rochdale	X						√	
12	Straven				X		In 2001 we wrote to the Council requesting that a sign on the corner of Matai/Straven be removed. We were advise the sign would be removed when the Straven corner was altered thereby making it difficult for buses and trucks to access the road. The kerb has been removed but the sign remains - when will it go?		Signage
							Can the red maples be swapped for a tree more in proportion to the area (i.e. more substantive). Perhaps have flowering cherry both sides of the street. Do not want four stop signs at the intersection of Matai/Harakeke. Option 1 would not permit adequate street parking and free flowing traffic.		Landscaping