

Your SUBMISSION

Please deliver your submission to the Civic Offices, or any of the Council service centres, mail it to us, or email it to cccplan@ccc.govt.nz to arrive by Thursday 6 May 2004.

When preparing your submission, please note:

- If you do not use this form, please include your name, address and telephone number on the first page of your submission
- Please clearly state the issue you wish the Council to consider, what specific action you wish the Council to take and why that should be done
- Where possible, refer to the volume and page number of the draft community plan
- If you wish, you can present your submission at a hearing. You will get 10 minutes to speak. In your submission please say if you wish to speak or not
- The law says we must make all written submissions public. All submissions will be published on the Council's website from 6 May, 2004
- From late July to mid-September all submitters will hear from the Council, with news about what was done in relation to their submission
- No anonymous submissions will be accepted.

Name: Mrs. Lois Farrow.

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Contact phone: 341 6391

Signature: L. m. Farrow.

Tick which applies:

I do NOT wish to speak at the hearings

I wish to speak about the main points in my submission at the hearings from 1-11 June.

Lois Farrow,
39A Middleton Road,
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SUBMISSION ON DRAFT COMMUNITY PLAN.

Issue number 1.

Page 57 Volume 1: Streets and Transport: Cycle Lanes.

I strongly protest against the suggestion of creating cycle lanes on Riccarton Road. On quieter and wider streets, cycle lanes work well, but they are definitely not suitable for any part of Riccarton Road.

Why? There is no room.

Cycle lanes on Riccarton Road would be very dangerous for cyclists, as it is such a busy road with constant traffic movements to the side of the road – parking, entry and exit to private dwellings and businesses, and bus movements.

Cyclists should be encouraged to use another route.

If cycle lanes are placed only at intersections, sometimes this is helpful, but more often it creates confusion and uncertainty, as cars change lanes.

Issue number 2.

Page 57 Volume 1: Streets and Transport: Traffic Calming Measures.

I would question whether blocking off parts of a road to slow traffic is actually legal.

The draft plan says “the system is designed for safety, ease of navigating around the city, and the comfort of users.”

I contend that blocking off portions of street entrances to one lane on a two-way street is illegal, unsafe, does not ease navigation, and is not comfortable for the users.

Kerb build-outs and planted areas that block off portions of road are downright dangerous, especially at night when they are hard to see, e.g. Hanrahan Street in Upper Riccarton has build-outs all over the place, planted in dark plants and with no reflectors, white paint, or visibility aids for night drivers. Many of our smaller streets that are legally two-way streets, have obstructions and obstacles that make them unsafe and dangerous.

Flush Medians.

For busy roads, flush painted median strips in the middle of the road are a good idea, and help turning traffic, but more education is needed for drivers to know how to use them.

Issue number 3.

Page 53 Volume 1: Refuse Minimisation and Disposal: Rubbish Bag Allocation.

I am totally against our allocation of rubbish bags being halved, and would like to see this decision reversed.

We host a lot of international travellers, mostly on an informal, voluntary basis, so our rubbish is sometimes quite high, in spite of our best efforts to educate everybody. Our visitors generally stay a few days, and therefore contribute to the economy and positive publicity of our city. As we have no revenue from this, why should we be penalised by having our costs increased.

An aspect of rubbish minimisation that needs to be addressed is the high use of packaging materials by all industries. Until this is reduced or recyclable, I don't see why the householder should be penalised.

As the council has no way of knowing how many people make up each household, one suggestion is to issue the rubbish bag allocation (52 a year) in maybe quarterly vouchers, with refunds available for those who return unredeemed vouchers. Therefore if a house had only one person who could manage on fewer bags a year, they have an incentive to do so, and redeem unused vouchers.

L. m. Farrow