

## Submissions received on Richmond Hill Road – no stopping restrictions, September 2024

### Organisations / Businesses

ID	Overall, do you support the plan for Richmond Hill Road?	Submitter feedback	Name - Organisation
26724	No	See attachments.	Richmond Hill Residents Group – Spokespersons: Jane Gregg Alice Shannon Mark Robberds Brian Anderson
26711	Yes	The proposed changes will make Richmond Hill Road safer for cyclists and pedestrians.	Spokes Canterbury – Anne Scott
26660	Yes	See attachment.	Disabled Persons Assembly (NZ) Inc – Chris Ford
25960	No	We believe that the road as it is currently satisfies the needs of all users without intervention. Taking away parking will create safety issues for residents currently utilizing the proposed removed parking spaces, especially during the winter months. With parking removed they will potentially need to park their vehicles further down the hill thus creating a danger to them during frosty periods when the probability of injury is high. Other pedestrians can pick and choose the days they feel safe using the road. Residents without that option do not have that choice, needing to access their properties daily whatever the weather conditions.	Canterbury/West Coast Automobile Association District Council – John Skevington

### Individuals

ID	How safe do you currently feel using Richmond Hill Road?	Overall, do you support the plan for Richmond Hill Road?	Submitter feedback	Name
26795	N/A	No	See attachment.	Alice Shannon
26787	Safe	No	<p>My name is Jon Harcourt, we have lived at [REDACTED] for 10 years having made over 5000 up/down trips on the road in that time.</p> <p>I have earlier worked in a large North Island Council and appreciate the democratic process for fair consultation and implementation. This current process relates to the roadway between the lower and first hairpin ‘house 54’ to the upper hairpin ‘house 70’</p> <p>1- “Do I feel safe on the Hill Road” - YES when walking and driving.</p> <p>2- I recall the early early Road Code advised “give way to uphill traffic” which is now written and fixed to the left hand lamppost above the second hairpin as “yield to uphill traffic”.</p> <p>3- Over the last few years I see the houses up the top getting bigger as cars driving downhill get bigger and the sense of entitlement gets bigger.</p> <p>4- there is no effective kerbing on the outside (west) pavement of the road, thus cars can easily move out of the way and consequently park. The clearance for walkers up/down is compromised by 5 lampposts in the middle of the walkway. Also the surface has holes, abrupt level changes, humps, dips and holes, so you have to stay alert using it.</p> <p>5- the current road signage says 40 klms speed limit between the hairpin bends which is outright dangerous. 30 klm is tops to carefully and safely negotiate parked and moving traffic and especially any pedestrians.</p> <p>6- Removing all but 5 authorized parked cars will promote faster driving and risk for especially pedestrians. This is the exact opposite of the primary intent of this consultation.</p> <p>7- Restricting parking means loss of amenity to residents, family, visitors. What assurances have been given in the past?</p> <p>8- Large vehicles (rubbish and construction trucks, motor homes, ambulances, house buses, cars with boats or trailers, big SUVs) have carefully managed to get up and down</p>	Jon Harcourt

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			<p>without incident for 10 years. Correction, some impatient fellow clipped my wing mirror speeding on the way down.                      9- I won't guess where the prompt for the no parking comes from, nor how many people above 'house 70' actually walk up or down.                      Finally, a big thank you to those who pushed through extending the lack of pavement from 'house70, to above the second hairpin and up to 'house100' on the east side.                      I have photographs to illustrate some points herein and would welcome the opportunity to present them in person and talk this submission through.                      Yours sincerely                      Jon Harcourt</p>	
26723	N/A	No	See attachment.	Jonathan & Claudia Turner
26713	Unsafe	No	<p>I am a resident of the lower portion of Richmond Hill Road, and I am writing today to inform you that I am completely opposed to the recent and unexpected proposal to significantly change the available parking along this lower section of Richmond Hill Road, between houses 54 to 70. My partner and I have lived along the lower section of Richmond Hill Road where the proposed changes to available parking are to be made for two years now. We do not have access to a driveway or any off street parking, and thus are completely dependent upon the road outside of our house or very nearby for parking. Should this proposal proceed and the changes to available parking along the road be reduced, we would have to move and try to find a new home, as the lack of vehicle access to our house would be a significant barrier to our ability to continue to live here. As you consider all opinions on the matter and submitted feedback, please consider that some of us residents are affected far greater than others.</p> <p>Whilst the original complainant remarks on the inaccessibility of the pedestrian walkway as reasoning for the proposed changes to available parking, it would be ignorant not to address why the pedestrian walkway feels congested by parked cars along the road - and the reason for cars parked so close to the pedestrian walkway is actually not what was suggested by the original complainant, where they indicated that it was due to the road being narrow. For those of us who regularly park and use this section of the road (arguably more frequently than residents of Richmond Hill Road whom live farther up the road), we have all had significant safety concerns about this section of the road for some time, and that has been due to the speed limit, and not the width or visibility of the road. It has even been brought to my attention that back around 2017 or 2018 the residents had requested that the speed limit along this section of road be reduced from 40 km/h in order to make this section of road safer, only to have this request denied. Fortunately for us we are able to learn from the successes and failures of past decisions, and can now reflect on how this section of the road would likely be much safer if this change to reduce the speed limit had been granted - and likely would not have resulted in this most recent proposed plan at all. You see, if the speed limit along this stretch of road were reduced, us residents who park along this section would not feel so pressured to park so close to the pedestrian walkway to protect ourselves from speeding cars as we enter and exit our vehicles. There is in fact lots of width and space for vehicles to safely pass us as we load and unload our vehicles in the roadway, but many people traveling along this section of road from farther up the hill allow gravity to take full effect on their engines, steadily allowing their speed to increase, and do not consider what it actually means to be a safe driver. I actually feel safer on the road when there are many cars parked as it seems to slow the vehicles that are commuting through this section, and make the drivers more alert as to their surroundings. If the vehicles commuting through this stretch of the road would be more considerate with their speed, and if the CCC would reconsider lowering the posted speed limit along this section of the road, us residents who park along this section of the road would not feel pressured to park so close to the pedestrian walkway. I strongly believe the removal of parked cars would substantially increase the speed that drivers use along this section of the road, which has often been obviously in excess of 40km/h.</p> <p>Considering the residents of this portion of the hill range from families with small children to individuals into their 70s or 80s, this change to reduce available parking will create greater physical danger along this section of the road, as well as increase emotional stress to the residents and pedestrians along this section resulting from unnecessary, avoidable, and manageable risks on the roadway.</p> <p>The argument that the current parking situation is restricting potential access by emergency vehicles is unfounded considering the size of construction vehicles that routinely drive up and down Richmond Hill Road for construction projects and housing developments higher up the hill.</p> <p>If the Christchurch City Council truly wanted to make Richmond Hill Road a safer place for pedestrians and public, the obvious action would be to reduce the speed limit to 20km/h or 30km/h, as the residents proposed a few years ago, but was rejected at the time. A reduction in speed would be a great first step to making this street safer for everyone; residents, pedestrians and emergency services. Considering several drivers from farther up the hill already ignore the posted limit, other speed restrictions should be utilized, such as speed bumps, a speed camera, or more cautionary signage. Additional speed restriction to increase safety on Richmond Hill Road is something that I feel quite strongly about, and was already planning on bringing a proposal to the CCC focused on decreasing speeding and increasing the safety for residents before we were made aware of this proposal.</p>	Dylan Kucheravy

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ID	How safe do you currently feel using Richmond Hill Road?	Overall, do you support the plan for Richmond Hill Road?	Submitter feedback	Name
26712	Unsafe	No	<p>I implore Christchurch City Council to reconsider this rushed and ill conceived proposal to reduce available car parking along Richmond Hill Road, and to please consider more reasonable options to create a safer place to live for the people who actually live there and deal with people speeding by us on a daily basis.</p> <p>Christchurch City Council September 8, 2024 Re: Richmond Hill Road To whom it may concern,</p> <p>I am writing to formally inform you that I am 100% opposed to the suggested changes to available parking along Richmond Hill Road between houses 54 to 70. I am one of four adults who live at [REDACTED]. We each have a vehicle as we all work in such different areas of the city, and none of us are able to work from home. I am 100% reliant upon available roadside parking on the road outside our address - yes, the exact parking spot pictured on the webpage for this proposal. The microwave mailbox is ours. The roadside spot beside the microwave mailbox is where I have parked almost every day for the two years I have lived here. The proposed changes to dramatically restrict available parking along this section of Richmond Hill Road will ultimately force my hand to leave my home and find a new one. As you consider submissions, please do not underestimate the gravity and impact of your decision, as some of us are significantly affected by this.</p> <p>Every resident along this lower section of Richmond Hill Road acknowledges there are safety concerns along this section of the road. That is one aspect of this conversation that I am certain we can all agree on. Absolutely no one is more aware and concerned by the safety of this section of the road than we are, the residents who live along this section. This proposed “solution” to increase the safety of the road is ineffective as it does not actually address the root of the safety concerns, which is speeding cars. Let me connect the dots for you.</p> <p>Every day when I enter or exit my car, I must walk on the road to do so. Surprisingly, the speed limit along this stretch of road is 40km/h, yet just around the lower bed it reduces to 30km/h despite there not being any houses directly adjacent to this lower section of the road, and often less pedestrians. In order to feel safe entering and exiting my vehicle while I stand on the roadside, I choose to park my vehicle quite close to the pedestrian walkway, as this will give me a bit more space as I stand in the roadway to load and unload my vehicle, and to enter and exit my vehicle. In all honesty, there is truly lots of space for this to be done safely as cars drive past, as has been done many times in my time living here, but when a car is passing you with a driver who is driving at the posted 40km/h limit, and often faster - it no longer feels safe. I understand why the complaint of safety along this section of road has arisen. If the residents from farther up the hill would drive the speed limit, or preferably slower, I would not feel so pressured to park close to the pedestrian walkway, which would thus easily make greater space along the pedestrian walkway.</p> <p>I should mention here, for all the upper Richmond Hill Road residents and your visitors who choose to drive down this section slower than the posted speed limit set by the Christchurch City Council (CCC), choosing to drive at a speed of 20km/h or 30km/h - choosing to do so even when there are not any other cars on the road or observable pedestrians or spectators of any kind - I am SO grateful for you. I see you - when I am sitting in my car, or when I am walking up and down the public pathway - I see you, and I see you actually understand what it means to be a safe driver. For all the upper Richmond Hill Road residents and your visitors who choose to drive down this section at the posted speed limit set by CCC, at a speed of 40km/h and sadly, often faster - choosing to do so even when there are other cars on the road, and observable pedestrians - I am SO disappointed by you. I HEAR you. I hear you before you even come around the bend, I HEAR you before I can see you, and I prepare myself for you to come speeding by. I move myself off the roadway well in advance of your arrival, even though there’s actually room for us both. You do not understand what it means to be a safe driver. You are the safety concern here.</p> <p>The residents who live along this stretch speak to each other regularly about the speed at which the driver’s and residents whom live farther up the hill come down this stretch. We compliment some, and give disappointed warning glares to others. This is our home. Please stop using your large metal vehicle to scare everyone on this road. Accidents can happen. But they are also preventable.</p> <p>Whilst I agree that this stretch of road is unsafe, the proposed solution is poorly developed in actually addressing the real safety concerns of this section of road, and a significantly disappointing proposal for a city council who manages several similar narrow roads along the port hills.</p> <p>In addressing the argument about large emergency vehicles being unable to drive up this section of the road, that argument is far-fetched, inaccurate, and quite a hopeful stretch of an argument in an attempt to validate someone’s stance in submitting this proposal. Construction vehicles, and CCC garbage and recycling trucks travel this section of road weekly. While the CCC waste vehicles do slow the traffic on Monday’s when waste, recycling, and organics are collected, this is no different to the effect on any other suburban road, and unequivocally indicative that large wide trucks and other vehicles are not having trouble traveling, and even operating through this section.</p>	Victoria Ecclestone

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ID	How safe do you currently feel using Richmond Hill Road?	Overall, do you support the plan for Richmond Hill Road?	Submitter feedback	Name
			<p>This section of Richmond Hill Road has many houses, several of them quite old, and there are many people living along this section of road in these houses. The reality is that this is not going to change. This section of Richmond Hill Road is clearly the very first part of the Richmond Hill suburb to be developed many decades ago, and the existence of this section of the road has ultimately led to further development up Richmond Hill, where there is more space for the roads to be wider, and properties larger. Richmond Hill is arguably one of the most beautiful places in all of Christchurch to live, as many residents in our lower section and even the upper section know, and it will take a significant natural event to push residents to move off of this section of Richmond Hill Road. The reality is that the population of this section of the hill is not going to significantly decrease any time soon, nor will our reliance on our vehicles, thus there are actually a significant amount of people requiring regular parking access to this section of the road for their activities of daily living.</p> <p>As mentioned above, our house has 4 adult drivers. Our driveway can fit one car. I do not have regular access to the driveway, and thus park on the road 100% of the time. While we have always joked with friend's about the quirky nature of where we lovingly and proudly call home, if the closest available parking to our address will suddenly be changed to being upwards of 200m away, this is a significant deterrent for many of our loved ones to come visit, particularly those with reduced mobility, injuries, and other accessibility needs. It will make it nearly impossible for them, if not definitely impossible for several of our favorite people to come visit us. This will be a massive deficit to our mental and emotional health and wellbeing if we were to remain in this home of ours at 64 Richmond Hill Road. We have always had an "open doors" policy with our friends and family, you can show up whenever you like, we always have time and space for you, and we LOVE hosting. We love showing off our beautiful home and neighbourhood. If these proposed changes to available parking were to progress, the nearest available parking will be significantly farther from our house, making it even less accessible, and leaving us at home lonely with "Open Doors", but little to no visits from loved ones. This would almost certainly include an end to our routine weekly Tuesday evening potlucks with the people who are closest to us. Beyond that, we will very likely have to move out of this house as the level of inaccessibility by vehicle to our home will be beyond our capacity to manage on a daily basis.</p> <p>A change this significant is out of touch with the reality of the population of the residents of this section of the hill, and the needs of the residents here. Visit the hill on any day, and anyone can easily notice that the proposed 5 parking spots highlighted in green on the CCC consultation plan is about one third of the amount of parking that is regularly required by residents in this section, not including our visitors. The consultation plan is so incredibly insufficient at meeting the needs of the residents of this section of Richmond Hill Road, that it has surely failed to consider the repercussive flow-on effects that will occur as we move our vehicles to park on other permissible areas of Richmond Hill Road.</p> <p>I cannot express enough times that we are so lucky to call Richmond Hill Road home, this is unequivocally the coolest place I have ever lived. I am 100% opposed to the suggested changes to available parking along Richmond Hill Road between houses 54 to 70 as the proposed changes to dramatically restrict available parking along this section of Richmond Hill Road will ultimately force my hand to leave my home and find a new one. I acknowledge there are safety concerns along this stretch of road, but as addressed in several of the arguments above, this proposed plan is an insufficient solution. Should this change proceed, it will cause more safety concerns resulting from speeding vehicles along this section of the road as there will no longer be a traffic calming effect that is always created by parked cars along a roadside, and will result in parking issues elsewhere along the road. The argument that large wide vehicles, such as emergency vehicles cannot fit along this stretch of road lacks evidence and precedent, and is an inaccurate, dishonest attempt to add validity to the original complainants argument for the proposed change. This is a very dramatic measure to address road safety when other measures such as lowering the speed limit, adding in convex/concave mirrors for greater visibility, or adding additional signage have clearly not yet been attempted, and in the case of lowering the speed limit - have been previously rejected in recent years. Pedestrian safety is of the greatest concern to the residents along this section, I'd argue even more so than the pedestrians and dog walkers who sometimes visit our section of the road from addresses higher above. If we are going to go through this incredibly formal proposition process, it is more than reasonable to expect much more preceding investigation, data collection, and community consultation into the problem of safety along this stretch (which should have been conducted before this proposal reached this stage), and more than reasonable to expect more conservative measures such as additional signage or a change to the posted speed limit should have been implemented prior to this proposal.</p> <p>Once again as a reminder, some of us are significantly affected by the outcome of this proposal. I'd really love to continue to call this section of Richmond Hill Road my home.</p> <p>Sincerely, A very disappointed resident of [REDACTED] Victoria Ecclestone.</p>	
26710	Neither safe nor unsafe	No	The traffic on Richmond Hill could do with slowly down a bit!	Barney Savage

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26709	Neither safe nor unsafe	No		Beck Savage
26708	Unsafe	No	I visit friends on Richmond Hill Road. People need parking. There is a walkway for pedestrians. Cars driving too fast on the hill is the bigger issue & I sometimes feel unsafe due to speeding vehicles.	Claire Savage
26707	Unsafe	No	I feel unsafe due to speeding vehicles. I attach my full submission as below. I request to speak to the Community Board at their meeting to consider this proposal. <i>See attachment.</i>	Erik Ellis
26706	Neither safe nor unsafe	No	I a long term resident of Lyttelton - the roadside parking is common all throughout the Port Hills. Residents and visitors need somewhere to park. When visiting Richmond Hill Road I haven't noticed a lot of pedestrians and I understand there's a pedestrian walkway available to use, which is also common in hill suburbs.	Jan Paterson
26702	Neither safe nor unsafe	Don't know / Not sure	Although we live in the area, we don't frequently walk along that part of the road, so we're unsure about the exact level of risk. We have noticed that some cars drive fast, especially when coming downhill. Implementing speed control measures, like speed bumps, may be a more cost-effective solution with fewer impacts compared to making major changes, as some residents rely on those parking areas.	Tatsu Kuwasaki
26701	Safe	No	<p>We are fortunate enough to live in the furthest eastern suburb from the city centre- the end of the line!                      Away from the village centre and on a beautiful quiet hill which is both residential and rural.                      When I moved in at ██████ back in 2001 I would have had reservations about buying here if there was no street parking. Questions about excessive traffic speed and safety would have probably made me look else where to raise my children.                      I would have also been concerned about access for visitors - friends and family, services and delivery, tradespeople and elderly health support along with a host of other nagging worries that would have stopped me from buying this property.                      I would have questioned why a quiet residential street at the end of the line was being treated in a similar way to major thoroughfares such as the causeway or city centre roads that have residential properties.                      These are concerns that I have today as would any prospective house buyer if this proposal goes ahead.                      Having lived here over 20 years I have seen an increase in residence further up the hill with new sections being bought and houses built. This increased traffic volume considerably, and during the boom years there were lots of lorries and trucks ,vans and speedy tradie types bombing up the hill to get these projects completed. I welcomed the influx of new residents and recognised that this beautiful hillside can be shared with new neighbours who appreciate our little corner of Sumner.                      There is more traffic now, but it is still very managable to drive up and down RHR safely and conveniently with no real hassle. Parked cars help with traffic calming and is also safer for pedestrians too due to this and of course the option of zig-zag pathway.                      I do think the vast majority of RHRers are safe and respectful drivers and appreciative of this beautiful rural 'end of the line' piece of paradise that we share. We are a mix of young, old, elderly, children, teens, learner drivers, stressed out commuters, but above all - we are a quiet community living away from the busy bustling streets.                      Street parking on these lower slopes is of the utmost importance to me for all the above reasons and stated again; traffic calming, social inclusion, service needs, property price stability and for the fact that we are home on our quiet residential street at 'the end of the line'.                      A road with parking restrictions will create a rat run for some drivers who already speed up the first part of the hill and barely slow at the corner - lots of near misses with up and down traffic most days -                      I question whether there is an ulterior motive for this unnecessary and safety averse proposal.</p>	Martin McCormick
26700	Unsafe	Yes		Darcy Kusabs
26698	Neither safe nor unsafe	No	<p>I am opposed to your proposal for several reasons the most important being safety.                      The average speed of traffic driving up Richmond Hill rd. has increased over the last decade, and driver courtesy has decreased. Parked cars are only thing that stops excess speed as drivers are forced to slow down. Slowing down as we drive up and down the hill also affords an opportunity to exchange a neighbourly greeting and increase our mutual connection and well-being.                      We live at ██████ and often walk from our house both up and down the hill. I feel significantly safer walking on the upper part of the hill where cars are parked, than the lower stretch where drivers increase speed (often beyond the speed limit) travelling both up and down the hill. Rarely do cars slow to 15km to take the bend and frequently drivers</p>	Ali McCormick

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			<p>must break sharply to make the corner.</p> <p>I am also concerned about visitor access to our properties. The plan you suggest takes no account whatsoever of the social isolation you would be imposing on residents and ensuring our elderly whanau no reasonable access to visit, as well as any social support visitors for residents.</p> <p>I was disappointed to hear the comments of our councillors in the initial proposal meeting. Both Cllr. Templeton and Cllr. Scandrett jumped the conversation to how to enforce the proposal. We vote for councillors to represent us and make high-quality well-informed decisions on our behalf. I was very concerned to hear both councillors had already made their decision without our consultation and without any data to support what they were saying.</p> <p>Finally, there is already a footpath from no.62 to the bowling club which should satisfy concerned pedestrians.</p> <p>This process and indeed the proposal itself is a part of a dominant cultural bias toward quick action. However, research is clearly telling us we all need to slow down in order to make better decisions, both in our board rooms and in our cars.</p> <p>Ali McCormick  <div style="background-color: black; width: 100px; height: 15px; margin: 2px 0;"></div> <div style="background-color: black; width: 100px; height: 15px; margin: 2px 0;"></div>                     Christchurch  <div style="background-color: black; width: 100px; height: 15px; margin: 2px 0;"></div> </p>	
26696	Very safe	No	<p>Please read the attached submission.  <i>See attachment.</i></p>	Brian, Cherry, Victoria, Patrick Anderson
26694	Very safe	No	<p>I am attaching a submission on behalf of our whānau.  <i>See attachment.</i></p>	Catherine Jane Gregg Robberds
26687	Safe	No	<p>In response to the proposed ban on parking outside my home on Richmond Hill, I would like to express my concerns to this proposal.</p> <p>The current parking situation outside my house is crucial for my household, as it provides essential access and convenience. My partner recently had a health event and no emergency vehicle was impeded by parked cars. Community health nurses were also able to park outside to access our home and provided care. The proposed ban would significantly impact our ability to park near our residence, causing inconvenience and additional challenges. Our family members would also not be able to visit with no parking within easy access to our house.</p> <p>This proposal would, without doubt, impose undue hardship on local residents, who have lived here for many years. We walk up and down the hill with our dog, the lampposts are in the middle of the pavement and brambles over grow the fence, but the parked cars, actually slow down drivers who speed. Recent newcomers to the upper section need to understand that the lower section of RHR is steep and narrow and requires different driving etiquette.</p>	Jacqui Goldsworthy
26685	Very safe	No	<p>I think it is outrageous to cut down the limit of car parks for these residents when it has been 13 years since the earthquake and no effort to repair the pathway has been taken. There is minimal efforts to keep the paths clear of vegetation and to think the first point of call is to create issues for the residents is poor. Without allowing cars to park here there is no car parking for the people who live here which will create congestion and more danger elsewhere in the community.</p>	Jayan Goldsworthy
26676	Safe	No	<p>My mates come to visit me and park on the road - please don't take this away. It is important to have mates visit when you are 21, infact any age.</p> <p>BIG ISSUE, exiting our driveway is difficult at the best of times, let alone if the traffic is able to go faster !!! PLease don't make any changes. You will only make it very dangerous.</p> <p>Sam Floyd</p>	Sam Floyd
26668	Unsafe	No	<p>I walked up Richmond Hill road every day after school as a teenager. Speeding cars are a problem especially where the road is clear.</p>	Max Shannon
26654	Neither safe nor unsafe	No	<p>Hello,</p> <p>A lot of the houses on the stretch you are planning to make a no stopping zone have hardly any off street parking. Taking away these parks would be of extreme inconvenience to the people living in the area, especially family's with young kids, elderly or injured residents having to walk a distance to their car. Is there a way you could create a narrower walkway and still allow parking? Also, encouraging people to use the track that zig zags down just after the 62 Richmond hill road with better signage to reduce pedestrians walking the road after the first hairpin corner could allow parking on that first narrow section of the road.</p> <p>Thanks.</p>	Munro Hall

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26652	Very safe	No	People live here. You cannot ban parking for residents that live here. Where will they park? This is not a viable option. Elderly people live on this road. They need to park here, and imposing a parking ban will significantly affect their lives. If pedestrians feel unsafe, the council should consider implementing speed bumps to control traffic speed.	Nisha Goldsworthy
26651	Very safe	No	Having had a heart attack, I have had major bypass surgery (triple) and can only get in and out of the car on a level road, not on the steep driveway. I also need parking for visiting nurses. My Rehab period is a minimum of one year. My family and friends who will be visiting me can only visit weekends where the closest parking spaces are on Wakefield Avenue. Please, I urge you to consider my situation carefully before proceeding with the proposed parking restrictions. Dinesh Patel [REDACTED]	Dinesh Patel
26649	Safe	No	I live at [REDACTED] and I am the homeowner. I work from home and watch the coming and goings on my stretch of the road - what I observe is that the parked cars in fact slow down the often too fast traffic and creates a safer environment for the pedestrians. To not have on street parking would reduce my social life and I would no longer be able to have my nana (who is a frequent visitor) come with ease. We have 3 cars at our residence, 2 park in our driveway and one on the street. There is always a park available for our extra car and for that we are grateful. There is no where near enough space at the bottom of the hill to subsidise the residence cars. I purchased this house at the beginning of the year with good faith that my family and friends can visit me, this proposal makes my life, and those who live with me trickier to an unnecessary degree. I, my partner and my friends strongly oppose this proposal. Please simply reduce the speed limit, we each have a few extra seconds in our lives in exchange for safety.	Ruby Gurnsey
26588	Very safe	No	Submission on Proposed No Parking Restrictions on Richmond Hill Road, Christchurch To Whom It May Concern, I am writing to express my strong concerns regarding the proposed no stopping restrictions on Richmond Hill Road between the bend near 70 Richmond Hill Road and the bend near 54 Richmond Hill Road. While I understand the council's intent to improve safety, this proposal will create significant challenges for residents and does not fully address the underlying issues. Richmond Hill Road is a residential area where many homes lack off-street parking. The removal of on-street parking will leave residents without viable alternatives, significantly impacting their daily lives. Beyond the inconvenience, this will also lead to a decrease in property values, which represents a substantial financial burden for homeowners. This decline in house value, and the broader economic consequences it entails, should not be underestimated. Moreover, while the proposal emphasises the need to ensure emergency vehicle access, it is important to recognise that in many cases, emergency vehicles are personal vehicles driven by residents in urgent situations. Moving these vehicles further away from the properties complicates emergencies, such as when someone needs immediate transport. In such cases, it may not be practical to wait for official emergency services, which often take time to arrive. Easy access to personal vehicles is therefore crucial. If on-street parking is removed, more residents will need to walk up to their properties from distant parking locations, leading to increased pedestrian traffic. The absence of parked cars may also cause confusion and awkward stopping situations as drivers navigate around pedestrians or wait for them to cross, increasing the risk of accidents. Additionally, the removal of parked cars will likely lead to increased traffic speeds, creating new safety hazards for pedestrians and cyclists. Rather than removing parking, the council could consider reducing the speed limit or installing speed bumps to encourage slower driving and enhance safety. A common rebuttal I've heard when conversing with council representatives is that they are not required to provide parking. While this may be technically true, the reality in Christchurch is that personal vehicles remain the primary mode of transport for most residents. The city's public transport options are limited, with no train service and a bus network that does not adequately cover many areas, particularly those on elevated or suburban locations like Richmond Hill. Car parking is therefore not a luxury but a necessity for residents who rely on personal vehicles for commuting, daily errands, and even emergency situations. The removal of parking in an area with such limited alternatives would severely impact residents' quality of life. In conclusion, while the safety of pedestrians and emergency vehicle access is of utmost importance, the proposed no-parking restrictions on Richmond Hill Road will create more problems than they solve. The decrease in property values, coupled with increased pedestrian traffic, driver confusion, and higher traffic speeds, will reduce overall safety and quality of life for residents. I strongly urge the council to consider alternative measures, such as reducing the speed limit or installing speed bumps, to address safety concerns while preserving critical parking spaces for residents. Thank you for considering my feedback. Sincerely, Phillip Green (Owner of [REDACTED])	Phillip Green

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26556	Safe	No	Removing the parking outside my parents house is going to prevent my Grandfather from visiting as he drives and parks on the road. He is unable to walk up the hill. He visits my parents frequently and this would be a HUGE problem for access for my grandad and anyone with the inability to walk up the hill. Please Please Please do not make this change.	Ella Floyd
26549	Very safe	No	<p>I have been a resident for 25 years in this section of the hill and I bike, walk and use a car. I strongly oppose this proposal on the grounds that it will make it extremely unsafe for pedestrians, contrary to what you seem to think it will do. In its current state, allowing cars to park along the stretch of road that you propose to limit parking, actually acts as a speed deterrent for cars using this section of the road. This keeps pedestrians safe. The manner in which cars are parked actually allows pedestrians access along the footpath. The power poles are more of a problem, as we need to step onto the road to get around them.</p> <p>As far as the emergency access is concerned, we have witnessed emergency vehicles use this section of the road road without any issues. The road is wide enough and in fact wider than many other roads in the city. Have you done your research on this matter? It seems not.</p> <p>We need car park spaces for family members, including elderly parents and a family member who visits with young children. We cannot expect them to park at the bottom to come and visit us. This severely affects our quality of life and social connections to our whanau. If this does go ahead will you consult with the other residents who will be affected when the cars park in other areas of the hill? The cars will still need to go somewhere. It seems that the problem will be moved elsewhere.</p> <p>Added to this, this will have a significant effect on property values on this section of the hill, which will reduce your rates income and affect our retirement and future well being.</p> <p>As a rate payer I feel very disappointed at how this process has evolved, with the lack of consultation to this point. Is this normal to go ahead to this stage without consulting the resident who will be directly affected? I notice in your other current consultations that you have engaged with affected parties. For example the Sumner rugby club redevelopment.</p> <p>Needless to say this has caused undue stress for myself and my whanau. Surely this could have been avoided with some sensible consultation and simple observations.</p>	Murray Johnson
26548	Safe	No	I'm a resident at the bottom of Richmond Hill rd and I completely disagree with the Council plan to take away parking spaces as it is unnecessary and is likely to speed up traffic using the road. I, which will inadvertently. ake it more dangerous for cyclists and pedestrians. It will also place pressure on lower Richmond Hill rd's existing parking places of which they are often oversubscribed already.	Michael Inder
26521	Safe	No	<p>Dear Council,</p> <p>I do not support the proposed changes to Richmond Hill Road on the basis of safety.</p> <p>I live on the lower corner [REDACTED] of Richmond Hill and have a clear view of traffic coming up the hill and then from the back of the house I can see the continuation of the traffic. The speeds that cars travel up the hill is dangerous and out of control at times. We have had to assist with a nasty accident 2 years ago due to speed and lost of control, hitting the power pole and writing off the car. We have seen and heard many screeching of brakes and general excessive speeding.</p> <p>After coming around the corner, due to the parked cars, cars are forced to slow down. We have not had an incident in this area in the past six years we have lived here. I would hate to see this change as it would be of danger to all. The current situation is preventative and effective.</p> <p>Please contact me if you would like to view the traffic from our house and you will see for yourself the issue atg hand.</p> <p>With thanks Joanne Wood Floyd</p>	Joanne Wood Floyd
26460	Very unsafe	Yes	So dangerous we avoid for walking and cycling	Trevor Cook
26363	Neither safe nor unsafe	No	<p>Cars speed on Richmond Hill and don't understand the road rules.</p> <p>I live in Lyttelton and people are much more polite and understand hill driving there.</p> <p>Residents need street parking.</p>	Aileen Woodall
26352	Safe	No	<p>We walk down the hill at least a couple of times a week and the parked cars aren't the issue. It is impatient traffic that do-not give way to upcoming cars and also travel too fast. The speed limit should be 30km on the area that you are proposing to have yellow lines. We desperately need signs stating give way to upcoming traffic.</p> <p>I do not support the yellow lines in this area. When you buy on a hill you need to be considerate and kind to each other. If the yellow lines are put there it will cause problems in another part of the hill. When we moved here about 19 years ago, we were told that the road would be widened once there were more than 25 new houses built on the hill. This is never mentioned now.</p>	Stuart Fabian

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26340	Neither safe nor unsafe	No	Removing the parking from this section of road is not the best solution and very unfair to the residents who live on that stretch of the road. This conversation has been held previously and it was decided that the parking actually helps slow the traffic down in that area making it safer. It seems like a waste of resources to be going over it all again. Have you considered doing something about the deep gutters instead like you did on Clifton Hill? It would make the road just that little bit wider which is often all you need. As someone who drives on the road every day all that is needed is knowledge of the road code (i.e. uphill traffic has right of way) and a bit of common sense and courtesy when this is not practical.	Kathy Duncan
26284	Safe	No	<p>I live at [REDACTED] and often bike or walk up this section of road. I've never felt unsafe in either activity. How many incidents have been reported regarding safety or access impairment on this stretch of Richmond Hill Rd? It would be good to know if this was a real issue or something based on a few comments. We're not aware of there being anything of note. We have lived here for over 5 years.</p> <p>Out of interest where does the council propose cars park if this change goes ahead? Has alternative parking been catered for along Richmond Hill Rd? Can some public parking be put in place just up the road where the footpath was recently updated? Seems to me there would be space enough for 6-10 cars in this area. The number of cars requiring parking does not reduce just because the road layout changes.</p> <p>If the expectation is that residents now park in the service lane outside 22-38 Richmond Hill Rd, you will soon have those residents petitioning for residents only parking. There is barely sufficient space for cars as it is, and this is compounded when events are held at the Sumner Bowls Club. Please see photos of a typical day when such an event takes place. The first photo is normal residents parking before the event.</p> <p>My final point - is this the absolute best use of ratepayers money? Surely there are more important projects that are of higher importance to the community? <i>See attachment.</i></p>	Ant Boyles
26152	Safe	No	<p>We live on a hill and need to be courteous to each other. For the 18 years I have lived here, the cars parked here have not worried me. Cars parking on these areas help people to drive slower and safer. Take this away and I will not feel as safe walking up and down the hill as the traffic will driving faster. Speed is the main problem. It would be ok to have no parking only on the left side of the road going downhill. No one parks on this side anyway.</p> <p>We do need some signage stating down hill traffic must give way to uphill traffic.</p>	Joy Fabian
26151	Very safe	No	<p>I have lived on RHR most of my life and I am a frequent user of the road as a pedestrian, cyclist and car user. This is a crazy plan because in my experience the cars are a huge benefit parked the way they are, to reduce traffic speed and to make the road safer for everyone. When there are few cars parked there, it enables vehicles to speed down this section of the hill which is extremely dangerous. I can't see the problem for car users to at times wait patiently, for a matter of seconds, to let other road users pass and to look out for the residents and pedestrians that have lived happily on the part of the hill for many years. When I visit my parents now I need to often park close by to access my tools that I often use to help them out with jobs. To park either up or further down the hill will only move the problem for pedestrians to another part of the hill and increase the volume of pedestrians walking around with equipment and gear. If you go down this road with this plan, surely you are opening the council up to many more disgruntled people demanding parking restrictions in other parts of the city?</p> <p>Your argument about emergency vehicles is not valid and not well researched. The road is wide enough for much larger vehicles than many emergency vehicles.</p>	Sebastian Johnson
26147	Safe	No	<p>You need to arrange a meeting of the residents of Richmond Hill and the community board members possibly in the Sumner bowling club (Which is free for community groups)</p> <p>I have lived on Richmond Hill for 27 years and the biggest issue is that a lot of cars travel at speed and cut the blind corners. The speed limit should be reduced to 30km an hour and educate the vehicle drivers that up hill traffic has the right away. You need to have a large clear sign at the bottom of the hill and at top at the junction where Richmond Hill branches off in two directions at approx 140 Richmond Hill Road.</p> <p>I am not in favour of the City Council proposed plans for no stopping restrictions and footpath markings.</p> <p>I urgently request the community board member for our area Sara Templeton arrange a meeting with the Richmond Hill residents so she can understand the issues instead of having the council push there proposal through without proper consultation.</p> <p>Graeme Baird, Stuart Fabian Joy Fabian [REDACTED]</p>	Graeme Baird
26138	Don't know / Not sure	Yes		Cody Cooper

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26052	Safe	No	I walk Richmond Hill Road daily I feel safe and have no issues with the parked cars, I am worried that removing the parking will lead to more speeding which is already a problem, the road is not wide enough for two vehicles to pass by each other and yet people try to in sections without parked cars this makes me feel at risk as they come up onto the footpath so they don't have to slow down.	Axel Ellis
26046	Safe	No	I live at the bottom of Richmond Hill Road. I disagree with the proposal for a number of reasons: (i) I think it is unreasonable that people living on the hill will not be able to access their homes or have visitors/family do so without climbing a steep hill; (ii) I regularly walk up the hill and have not experienced it as dangerous. In fact the cars parked there slow down traffic on the hill and give pedestrians additional protection; (iii) I would anticipate that, without the parked cars, vehicles would drive much faster up and down the hill; (iv) parking is already at a premium lower down the hill with all the people visiting the bowling club. It would be even more congested if the people living higher up the hill had to park their cars on the flat; (v) There is nothing to suggested that emergency vehicles cannot get up the hill. Were this the case the council would have taken some action a long time ago.	Victoria Pallin
26044	Safe	No	<p>The area of road is not any more unsafe than the rest of Richmond Hill Road below the first hairpin bend. I drive up and down there frequently and drive slowly on this part to take into account the cars parked there. That is not unsafe and drivers are courteous and recognise this. For those wanting to walk down and up the hill there is a walkway that goes down the hill from just in front of one of the carparks you are suggesting be kept. If carparking goes it will simply increase parking issues down the hill. I am also not aware of any emergency services vehicles being prevented from driving there, and the large number of concrete trucks and other large vehicles driving up the hill do not seem to be impacted.</p> <p>A better solution if you wanted to keep the road access suitable would be to stagger areas on both sides of the road where people could park, or simply allow parking only on the sea side of the road except for round the bend half way up.</p> <p>Of greater concern is the speed on other parts of the road, especially at the bottom of the hill. I live at [REDACTED] and cars coming down to this corner drive at unsafe speeds both into and around the corner. Better to make the whole road subject to a 30km/hr speed limit and leave the carparks as they are.</p>	Andrew Marsh
25887	Very safe	No	By stopping people parking outside there homes you are forcing them to walk up the road or track which can be wet, slippery and frozen at various times of the year. I walk my dog up Richmond hill and feel the parked cars slow traffic making it safer. In 10 years of living at the bottom of the hill I have never heard of an emergency vehicle being blocked. You are not making it safer, you are making it less safe. You are also ignoring the wishes of the local residence. This is another example of an out of touch council. Concentrate on water quality and reducing rates. Please leave Richmond hill alone.	Nelson Glass
25857	Very safe	No	<p>I strongly oppose this proposal on the grounds that it will enable cars to speed down this section of the hill and make it extremely unsafe for myself as a pedestrian and resident and other pedestrians and road users. Currently the cars that are parked there enable pedestrians to walk safely on the footpath and have the added effect of slowing traffic down on this section of the hill. There have been numerous times that I have exited my section, and when there are no parked cars I have had to step further back onto the footpath as the cars that come speeding down the hill, have crossed the centre line and been disturbingly close to me on the footpath.</p> <p>The argument about emergency access is irrelevant as enormous trucks and vehicles have been using this road for many years without incident. I have actually watched an emergency vehicle get up the hill without hindrance.</p> <p>I have lived on this hill now for 25 years and when we purchased our property we understood that we had existing rights for parking as do the majority of rate payers in Christchurch. We were never at any stage informed of the likelihood that this may be removed when the Greenwood Estate development was approved.</p> <p>In the past few weeks I have been keeping a close eye on traffic movements and especially during the day there are very few pedestrians and vehicles using the road. Most pedestrians use the pathway between numbers 62 and 64, so I haven't even seen pedestrians on the lower part of the road beyond that point. The peak times for traffic seem to be when tradies are going to and from sites further up the hill, workers heading to town and parents dropping children to buses. So these measures seem extreme for a few minutes of every day.</p> <p>Your plan to remove the parking is going to cause issues in other sections of the hill. The number of resident cars is not going to change and they will simply park either further up the hill or on the first section of the road which has a blind corner about halfway along.</p> <p>Which brings me to my final point. I have friends and whanau. And yes they come to visit! My father is elderly with Parkinsons, and can not be expected to walk a few hundred metres to visit. My daughter is due soon to have a baby and she also can not be expected to walk with a baby and all the gear a baby has, to visit or to come and stay. This decision to remove parks will severely hinder my ability to connect with my family.</p>	Andrea McKendry
25848	Neither safe nor unsafe	Yes	<p>Having lived on Richmond Hill at the same location for over 35 years I have noticed several changes.</p> <p>Before the golf course was closed a lot less cars used this section of road, the cars were smaller and most of the drivers were courteous.</p> <p>Now that the golf course subdivision is filling up a lot more cars use this stretch of road. The cars are also bigger and the drivers seem a little more entitled, less courteous and</p>	Brian Lamb

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			<p>less likely to give way when coming down the hill.                      People who have spent time in any environment make adjustment for that environment but I suspect the people in the new subdivision haven't come to terms with this stretch of road between the hairpin bends and consequently don't drive to the conditions.                      Get on with it!</p>	
25751	Neither safe nor unsafe	No	<p>Marking the footpath is a good idea but it should only be the width of a single pram. I suggest the outer extreme of the parking areas be marked with a "T" like in town. As shown in the aerial there is room for parks in a number of places particularly where the 3 lower cars are parked. There are a number of no parking zones already that allow vehicles to pass each other. The restriction to only 5 parks will force cars to be parked in areas that are already short on parking created by houses on the hills having no space for garages.</p>	Denis Maddever
25641	Unsafe	Somewhat	<p>I support the provision of safe pedestrian access and access for emergency vehicles. However I understand that this is the only parking for some homes in the area proposed. The information provided by Council doesn't cover this issue so I don't know how it will impact these residents.                      I am concerned that this road is the only access to a large and growing suburb creating a bottleneck at lower Nayland street which restricts access to emergency vehicles.                      What does the Council plan to do about this issue?</p>	PATRICIA MCNEILL
25385	Safe	No	<p>We have lived in Redcliffs for 44 years and as avid walkers we have been up and down Richmond Hill many many times. We have never felt unsafe as we have observed that most drivers go slow, pull in to avoid each other and as a pedestrian it is always easy to stop and get out of the way or to walk slowly on the footpath. Most of the time we use the public right of way past the superb mosaics avoiding much of the narrow part. Earlier in the year our son and family moved into [REDACTED] Your proposal will make it very difficult to park near their house, as they have a car and a works vehicle on their drive, so we will have to park on the road. Parking above 70 is problematic due to the corner and parking at the bottom of the public way is discouraged by the residents.</p>	John and Kate Entwisle
25316	Very safe	No	<p>This will put more stress on car parking at the bottom of Richmond Hill. We live in Nayland st and often walk the hill and have never felt un safe about traffic going up pr down.</p>	CHRISTOPHER DOUGHERTY
25238	Very safe	No	<p>I have live at [REDACTED] for 2 years, [REDACTED] for 20 years. The road is safer when there are cars parked there, the houses downhill of the road are very exposed, the ancient rail certainly wouldn't stop a drunk driver from landing in a living room (we had one a few years ago, saved by Dino's car). Parked cars also slow the traffic down. The cars coming up the hill generally stop behind the parked cars and give way to DOWNHILL traffic. This is usually done courteously with waves and smiles to the neighbours higher up the road. Having cars park with wheels on the path seems to me to make the road safer, allowing better visibility and space. The path itself is in a poor state of repair, is very narrow and is obstructed by electricity poles all the way up the road (in the middle of the path). There is a public walkway which is impossible with pushchairs (tried once and member again).                      I don't think there's much that can be done to make this safer. I definitely don't think making it a 'no parking ' zone would make it safer for motorists or pedestrians and would deny home owners the right to park closer to their own homes. I'd challenge you to find a space at the bottom and carry your week's grocery shopping up this hill.                      Signage telling road users to give way to DOWNHILL traffic would be useful. Locals do this but tradies don't.                      Photo attached shows how poles block the road for pedestrians. It's like this all the way down the road.                      I live at [REDACTED]. It's the last house just before the second bend.                      I expect this is happening because someone with some clout from further up the hill has complained they've been forced to walk on the road. I think you sign up for this when you buy or build a house on this road.                      As you said this road is narrow and it probably can't be widened. Drive-on access for most houses at this part of the road is difficult and establishing it is prohibitively costly. Residents often have no other option than to park on the road.                      There is a huge amount of building going on at the top of the road and I regularly need to pull in for concrete lorries, builders vans and trucks carrying building materials. It looks likely that this building will carry on for decades. A few weeks ago I gave way for a swimming pool being carried up the hill. If the cars hadnt been parked on the footpath the lorry would have been stuck.                      Having cars parked with two wheels on the (crumbling) footpath makes the useable road wider and visibility better and I would argue that accidents will be MORE likely to happen if you prohibit this. Perhaps if the council improved the crumbling footpath and replaced the 100 year old rusted fence there would be space for both car and single-file pedestrian.                      ALL of the cars parked on this part of RHR are on the LEFT hand side of the road when facing upwards. This means it's easier and more logical for UPHILL traffic to pull in to a space behind a parked car to allow another car going downhill to pass. Most long term RHR residents do this ( the builders don't). I have always thought it would be sensible</p>	Linda MacPherson

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			<p>to reverse the 'give way to uphill traffic' rule on this part of the hill so that all users do it like this. Simple signage at the bottom would be enough to make this change. I don't think we can ignore the fact that most of the households in this hill have two, even three cars. The person who recently bought the house next door to us is renting it out as two properties. That sometimes means this property is using three or four car spaces on the road. We are lucky enough to have a decent sized parking deck but there is often no space for any visitors within 50m of our front gate. We are supposed to share our parking deck with 70b which is currently unoccupied. If a 2-car family was living there the situation would certainly be worse.</p> <p>I'm all for children being able to walk safely to school but I would definitely be opposed to any changes making this road less safe for road users and I think your proposal does just that ( in order to keep a few pedestrians happy)</p> <p>Can I please add that if restrictions are being put in place so pedestrians with strollers, wheelchairs don't need to walk on the road then this post at 70 RHR and the adjacent wiring for amenities should be moved further up the hill so it doesn't block the pathway. (See image, space is only about 300mm wide)</p> <p><i>See attachment.</i></p>	
25107	Unsafe	Somewhat	<p>I live at [REDACTED] this is the small side road off to the left just after the Sumner Bowls Club. Our problem is that bowls club members and visitors to Sumner park right up to the corner both above and below the entrance to the side road, often with large vehicles (Vans, etc). This makes it very difficult for residents of the side road to join the main carriageway safely as we have to edge our way often to the middle of the road to check for oncoming vehicles. It would be appreciated if parking restrictions could be painted for several metres above and below the side road. Regards Peter Kelly</p>	PETER KELLY
25091	Safe	No	<p>This change has no mention of what the current occupants in the affected areas should do with their currently owned vehicles, and where they should park them.</p>	Avern Athol-Webb
24528	Very unsafe	Yes	<p>This is well overdue, I'm surprised no-one has been hurt yet.</p> <p>How about put parking on the corner where 80/82 Richmond hill was, there would be a possible 8/10 carparks there.</p> <p>Overall a fantastic idea before a child is hurt.</p>	Richy Whitty
24524	Safe	Somewhat	<p>You need to provide more car parking on the street. There are minimal pedestrians and some will be using the walkway so to remove so much parking doesnt support the local users. Its a destination people go to purposefully so do need some parking. With such few carparks it is likely that they will be snapped up - so if you reduce parking, maybe put a time limit on parking so they are not always taken up by the same vehicles.</p>	Joanne Byrne
24523	Very safe	No	<p>This proposal can only benefit a (presumably vocal) minority. The vast majority of road users are in motor vehicles. The road is narrow and frequently used by large, heavy vehicles, often building contractors and, of course, council lorries responsible for recycling and garbage disposal. It is already tricky negotiating this 2-way road, but safely possible because those who park their cars have the decency to mount the pavement. Parking is limited and the road is the best option for many of the residents. We're lucky enough to have a deck so personally wouldn't be affected either way, and, as such, feel I can offer a relatively impartial opinion. The road is not particularly busy most of the time, particularly when most residents are parked, and occasionally walking around a car is not a major hardship or hazard. Traffic is heaviest when most folk have had to leave for work so the pavement is relatively clear during peak traffic. Removing all cars would not eliminate the need to occasionally step onto the road anyway, as the frequently placed telegraph poles do not move aside for pedestrians.</p> <p>So, I am not in favour, sorry. This would majorly inconvenience many people in order to marginally convenience a few. The road would become harder to negotiate for vehicles and the net effect would be to reduce safety rather than improve it.</p>	Sean MacPherson
24519	Very unsafe	Yes	<p>I believe that the proposal has not gone far enough. The areas that are marked on the plan as areas for car parking also need to be marked as no parking. If as you suggest, these areas have a car parked, the area of road available for the motorist, will still be insufficient for two cars to pass without difficulty. The width of the road where the first green car on your plan is situated, appears to be no different to the area alongside number 58. This is also applicable to the green cars on your plan outside number 64 and 68. If you are going to allow cars to park there, are you going to install signs like those on a single lane bridge, that designates who gives way to whom. This would be necessary as there will not be enough room for cars to pass each other if a parked car is in the spaces you propose for parking. I have already seen arguments between drivers regarding who is going to back up when they both arrive at a space that allows only one car through at a time.</p> <p>I would also welcome the area owned by the council to the left of number 74G, just past the tight corner going up the hill to be turned into a car park for people wishing to access Richmond Hill Rd. This area is big enough to cater for car parking and the pedestrian walkway that already exists there.</p>	Christopher Brown
24515	Unsafe	Yes	<p>Thank you for this plan, it will help enormously for the safety of pedestrians using the road, access both up and down the road for vehicles and especially for emergency services access.</p> <p>However, I would like to point out that the 3 places which allow some parking are still narrow and create a barrier to passing vehicles.</p>	Julie Garland Brown

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			I believe a complete yellow line along this stretch of Richmond Hill Road is preferable so that there is one clear and recognised rule for safe use and that large and oversized vehicles can be assured of access.	
24499	Very safe	No	<p>I dont believe parked cars are blocking emergency vehicles as large concrete trucks, construction vehicles, rubbish trucks and moving trucks can easily access the hill and do so on a daily basis. Very few people actually walk down the hill and there is also a public walking track to access the bottom of the hill between number 62 and 64 Richmond Hill Rd.</p> <p>Where are all the people going to park their cars who use them to get to work and school.</p> <p>Do the council intend on upgrading the footpath as it is currently not safe to use as there are power poles in the middle of the footpath and there is not adequit enough space to safely get a wheelchair or baby stroller down without going on the road, or are they just going to put some yellow lines on and think job done. There isn't a lot of traffic coming up and down most of the day. I believe this is just an excuse to opese some people that live at the top of the hill that have made the complaint.</p> <p><i>See attachment.</i></p>	Tom Entwisle
24482	Neither safe nor unsafe	Somewhat	<p>My daughter and her partner and my grandchildren live at [REDACTED] and I need to be able to park near the property as I have arthritis and can no longer walk up the walkway. I would suggest another option to help with the problem.</p> <p>At the next bend up from number 70 I would suggest putting a parking bay for visitors. I used to live at [REDACTED] and I know there is an attractive walkway there now but I believe there is also an option there to create an attractive parking bay.</p> <p>Perhaps the walkway could be upgraded to encourage walkers to use this.</p> <p>Thank you</p>	Sandra Mackenzie
24479	Neither safe nor unsafe	Somewhat	There needs to be more parking. I think it should be up by the red zone on the second bend (near the mirror) There also needs to be a give way sign before the bend. Giving people room to come around that corner.	Jacky Cambie
24478	Very unsafe	Yes	Please fix the narrow footpaths and the footpaths that level with the road I think people will still park there even with no stop lines	Thomas Blain
24465	Very safe	No	<p>We have just received the first notice about road markings outside our house, at [REDACTED] that the council are looking at changing.</p> <p>I would like to start by saying we are strongly opposed to removing all car parks in the stretch between 54 and 70 Richmond Hill Rd.</p> <p>Back when permission was granted for the subdivision at the top of Richmond Hill there was no upgrade in infrastructure to support the number of vehicles traveling on the lower part of this stretch of road. This should have been taken into consideration when the subdivision went ahead and has now become an issue in the minds of people living at the top of the hill.</p> <p>Most of the houses on this stretch have very limited off street parking which by removing these parks will cause a great inconvenience. Where do you propose people park their cars that they are using daily to get to work and/or school? Parking is also limited at the bottom of the hill and we have already had a nasty confrontation with someone down there when we parked a vehicle outside her house. We believe having no parking here might make things more dangerous, for pedestrians, as cars will potentially use the footpath to get around other vehicles as the road will never be wide enough for two cars to fit on.</p> <p>We regularly walk up and down the hill, both using the road and the zig zag. We also have 2 children who have no problems navigating their way up and down the hill to school. Part of hill life is just adjusting to how the traffic moves up and down the hill. Everyone needs to show respect to other drivers and pedestrians. Would lowering the speed to 30k up until the hairpin above number 70 help?</p> <p>In a lot of places the footpath isn't even the required 1.2m wide which is the minimum required standard for a footpath in an urban area. Are you going to move power poles and widen the footpath to make it safe for 'people' to walk on. If this complaint is genuinely about footpath safety, and it comes from someone at the top of the hill that never walks down here. We would be interested to find out what work (other than putting up no parking) you are actually proposing. By putting in yellow lines you are actually not solving any issues here.The footpath will still be "unsafe" to use as it will not be wide enough for a family commuting down the hill with a baby stroller.</p> <p>As we just bought our house at the start of the year we are fully aware that most houses on this stretch have their driveway/access on road reserve. Meaning at any stage this could be revoked and the council could use the land to widen the road. We are currently dealing with EQC to fix significant damage to our driveway and garage. We really want to push on with this work but not if the council might soon consider using the land to widen the road.</p> <p>We are also no strangers to traffic on this hill as Jess grew up at number [REDACTED]. We both know that all houses on hills in this area have their own issues with traffic and pedestrians. We would be happy to meet you on site to discuss this further.</p>	Jess Mackenzie

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			Unless you have an option of where people should then park their cars that is close and acessable to their houses this shouldn't go ahead. Sure, fix the footpath up but don't take the few parks that are left.	

7 Sept 2024

## Re: PROPOSAL TO REMOVE PARKING AND PLACE PEDESTRIAN MARKINGS ON RICHMOND HILL ROAD BETWEEN STREET NUMBERS 54 - 70.

I wish to submit my objection to this proposal. I am adamantly against it.

My name is Alice Shannon. I am a long term resident of Richmond Hill Road having lived at number [REDACTED] [REDACTED] for the last 26 years. My home is located approximately midway between the two lower slope hairpin corners on Richmond Hill Road, on the uphill side of the road directly above the middle bend. From our home we get a clear view of the road directly in front of, above (uphill) and also below (downhill) of our property. We can also hear general traffic noise. I both work from and spend a lot of time at home.

### References

Prior to writing this submission, I have taken the opportunity to review and include in this submission, references to:

- The Waihoru Community Board Meeting Community Board - 25/07/24. Information session
- The Christchurch City Council meeting - 05.07.18. Item 17 - Richmond Hill, Sumner - Proposed 40Km/h Speed
- The Christchurch City Council Draft Annual Plan 2019-20 mtg - 03/05/19. Item 3. Richmond Hill
- Correspondence I have previously sent to the CCC regarding Richmond Hill Road on: 27/02/13, 28/08/14, 09/08/14, 09/12/14, 24/08/17, 31/10/17, 12/06/18, 07/08/18, 21/08/24.

### The Proposal

The proposal states *'We're planning to make it safer for people walking on Richmond Hill Road.'*

With the subtext

*'Richmond Hill Road is narrow and in some places the footpath is the same height as the road. People park vehicles on the footpath to avoid blocking the narrow road and this creates safety issues for pedestrians who are forced to walk on the road to get around the parked vehicles. The parked vehicles can also prevent larger emergency services vehicles from accessing properties further up Richmond Hill Road.'*

It advises the proposed solution to be:

*'We're planning to formally mark the footpath area and add no stopping restrictions between the bend near 70 Richmond Hill Road and the bend near 54 Richmond Hill Road, to make it safer for everyone.'*

I respond to these points as follows:

#### 1. Pedestrian Safety

This subtext suggests that the road is currently 'unsafe' for pedestrians due to the parked vehicles. This is misleading and is based on perception only. There is in-fact no supporting evidence or history of incidents/accidents to suggest that the road is currently unsafe for pedestrians due to the parked cars; unduly unsafe or anymore unsafe for pedestrians (for whatever reason), than many other steep and narrow local roads over the entire Port Hills network.

#### 2. Emergency vehicle access

This subtext also states 'parked vehicles can also prevent larger emergency services vehicles from accessing properties further up Richmond Hill Road.' This statement is emotive and again is based on perception only. There is no evidence or any previous incidents to support this suggestion. During the 26 years I lived here I have witnessed emergency vehicles travel Richmond Hill Road without incident. On a regular basis it has and does accommodate innumerable large vehicles, many as big as or in fact bigger than any emergency vehicle.

*# Attached to this submission are photographs of very large vehicles easily negotiating this stretch of Richmond Hill Road, (while parked vehicles present) and photo showing fire engine top at top of Richmond Hill Road.*

### 3. Incidents/ Accidents

Personally I **do not know** of any incidents/ accidents (pedestrians or otherwise) that have taken place on lower mid stretch of Richmond Hill Road **due to the parked vehicles**.

The majority of incidents/ accidents I do know of have primarily been on the first stretch of Richmond Hill Road (below the first hairpin - that has no housing). These incidents/ accidents have **all** been due to **speed** (and/or alcohol & texting). Sometimes involving two vehicles and on one occasion, I know a cyclist was knocked off their bike by a speeding driver. Though thankfully luckily did not sustain significant injury.

I do know of two accidents that have taken place in the stretch of road between the two hairpin corners. Both were single vehicle. Both were **due to speed and drunk driving**. On both occasions the **parked vehicles served as protection** to stop injury to other innocent parties and property. On both occasions the offenders fled (though were later found and charged by the Police).

It was following these accidents that took place in 2013 and 2014, that myself and other neighbours started what has ended up to be a long but seemingly **unsuccessful engagement** with the Council to do something **regarding the speeding issues** faced on Richmond Hill Road.

*# Attached to this submission are photographs of crashed vehicles, a Chch Star news article and various examples of previous correspondence between myself regarding the speeding problems on Richmond Hill Road.*

## Actual safety concerns on Richmond Hill Road

### 4. Speeding

**Speeding and impatient bad drivers** are and **always** have been the **actual safety concerns** Richmond Hill Road faces. The nature of the bending narrow road unfortunately seems to bring out the inner race car driver in some drivers on the hill and they speed both up and down it.

While **speeding is an issue for the entire Hill** it is particularly problematic in the stretch of road between the two hairpins (currently proposed for no stopping). The problem is before/ after entering this stretch of road, drivers had from stretches of road that have no housing. The speed limit on those areas is 40 km, which is actually ridiculous, as those areas of the road are also narrow and single lane in parts requiring uphill traffic to give way to downhill (you only have to try to drive it at those speeds to realise that **40km is too fast and an unsuitable speed for these areas**). Regardless by the time **some** drivers reach the lower mid slope - they're in **racin, impatient mode** - particularly those coming down hill. They **do not adjust their driving** to allow for the narrowness or increase in residential **homes**. Many times I have felt **unsafe** due to cars speeding and genuine concerns for myself, my children and family pets. **I regularly have to call out or gesture to motorists to please slow down.**

Despite various residents repeatedly raising this issue with the Council, over years, this issue remains unsolved. In fact with the exception of lowering the speed limit from 50km to 40 km in 2018 the Council has done **very little** to address this **ongoing issue**.

Therefore it was encouraging to note Counsellor Tim Scandretts' comments (Waihoru Community Board Meeting - 25/07/24) that he thought: *"this could be perfect for a 30 km area"*. As a general speed limit of 30 kms is what was originally lobbied for in 2018 (instead it went from 50 to 40kms). That being said - it is important to note that the stretch of road being referred to - **already** has a recommended speed limit of 30 kms, however as the CCC 21/02/24 traffic counts survey shows - on average that speed recommendation is **excessively exceeded** by a large portion of road users. **Speed limit change alone is not enough.**

### 5. Corner cutting

From my home's vantage point I **regularly** observe vehicles cutting the corner - veering towards the footway area on the downside of the road. The beaten/ marked up power pole opposite our house bears evidence to this. **Parked cars act as a protection against this** as it means drivers have to adjust their position to remain on the appropriate place of the road.

Speeding and corner cutting are **notably worse** when no parked cars are present. The removal of parked cars on this area - would both remove this protection against corner cutting and greatly increase the likelihood of speeding.

*# Attached to this submission are photograph examples of vehicles corner cutting on Richmond Hill Road.*

## 6. Lack of relevant signage

We have **long** requested more 'yield/give way to uphill traffic', 'narrow' and 'slow zone' signage be installed for this stretch of Richmond Hill Road. Such signage is **common** in most other narrow and/ or bending hill roads but **woefully** lacking on Richmond Hill Road. It is hard to understand why this is the case?

In addition - disappointingly a large road warning sign that advised 'Narrow roads, watch out for cyclists, pedestrians and animals' - that used to be installed at the bottom of the hill has actually been removed, either by the City Council or persons unknown?

*# Attached to this submission is photograph of sign that used to be at the bottom of Richmond Hill Road.*

## 7. Lack of effort by the Council to make the road more user friendly

In 2014 and then again 2018, within written correspondence to the Council, I suggested:

- That a concave mirror to be installed on the section between the two hairpin bends to allow downhill traffic to more easily see approaching uphill traffic on the bending sections of this stretch of road.
- That a white 'wait' line be marked on this section of the road, to educate and allow a designated space for downhill traffic to yield to uphill traffic.
- That yield/ give way to uphill traffic signage be installed in this area

At the time of requesting these measures I noted that they were already in place for the second hairpin corner on Richmond Hill Road. However **none** of these suggestions were actioned for this mid section of the lower slope of Richmond Hill Road.

## 8. Traffic calming measures

Over the years residents (including myself) have also previously suggested speed bumps and/ or other traffic calming measures **be put in place for Richmond Hill Road**, however **none** have been actioned for this area. This is especially disappointing, given traffic calming measures are now a **very** common and predominate feature of **many** residential roads across Christchurch.

*# Attached to this submission are photographs of traffic calming measures in other residential roads in Christchurch.*

## 9. Parked cars act as a traffic calming measure

It is known that parked cars act as a traffic calming measure to slow down traffic. This has has **already** been acknowledged by CCC's traffic engineers.

This is not the first time no parking restrictions have been considered & **rejected** for this section of Richmond Hill Road - the last time was in 2018 when it was considered following the lower speed limit proposal. At that time the site was visited by CCC Traffic Engineer Barry Hayes and myself and my partner had several communications with him. Mr Hayes was **very clear** that the parked vehicles acted as a speed deterrent and should be retained. So **how** has that changed? It seems the CCC is now contradicting its own advice?

Again more recently the CCC Traffic engineer noted during her information presentation to the Community Board on 25 July 2024 that: '**Removing parking can increase speeds**'. However then went on to say: '*however on balance it's still a narrow road*' - seemingly to suggest that the narrow road will counter-act the likely increase speeds.

This is incorrect. Unfortunately the narrowness of Richmond Hill Road has **never** been a deterrent against speeding for some drivers. Instead the narrowness and bends have a **race track feel** which seems to **encourage** speeding by some drivers. Speeding and corner cutting in this area is **already bad** when cars are parked there but its **notably worse when the parking spaces are vacant**.

## 10. The parked cars are not illegally parked

There is a common **misperception** that the cars parked on the road partially over the **'so called footpath'** are doing so **illegally** without the Councils knowledge and approval. This is incorrect. This was **confirmed** to me via written correspondence on 15 June 2018 from Emily Bynion, Senior Parking Compliance Appeals Officer, Operations Unit - Transport, Chch City Council, where she states;

*"There are a **number of areas in the hill suburbs** where it is not safe to park a vehicle fully on the roadway and consequently **in situations such as this it is acceptable for a vehicle to park partially on the footpath**, taking into consideration other road users such as pedestrians. In most of these areas **there is no formed gutter** to enable vehicles to do just that."*

## 11. No formed gutters

I draw the Board's attention to Ms Bynion's - comment regarding **'no formal gutter'** and note that this is the exact case for Richmond Hill Road. There is no formed gutter and it has **always** been like this.

## 12. Such parking common in hill suburbs

As Ms Bynion suggests such parking is **common** on many narrow roads throughout Christchurch especially within the Port Hills, personally I have friends who live in Lyttelton and on Clifton Hill, on roads that are much the same as Richmond Hill Road. They all park in the same manner but haven't been subjected to the same **scrutiny** as the residents of lower Richmond Hill Road.

*# Attached to this submission are photograph examples of vehicles parked on footway/ footpath areas on other roads within Christchurch.*

## Pedestrians

### 12. Existing walkway for Pedestrians

There is already an **existing** public walkway available to pedestrians. This walkway starts at the bottom of lower Richmond Hill Road and exits on the upper road between house numbers 62 and 64. Ironically the **only** pedestrians who actually have **need** to walk on the lower slope stretch of road are the **residents** who live here and to the best of my understanding we are all adamantly against the proposal.

### 13. Pedestrian walkways are common on the hill suburbs

Such walkways are common in hillside suburbs and in fact often are often the **only** means of pedestrian access. In addition there are many roads throughout the Port Hills that have **no footpaths** at all and still allow parking. If pedestrian safety is truly the concern, surely using the purpose built **pedestrian** only public **walkway** that is completely protected from the road is the **safest** and most logical **option** for pedestrians?

### 14. Pedestrian numbers on Richmond Hill Road are minimal

Before submitting this submission I asked the Council if a Pedestrian counts survey had been undertaken. I was informed that no such survey had been completed. From my observations of both being a long term working from home resident and also a regular walker of the hill myself - I would confidently say that pedestrian numbers on Richmond Hill Road are **minimal**. This is not surprising given the steep incline of the hill. Over the last couple of weeks on various occasions - I have taken the opportunity to record a snapshot of Richmond Hill Rd to show pedestrian use.

*# Attached to this submission is video snapshot of Richmond Hill Road, which demonstrates pedestrian movements are minimal.*

## Parking

### 15. Very limited parking options for residents

In the 26 years I have lived on Richmond Hill Road, I have **always** parked my car on the street. I don't do this by choice rather **necessity**. If off street parking was a viable option then of course I would prefer that but unfortunately it simply is not.

The topography of this section of this stretch of road means that the majority of the houses (including ours) have very limited narrow single width access only (if even that) and certainly **no opportunity** for any additional **off street parking**.

According to geotechnical reports commissioned for our property - the geology of the **roadside cliff face** consists of 'Dark grey to black, plagioclase-pyroxene-olivine phyric basalt through to grey-green trachyte interbedded with pyroclastic deposits' of the Lyttelton Volcanic Group Formation - in other words it's **volcanic rock!** Unfortunately this makes it **prohibitively expensive** (as in hundreds of thousands of dollars) to be able to do anything to improve access and/or off street parking. I know this because over the years we have investigated the possibility of doing so on a few occasions but unfortunately it remains **unviable**.

### 16. Proposal would create a problem somewhere else

In the event that this proposal was to go ahead and the on street parking was removed then we would be left with **no option** but to try find somewhere else to park. The only other possible parking option for us (and other residents) would be several hundred metres either down or up the hill from our home. The entirety of Richmond Hill is steep and narrow, so all this would do is cause problems in another part of the hill. This would be a simply **nonsensical** result.

### 17. Significant detriment effects for affected residents

There would be **significant** and ongoing **detrimental** effects to the affected residents if this proposal was to go ahead. These detrimental effects include but are not necessary limited to:

### 18. Safety

The Council is suggesting a proposal that by its own admission will **increase** vehicle speeds, which in turn will make the road **less safe** for all users including pedestrians. The increased speed and expectation of drivers (that they don't have to slow down and drive cautiously) will also have a **flow-on** effect to other parts to Richmond Hill Road, particularly lower Richmond Hill Road (Sumner Bowling Club area) which is already a **real problem spot** for speeding. (Cars speed down the lower hill and then don't slow down for what already is a 30 km area).

As a result the 'so called footpath' will become **more** dangerous due to increased traffic speeds (due to the removal of the traffic calming/ slowing that the parked cars currently assist with) plus the protection the parked cars provide as refuge from speeding vehicles will be removed. In addition by removing the on street parking, it would in effect **'force'** me (and other lower slope residents) to have to then walk **significant** extra distance along the roadside to be able to get to the new areas we would need to park our vehicles.

To put it simply - from my perspective I have a long **documented** history regarding the **speed concerns** made to the CCC. I am also aware of other peoples communications to the Council regarding the same and the Council general knowledge of this issue. I am now being presented with a proposal that will **increase vehicle speeds** and in addition if this proposal were to go ahead - I would then be in a position of having **no option** but to have to **walk** more **frequently** along a stretch of roadside that would be **less safe**.

**It is hard not to feel upset by this.**

## 19. Isolation

The removal of the on road parking would mean some beloved whanau/family members and friends will no longer be able to visit my home - as *example*:

- My elderly mother still drives and likes to visit me and her grandchildren in our home. She is able to park on the street and with some sit stops on our pathway is able to make it up to our house. However the added challenge of her having to park her car potentially hundreds of metres away would make it impossible for her to visit her daughter on her own accord and it would no longer be an option for her.
- I also have close friend who limps and struggles to walk any distance due to a past accident injury. Like my mother she can manage to park on the road and make it up to my home - but would not be able to walk the extra distance on the hill incline that would be required if the on street parking was removed.
- I am a previous cancer patient, during my many surgeries and treatments, I required the daily services of Nurse Maude. I also relied heavily on my wider Whanau and friends, who helped care for me and support my immediate family. In the event such a **need** arose (for any resident) the no parking restrictions, combined with the steep hill would make it **very difficult** to receive the support needed.

## 20. Financial

The removal of the on street parking adjacent to our properties will undoubtedly **negatively** affect the value of our homes. (NB:This is in turn could ultimately affect Council rates intake - given these are based on property values). Additionally - costs would **increase** for affected residents when undertaking some of the most simple alterations or necessary repairs and maintenance to our homes due the extra time tradespeople will charge to be able to get themselves and materials on site. Even general household servicing such as getting gas bottles or groceries/ parcels delivered would become **very difficult** without on street parking available.

## 21. Crime

Sumner has an **ongoing problem** with vehicle crime car break ins are a regular issue. Currently we have some protection from this/ in that we are at least in a position of being able to hear or notice if someone is interfering with our vehicle. If we are **forced** to park our vehicles some hundreds of metres away out of our sight and hearing, this would definitely **increase** our **chances** of becoming a **victim of crime**.

In addition if a number of vehicles now needed to be parked **further away** from the residents who owned them - and with the only likely available options to park being on the road areas that aren't adjacent to any homes (such as the roadside alongside the red zone land following the hairpin bend) this could actually become a **draw card** for criminals who would recognise and take **advantage** of this new opportunity.

## 22. Feedback on the Council Process

The Council **process** in regard to this proposal seems somewhat flawed and **inconsistent** with other consultations/ proposals I am aware of. So while I want to be clear the following comments aren't directed too/ meant as criticism of any said individuals - it is though important and relevant to give feedback on this.

## 23. Tone of communications

The tone of the Councils communications on this matter are **concerning**; with both the online and printed information material giving the distinct impression this matter is seemingly 'fait accompli'.

- As example, the title states: 'We're **planning** to make it safer for people walking on Richmond Hill Road.'
- The definition of *planning*, is: 'a detailed proposal for doing or achieving something' - whereas:
  - The definition of *proposing* is to: 'put forward (a plan or suggestion) for consideration by others'

As such the information given more **promotes** this as a '**done deal**' rather than something simply under consideration. This has been very and **unnecessary stressful** for all affected residents and for some quite overwhelming. In fact one of our neighbours was very distressed when he said to me "*jesus, it's a done deal - I won't be able to live here anymore, I'll have to sell my house and it will be worth a lot less now, I'm buggered*".

I think it's really **important** that the Council appreciates just **how** concerning this proposal is for the affected residents and understands that not all residents understand the process and/ or are confident when it comes to responding to such matters. A situation such as this can be really **overwhelming** - especially when it has been communicated poorly - which it has been on this occasion.

## 24. Community Board Information session 25 July 2024

Also **concerning** is the apparent bias and attitudes displayed by our elected representatives during the Community Board information session - As example; Councillor Templeton's comments seemed more **focussed** on parking enforcement with her suggestion that the Board promote selected targeting of some Richmond Hill Residents (who are in fact parking legally).

Also Councillor Scandrett' comments regarding Rapaki being: *"The other one is the really important one and we had it with Rapaki which kind of took the argument of people saying they didn't want parking restrictions because they had so little places to park is access for emergency vehicles"*.

Again this also gives the impression that rather than approach this proposal with an unbiased and open mind, awaiting full consultation to be able to make a fact based decision - the Boards mindset instead **appears** to be somewhat **predetermined** and is already focused on how the Council can 'justify' this to the affected residents rather than deciding if it will **actually** make the road safer for pedestrians and/ or is **truly** necessary.

Overall it was also **notable** that no evidence was presented or asked for. Ie: is there a record of accidents due to parked vehicles? pedestrian numbers etc? Instead it was just declared 'a problem area'.

## 25. No informal discussions

It was reassuring to note Community Board member Tim Lindley ask the CCC Traffic Engineer - *"what is your sense of the community perception, have you had any feedback?"* But **disappointing** to confirm that on this occasion the Council **had not** made any attempt to engage with the **affected** residents prior.

Which does beg the question - **why** wasn't there some informal consultation with the affected residents **prior** to the proposal getting to this stage?

Personally, I have knowledge of previous proposals regarding Richmond Hill Road and there has **always** been informal discussions prior. Given the significance of this proposal I would certainly think it would have been appropriate to have informal discussions with the **affected** residents. Apart from anything else we do reside in this stretch of road and therefore understand the nature of any challenges the most and of course we do in fact make up the **majority** of the pedestrians in this area.

Again, this seems **inconsistent** with some other Community Board proposals. As example on 16 August 2024, I became aware of an informal roadside meeting taking place on lower Clifton Hill - with local residents, several members of the Community Board and Council staff present. Ironically I understand that this informal meeting was actually about improving car parking as well as general road safety. Local residents **suggestions** were being sought **before** a suggested proposal was drawn up.

**So why weren't the affected residents of lower Richmond Hill Road shown this same courtesy?**

## 26. Lack of evidence

It is also disappointing that this proposal has been allowed to progress as far as it has based primarily on perception rather than **any** fact based **evidence** that there is a 'safety' problem due to parked cars. Nor with the most basic information being available, such as, knowing the actual pedestrian counts numbers.

This is **particularly** concerning when a no parking proposal for this stretch of road had already been **considered** and **rejected** by the Council following on from the speed limit change in 2018. I am not sure if the current Board is aware of this history but it is **very unfair** that the affected residents have had to now go through this process yet again. **It is very stressful and feels like harassment.**

## 27. Cause of complaint

From advise received from the CCC I understand that: “*this proposal has come about because a member of the community asked for us to look into making it safer for people walking up this road*”. Whom one would assume lives on the upper area of Richmond Hill Road?

Despite protests made by local residents at the time - (concerned due to the size of the subdivision) the Council **allowed** the upper Richmond Hill Greenwood Estate Development to go ahead (**without** undertaking any road improvement on the lower road to help accomodate the increased traffic flows this development inevitably brought). At the time the development was approved - Richmond Hill Road residents were **assured** by the Council that this development would **not affect** any on-street parking. This seems to have been **forgotten**.

Unfortunately, since the Greenwood Development, the atmosphere of Richmond Hill has changed (negatively). It seems that despite having brought/ built their homes fully aware of the nature of the road **some** (not all) upper hill residents now seem to be **impatient** and incredibly **entitled** because the **nature** of the hill road, which requires road users to **drive slowly & considerately**, now affects them.

## 28. Nature of the road

The reality is, the **nature** of the hill road (as with many hill road) means road users **need** to **drive slowly** and are sometimes required to wait for what would at most amount to a few seconds delay (and only on the occasion that they happen to meet any vehicles traveling in the opposite direction) - requiring them to **'yield/ give way'** uphill' traffic. Though many road users seem to either be oblivious to or choose to ignore this most basic New Zealand road rule.

From some road users this lack of education, understanding of hill etiquette and impatience manifests as **relentless** targeting and unwarranted **time wasting** complaints to the CCC against lower hill residents - who are simply parking in areas as they have **historically** done and in a **manner** that been **approved** by the Council and is **common** in hill suburbs.

## 29. Time wasting

It is known that **some** individuals have driven complaints to the Council under the **guise of** unproven factually unsupported **'safety concerns'** when in fact their issues could more correctly be put down to **frustration** due to the **limitations** of the hill road. It is akin to someone purchasing an intercity townhouse and then starting to complain about the noise coming from intercity businesses. Or someone purchasing a house near the airport and **complaining** about the plane noise.

Previously I have **personally** experienced this first hand and accordingly was reassured that common sense had prevailed in 2018 upon receiving - CCC's Senior Parking Compliance Appeals Officer - Emily Bynions written advice:

*“...Having said that I also consider that a **pedestrian must take** into account why vehicles may be parked partially obstructing the footpath and take a **more cautious approach** if they are required to venture out onto the roadway. This advise has been relayed to the complainant and as also pointed out to the complainant, our responses to **these complaints are in the main a waste of time** as the **situation in this area is long standing**, and rigid enforcement of The Road User Rule may in fact cause more inconvenience/danger to other road users if vehicles are parked fully on the roadway.”*

However in recent years the complaining **attacks** have continued and a feeling of being **'under siege'** is now widespread amongst lower slope residents. This has not been helped by the Board now seemingly promoting **selected** targeting of lower slope Richmond Hill residents.

One does question why we are subjected to such **targeting** when such parking is **common** and there's **innumerable** examples of residents in other areas of Christchurch parking in **exactly** the same manner?

This situation that the Board seems to be promoting has served to create an increasing sense of **division** on Richmond Hill and it continues to encourage a sense of 'them' and 'us' between the **some** (not all) of the upper and lower hill residents. This is most **unfortunate** and is certainly not the Richmond Hill community I have previously enjoyed and made my long term home.

### 30. Responsibility of the Council to treat all residents fairly

The Council now attempts to **renege** on previous **assurances** by proposing to remove the on street parking outside my home. On street parking that myself and my family are heavily reliant on. This is extremely disappointing. As a long term rate paying resident, I **do not** feel supported or respected by my Council. Instead given this is the second time we have had to address this issue in the last 6 years - I feel **under attack** - with the feeling being that myself and other lower Richmond Hill residents are seemingly 'second class citizens' **unworthy** of true and meaningful **consideration**.

The Council **allowed** for this issue to develop and now it proposes that myself and my immediate neighbours be the ones to pay the price for it. This proposal to now remove the historically long used on street parking serves only to **encourage** community division. However **most** importantly, it would not make the road safer pedestrians or any road users, instead it would **increase the speeds** and encourage **unrealistic expectations** of the road which would actually make the road **less safe** for all.

### 31. Frustrations with Councils lack of action on speeding, general bad driving

As a long term lower hill resident my ongoing frustrations relate to some road users; **speeding** and **cutting corners**; failing to adhere to **basic hill etiquette** and road rules. Along with the Councils **failure** to take seriously/ **action** any of the numerous suggestions that has been put forward previously by myself and other lower slope hill residents to make the road both **safer** and more **user friendly**.

As example: I was **extremely disappointed** to review the CCC meeting - 05.07.18. (Item 17 - Richmond Hill, Sumner) and hear Councillor Pauline Cotter make the comment:

*"I note within the submissions that there was a request for a second mirror and staff have commented that it is not something that we do anymore - but would this be an exceptional circumstance because if people think that they work then why wouldn't we put a mirror up there?"*

As this was a suggestion, I made to the Council in writing in 2018 (in fact myself and my partner even offered to pay for it if required) - so to hear that Councillor Cotter had noted that suggestion and shown such a **commonsense** approach but that it was then either ignored or seemingly **lost** in Council bureaucracy is extremely disappointing.

### 32. Council liability

It would be **outrageous** if the Council allows this non-parking proposal to go ahead based simply on '**perceptions**' of pedestrian safety, with absolutely no factual documented evidence to suggest an 'actual' problem even exists. This is especially of concern when the **reality** is there is very **minimal** pedestrian activity on this stretch of the road and any **pedestrians** who do choose to walk along the roadside are doing so **by choice** instead of taking advantage of the extremely **safe** purpose made public **pedestrian walkway** that is already **available for all**.

I appreciate that the Council does have a responsibility to respond if receiving complaints/ concerns, (regardless of what the actual motivation behind them may be). However the Council **also** has the **responsibility** to look at the matter as a whole, consider **all** the history and the **wellbeing of all residents**.

It **should not** at anytime take **extreme actions** that would cause **serious detriment** to rate paying residents, and certainly should not do this without at least first having **thoroughly proven**:

- that a problem actually exists and *in the event that it did*;
- taken each and every step possible; having explored and enacted every possible option;
- before taking such dramatic action that would seriously and detrimentally affect targeted rate paying residents.

At all times the Council should be working to **educate and create a sense of community** amongst its residents, **not take** short sighted actions that would serve to only **cause community division**.

### 34. Councils Proposal

In my opinion the Councils proposal will **increase**, not decrease, any **safety concerns** of Richmond Hill Road. It does not give enough attention to the flow on effect these changes will cause let alone the wider implications to Richmond Hill Road safety in general. **It will not make the road safer for anyone.**

The Council should be taking measures that **actively encourage road users to slow down** & be cautious & considerate to other users. Instead it presents a proposal that by its own admission will increase speeds.

**By removing parked cars, the CCC would be making lower Richmond Hill Road into a 'race track'.**

### 35. Suggestions

To be clear I do not believe everyone that drives on Richmond Hill Road is a bad driver, I believe the **nature of the road** and the **lack of prompts** and tools to **assist drivers to adhere** to **appropriate driving speeds** makes it difficult for many drivers to navigate.

There are **many options available** to the Council to address issues on Richmond Hill Road.

These primarily relate to **education** but I would say that some actual **traffic calming measures** are well overdue for Richmond Hill Road. It is beyond **frustrating** to know that these have been suggested before and the Council has done **nothing** to action them and instead seems to focus on parking.

#### 35. Safety - speed

The general speed limit on RHR needs to be lowered to 30kms, with the stretch between the two hairpins made 25 kms.

This is consistent with Councillor Sandrett commonsense suggestions made:

*(a) - 03/05/19: "Would it be safer to be reduced to 30 kms?"*

*(b) - 25/07/24: "I thought this would have been perfect for a 30km area"*

Driver education/ awareness regarding speed also needs to take place, again this would be consistent with Cnr Sandretts' commonsense suggestion made:

*(c) - 03/05/19: "If we asked the Police to put a speed camera up there ... just to remind people"*

### Education on expectations

#### 36. Impatience drivers

To address the issue of **driver impatience** (which results in time wasting complaints to the Council). The Council needs to put more **resource into educating** the road users on the nature of, limitations of the road, expectations and general hill etiquette - this could easily be done by:

##### Improved signage:

- Signage at the bottom of hill saying: 'narrow road, single lane in parts, be prepared to give way,
- watch for animals & pedestrians.
- Slow zone signage between the two hairpin corners.
- A yield/ give way to uphill traffic sign needs to be put up just below the second hairpin corner.

##### Other driver assistance and safety improvements:

- A concave mirror should be installed on the section between the two hairpin bends to allow downhill traffic to more easily see approaching uphill traffic on the bending sections of this stretch of road.
- A white 'wait' line be marked on this section of the road, to educate and allow a designated space for downhill traffic to yield to uphill traffic.
- Speed slowing measures such as on road painted signage, speed bumps, cushions, chicanes or rumble strips need to be placed at the section of road between the two hairpin corners and also at the bottom of the Richmond Hill Road slope where it merges into the flat area, with lower Richmond Hill Road opposite the Sumner Bowling Club.

All these measures would work to **educate drivers** that this is a **slow area** and needs to be driven with **caution** and would hopefully work to help change the expectations of some drivers, who currently **impatiently speed** through this area.

Such traffic calming measures are now **common place** in many parts of the City, so it is very disappointing that despite the many requests over the years Richmond Hill Road remains so **neglected**.

### 37. Stop trying to pretend Richmond Hill Road is something that it is not

Most parts of Richmond Hill Road could more aptly be described as a single lane road. It simply does not and never will meet the width requirements of what a two lane road should be. **Stop trying to promote or encourage it be to something it is simply not.**

For the most part it is not two lane - there is a large stretch of road beyond the second hairpin (pass the red zone area) where it is single lane and requires downhill traffic to give way.

The stretch of road between the two hairpins is no different. Even when parked cars aren't present any vehicles that try to pass as two lanes though this area inadvertently drive partially on the footway or at other times into the old style deep gutter that exists of the uphill side of the road.

The middle bend outside of my home is particularly narrow (it already has no stopping restrictions in place) and most cars can't pass two lane through this section, they must give way. So **why would you make changes that encourage speed** and seemingly promote the road as being one that you don't have to drive cautiously, patiently & be prepared to give way on?

### 38. Stop promoting the roadside footway

The footway along the roadside also **is not**, never has been, and never will be a traditional footpath. It has numerous power poles embedded in the middle being obstacles impeding pedestrians. So **why promote it?** There is a completely suitable pedestrian access walkway already available. Why not encourage the use of this as the primarily pedestrian access on Richmond Hill? This would be the same situation as **many** other local hill roads.

### 39. Proposal likely decreases not increases Pedestrian safety

If the Council goes ahead and marks this footway with white pedestrian images as it is proposing, this gives the **impression** that this area would be a **safe** and **suitable** footpath for pedestrians to walk on; when in fact that would become **questionable**.

By the Councils own admission:

- This footway does not meet the recommendation standards:
- ***"There's kind of a footpath there but the roads flush with the road surface"... CCC Traffic Engineer 25/07/24***
- The removal of traffic calming effects the parked cars have will likely contribute to increased speeding:
- ***"Removing parking can increase speeds"... CCC Traffic Engineer 25/07/24***

**Speed** is known to be one of the **worst** factors in **pedestrian** accidents. It would be unfortunate if in taking these actions the Council was actually **decreasing** pedestrian safety, while seemingly **promoting** the use of a **less suitable** footway over the designated **public walkway** already available.

### 39. Commonsense solutions

Surely a more **sensible** approach would be to **'not'** promote this stretch of road as being a suitable 'footpath'? But rather recognise it more for being the **footway** it is and always has been? Not promoting it does not prevent any pedestrians (who choose to walk on it instead of using the designated public walkway) from doing so. However it would make it **obvious** that this **footway has impediments** such as multiple power poles obstructing it and **does not** meet the NZTA footpath recommendations and that those who choose to use it need to be **sensible and cautious**.

#### 40. Shared use/ designated parking spaces

Instead why not **mark out** the **parking** spaces or alternatively mark it as being a **shared use** space?

The means the parking is kept and the **traffic calming** benefits of the parked vehicles are **retained**. General **education** occurs and the complaining road users, understand that this is acceptable parking (just as it is in many other hill suburbs). They would no longer need to made uninformed time wasting complaints to the CCC and the **very limited** pedestrians who choose to walk along this stretch of the road would be doing so being **fully aware** of its **limitations**.

#### 41. I am a pedestrian on Richmond Hill

As someone who has lived here for almost 27 years and always parked on the street, I **struggle** to understand any pedestrian concerns due to the parked vehicles.

**I have walked up and down stretch of the road** for close to three decades now. Due to needing to park on the road the only way I can access/ exit my vehicle is by entering it roadside, (having first had to cross the road or then needing to - to get to/from my home). In the **many years I have lived here** I have had three children - so I have had to deal with the extra challenges of being heavily pregnant and/ or dealing with baby, toddlers, young children - navigating baby seats, seat belting toddlers and the like. I have had times when I have been recovering from injuries and surgeries and therefore somewhat incapacitated and slow. I pretty much always travelled with our family dog - who went from a young pup to eventually an 'old girl' who needed to be carried across the road. In addition I'm always holding a bag, often groceries and/or all manner of other items and yet I have always managed to enter/ exit my vehicle. When I am crossing the road and/ or entering/exiting by vehicle - the road is such that I can clearly see if a vehicle is coming. The **only times** it is/ or has been a **problem** and is concerning is when a vehicle is **speeding** and/ or **cutting the corner**. As such times the parked vehicles act as a **refuge** to hide behind.

#### 42. Pedestrian responsibility

When walking as a pedestrian on the hills it's not uncommon to sometimes have to walk on the road - there are in fact **many** hill roads that **don't** have full or any footpaths **at all**. Likewise it's also not uncommon to sometimes have to cross the road in parts. An example of this is lower Clifton Terrace - where there is a section on the road were the only option available for pedestrians to get from one footpath to another is to cross the road literally on a blind corner.

Pedestrians do need to take a **sensible & cautious** approach when navigating their passage on narrow hill roads, just as they do on many other roads throughout the city.

#### 43. Richmond Hill Road

**Richmond Hill Road is no different to other roads in many parts of the city.**

Like many other roads (particularly those in the Port Hills) Richmond Hill is narrow in parts. In reality for the most part it is a single lane road, not wide enough to/and unsuitable to be able to accomodate two way traffic - and it would be simply **irresponsible** and dangerous for the Council to **promote** or falsely give the impression it is anything **other** than that.

With the exception of short-term peak periods, there is little traffic and minimal pedestrian movements. By practising recognised **hill etiquette** of **driving slowly**; giving way to uphill traffic, generally showing **courtesy** and **patience**, during these limited peak periods - all residents can **happily** co-exist on Richmond Hill Road, just as residents in **many** other hill suburbs all over Aotearoa NZ **manage** to do.

**Its really not that hard!**

There are **many** hill roads all over Christchurch were this is **necessary**, it really isn't such of a **big deal** - it is **impatience** that causes the **problem**.

## Summary

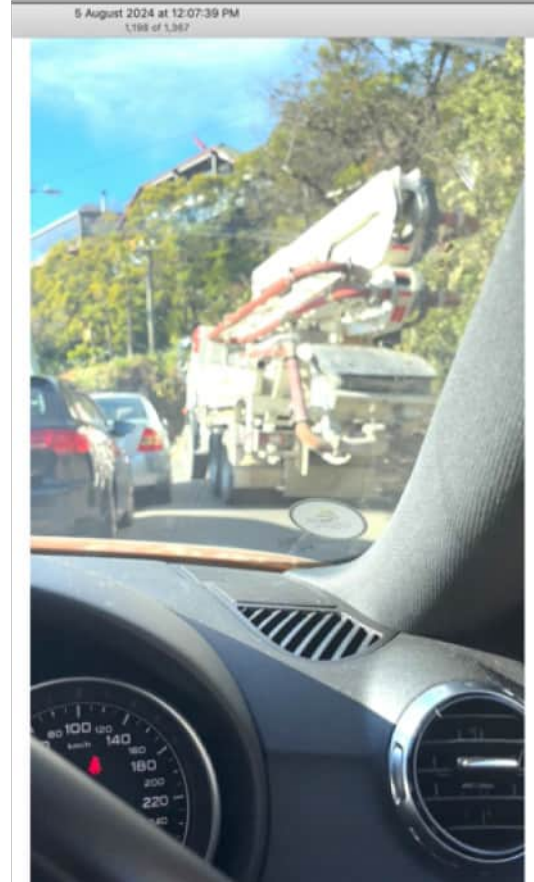
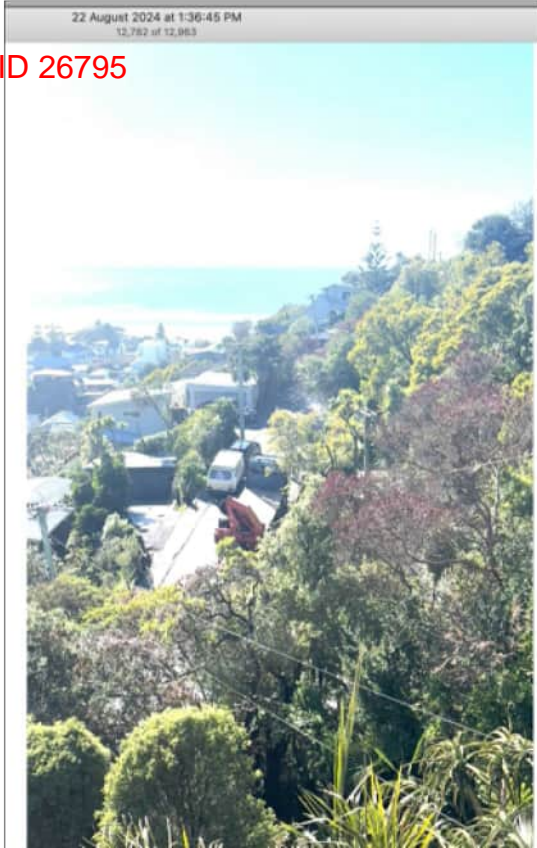
- There is no evidence or known history of any incidents/ accidents due to the parked cars involving pedestrians on Richmond Hill Road
- Pedestrian numbers on lower Richmond Hill Road are minimal
- Pedestrians have an existing and completely safe means of hill access via a designated public walkway
- If pedestrians choose not to use the existing safe public walkway and instead choose to walk alongside the narrow road any parked cars they may come across are generally parked to allow space for pedestrians to walk between the vehicle and the property boundaries without needing to walk on the road. This walking space is generally the same space as the existing and multiple power poles allow
- The traffic flow on Richmond Hill Road is generally low and in the event pedestrians choose not to use the existing safe public walkway and/ or make the choice to walk on the outside of any parked cars and power poles they come across. Pedestrians have ample ability to view and clearly see if there is any oncoming traffic at that time
- There are many streets throughout Christchurch that have no footpaths and/or require pedestrians to cross or walk alongside the road
- Emergency access vehicles: There is no evidence/known history of any instances when an emergency vehicle has not been able to access the upper parts of Richmond Hill Road
- Richmond Hill Road regularly accommodates large vehicles as big as or bigger than the largest emergency vehicles
- The hill road parking practised on Richmond Hill Road is no different to what is practised on many other roads throughout Christchurch
- Removing parked cars will not make the road safer for pedestrians or any other road user
- Parked vehicles are known to help reduce traffic speeds
- Speeding traffic is a known long standing problem on Richmond Hill Road & there are accidents recorded as a result of this
- The removal of parked cars will undoubtedly increase traffic speed, in turn cause accidents & overall make the road less safe for all users
- The removal of the on street parking would have a significant, multifaceted and extremely detrimental effect on the immediately affected residents
- This would then cause other flow on issues in other areas of Richmond Hill Road
- The removal of the on street parking will affect the property values of and in turn the Council's rates intake from the immediately affected properties
- The non parking proposal does not 'fix a problem' (if there were one) - instead it creates a new problem. Residents are not suddenly going to become 'careless' - it simply moves parked cars to somewhere else
- It is very disappointing that this process has been able to get as far as it has based purely on perception with no fact based evidence to support it. It seems like a huge waste of resources and it has put many residents including myself under undue and unnecessary stress.
- The Council should be putting efforts into trying to find sensible solutions to the real problems; solutions that don't unduly or unfairly disadvantage some residents whilst favouring others
- It would be great if the real safety issues were addressed and as much attention was paid to the speeding, corner cutting & the generally inconsiderate, entitled & impatient drivers on Richmond Hill Road as has been paid to so called illegal (that is not actually illegal) parking.

Sincerely

Alice Shannon

EXAMPLES OF VERY LARGE TRUCKS DRIVING RHR WITH PARKED CARS PRESENT

Submission ID 26795



EXAMPLES OF FIRE ENGINE THAT OBVIOUSLY MADE IT UP & DOWN RICHMOND HILL ROAD (TWICE) -SEEMS THE ONLY ISSUE THAT DAY WAS FINDING THE FIRE!

The Richmond Hill, Christchurch Community Page

Sarina Finucane  
Top contributor · 20 January · 🌐


Does anyone know if there is a fire up this road? Just heard on community group.

8 comments

Like Comment Send

Top comments

Deborah Rose · Top contributor  
They came up our hill and asked but they couldn't find a fire



33w Like Reply

Deborah Rose · Top contributor  
Maybe people are getting concerned because we can smell the smoke from swannanoa

33w Like Reply

Reply to Deborah Rose

Rebecca Sweetman  
Fire truck just went back down the hill

33w Like Reply

Nick Plimmer  
It has come back up again, I can smell smoke.

EXAMPLES OF ACCIDENTS ON RICHMOND HILL ROAD DUE TO SPEED

Submission ID 26795



Story that appeared in the Chch Star:

Regarding speeding dangerous driving on Richmond Hill Road.

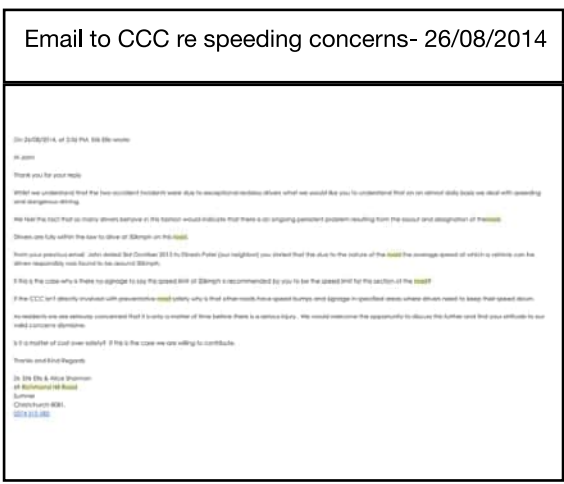
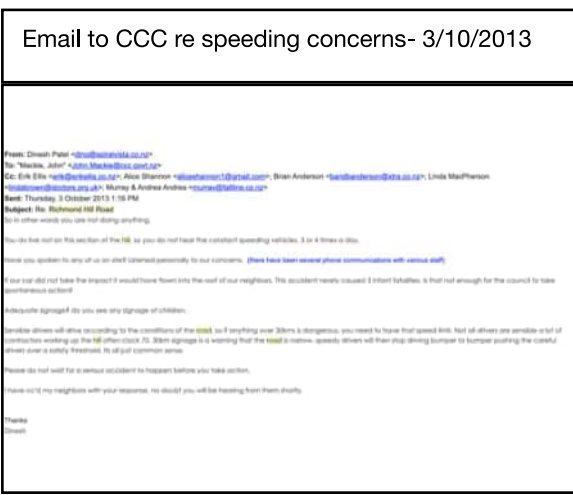
Initiated by our neighbour after feeling "brushed off" by the Council following accidents in 2013/2014.



Aftermath of drunk speeding driver - RHR 2013 NB: The parked vehicle served to protect property and persons from further harm.

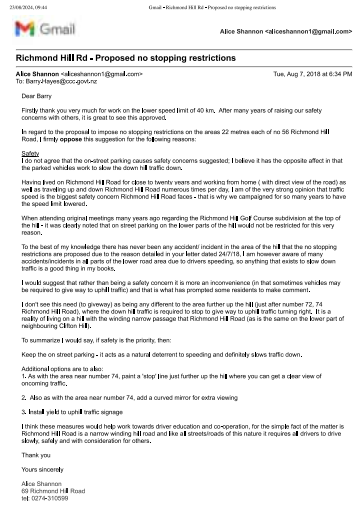


Van that crashed into the cliffside lower RHR (below first hairpin) due to trying to avoid speeding uphill driver. 2014



EXAMPLES OF PREVIOUS CORRESPONDENCE TO CCC RE SPEED CONCERNS ON RHR

Submission ID 26795



**EXAMPLES OF VEHICLES CUTTING CORNERS & DRIVING ON THE FOOTWAY ON RICHMOND HILL**

Submission ID 26795

Vehicle & trailer, driving uphill.  
Cutting corner - driving on footway.  
Parked car ahead then forces vehicle to have to move off the footway back onto the road.  
NB: Area is already yellow lined.



Vehicle, driving downhill.  
Cutting corner - driving right to the footway.  
NB: Area is already yellow lined.



Vehicle, driving uphill.  
Cutting corner - literally driving right on the footway.  
NB: Area is already yellow lined.



Vehicle, driving downhill.  
Cutting corner - driving very close to the footway.  
NB: Area is already yellow lined.



Vehicle, driving downhill.  
Cutting corner - driving very close to the footway.  
NB: Area is already yellow lined.



**EXAMPLES OF VEHICLES CUTTING CORNERS & DRIVING ON THE FOOTWAY ON RICHMOND HILL**

Submission ID 26795

Vehicle driving downhill.  
Cutting corner - driving very close to the footway.  
NB: Area is already yellow lined.



Power pole on footway mid stretch road bend.  
Beat up by number of times it has been scraped  
by vehicles cutting the corner and going on  
footway. NB: Area is already yellow lined.



Vehicle driving downhill.  
Cutting corner - driving right on footway.  
NB: Area is already yellow lined.



Vehicle driving downhill.  
Cutting corner - driving very close to the footway.  
NB: Area is already yellow lined.



Vehicle driving downhill. First hairpin corner.  
Two lane area with centre line. Cutting corner  
NB: Area is already yellow lined.



Lower Richmond Hill.  
Vehicle driving uphill. Just before first hairpin corner.  
Two lane area with centre line. No parked vehicles.  
Car is completely on the other side of the road with  
absolutely no reason to be.

Sign that used to be at the bottom of Richmond Hill



Richmond Hill (Btw #70-115) Single lane. Requiring downhill traffic to give way.



**EXAMPLES OF TRAFFIC CALMING MEASURES IN PLACE IN OTHER RESIDENTIAL STREETS IN CHCH**

Phillipstown



Passageway narrowed. Series of raised and painted road areas. Low speed limit. Multiple warning signs.

Sumner



Painting road markings of speed limit. Clear pedestrian signage. NB: There's No foothpath and No parking restrictions.

Linwood



Passageway narrowed. Series of painted speed humps. Low speed limit. Multiple warning signs.

**EXAMPLES OF CARS PARKED IN EXACTLY THE SAME MANNER AS WHAT IS PRACTISED ON RICHMOND HILL**

Submission ID 26795



**Clifton Hill**



**Clifton Hill**



**Clifton Hill**



**Upper Richmond Hill**



**Heberden Ave**



**Lyttelton**



**Lyttelton**



**Lyttelton**

## SUBMISSION OPPOSING THE PROPOSED REMOVAL OF PARKING ON RICHMOND HILL ROAD

Receiving the recent flyer from the Christchurch City Council was very disappointing for a number of reasons and raised many questions... (listed below)

The CCC Flyer states...

*“Richmond Hill Road is narrow and in some places the footpath is the same height as the road. People park vehicles on the footpath to avoid blocking the narrow road and this creates safety issues for pedestrians who are forced to walk on the road to get around the parked vehicles. The parked vehicles can also prevent larger emergency services vehicles from accessing properties further up Richmond Hill Road.*

*We’re planning to formally mark the footpath area and add no stopping restrictions between the bend near 70 Richmond Hill Road and the bend near 54 Richmond Hill Road, to make it safer for everyone.”*

- Did anyone from council ever actually engage with affected residents about the issues? From my perspective the greatest safety issue is the speed at which some drivers negotiate this road. As a resident with a difficult driveway this is of great concern, as it can be extremely difficult to navigate out onto the road due to poor visibility, [it is very difficult to see in either direction when driving forwards, and virtually impossible when reversing. I have to reverse my work van out very slowly and carefully each morning and have no visibility along the road in either direction until my van is about halfway into the road. Courteous drivers will often stop to allow me to exit, but it still surprises me when some vehicles (often cyclists) push past. If their perception is that more space they can drive faster then this will make exciting even more perilous.] With the plan to reduce parking I can only see vehicles moving faster up and down the road. The fact that the road often seems narrow and windy means that drivers tend to take more care. If safety is the concern, is there a chance to provide convex mirrors to make access to these properties easier, and what about some means to reduce the speed of the traffic.
- Yes the **road is narrow**, but this has never changed even though the council approved development of the subdivision at the top of the road, knowing that the traffic volume would increase. Narrow & windy roads are not unique, as there are roads like this all over the Port Hills suburbs.
- **People park vehicles on the footpath to avoid blocking the narrow road**, this is true, however I think most of us try to ensure there is sufficient room for people to walk past on the footpath. But seriously to call that a footpath when the power poles are planted in the footpath, means that

anyone walking with a pram, stroller or even a dog is required to walk in the road to get past these. I have been walking up this road several times recently and have found that in most cases there is more clearance between most of the cars and the edge of the footpath than between the poles and the edge of the footpath.



A year or two back all the vehicles parked with their wheels on the footpath were ticketed on at least two occasions for illegal parking. When we raised this with CCC we were told that there had been an agreement between CCC and residents to allow them to park in this manner due to the nature of the road, the tickets were then cancelled.

- ***The parked vehicles can also prevent larger emergency services vehicles from accessing properties further up Richmond Hill Road.*** We'll I've only lived here for 3.5 years, but during that time there have been daily delivery trucks, including CCC waste & recycling trucks, and trucks supplying the building happening at the top of the hill, including concrete mixers, trucks carrying earthmoving equipment and they all seem to get through just fine. Even when they often come through in the early morning when all the carparks are still full.
- ***We're planning to formally mark the footpath area and add no stopping restrictions between the bend near 70 Richmond Hill Road and the bend near 54 Richmond Hill Road.*** So what is the plan for the vehicles that currently occupy the 20 something carparks when reduced to

just 5 parks? Are we to park down the road further or up the road further. If you remove these parks the problem will surely migrate to a different area of the road, causing exactly the same problems. My wife prefers to park beside the road rather than use our driveway due to the difficulty exiting, even though it is further for her to carry the shopping, with parks being substantially further away this will be made even more difficult. Also with severely reduced parking options where should trades vehicles park, or perhaps visitors, friends, elderly parents. Are they expected to park and walk up the hill too.

It seems to us that although the changes are in the 'interest of public safety' there needs to be more consultation with residents to determine what the actual safety issues are. Taking away the parks is not the answer, as it doesn't deal with the speed of vehicles. In removing these parks you will leave residents causing parking issues in other stretches of the road, and as accessing our properties is made more difficult surely this will effect our property value in a negative way.

We would be happy to discuss these issues further with anyone from CCC at a suitable time.

Kind Regards  
Jonathan & Claudia Turner

[REDACTED]

# Submission opposing the proposed removal of parking on Richmond Hill Road

**Presented by: The Richmond Hill Residents' Group**

**September 2024**

The undersigned are residents/ home owners who are directly affected by the proposal to remove the car parking on Richmond Hill Road between numbers 54 and 70. We are members of a residents' group: The Richmond Hill Residents' Group (RHRG). We contend that this proposal will:

- Significantly **decrease** the safety of our neighbourhood because of increased traffic speed due to the removal of traffic calming effects of parked vehicles
- **Negatively impact** our psycho-social wellbeing
- Fundamentally **downgrade** our amenity
- Significantly **reduce** our property values.

We are extremely concerned at the way this proposal has been developed, the lack of evidence to support any of the claims underpinning the proposal, and CCC's failure to adequately engage with affected parties.

## **About this submission**

1. This submission provides the united view of all homeowners and residents affected by the proposal to remove parking between 54 and 70 Richmond Hill Road. Because of the serious impact this proposal presents, we have sought legal opinion on our rights and CCC's responsibilities and make our submission **in complete opposition to this proposal**.
2. While this submission encompasses our arguments as a group of home owners, residents and neighbours, there are a range of other issues that this proposal presents for every individual resident. These will be presented in individual submissions.
3. The Richmond Hill Residents' Group (RHRG) wishes to speak to our submission at the relevant Waihoru Spreydon-Cashmere-Heathcote Community Board meeting.
4. We also request that the relevant traffic engineer(s), and any decision makers involved in this matter attend a site meeting with our group to get a better understanding of the specific issues that face us as residents.

## **Flawed proposal, lack of evidence, unreasonable consultation process**

5. RHRG contend that the Christchurch City Council (CCC) has presented the affected residents of Richmond Hill with an extreme solution to a problem that does not exist.
6. Furthermore, CCC staff have advised us that the proposal to remove parking from our part of the hill has been undertaken in response to the views of an individual(s), and is not based on anything more substantial than that.
7. In response to our request for the data on which this proposal has presumably been developed, CCC staff told us that "there is no evidence"; that "they have not undertaken research", and "could not provide us with any data" to substantiate the claims that the hill is unsafe for pedestrians, or that hill parking presents an impediment to emergency vehicles.

8. We assert that CCC should not have responded to a minority opinion by developing a fully formed proposal (with a timeline) to remove our parking without first establishing whether a problem exists. We believe it is a highly pre-emptive tactic to present affected residents with a proposal that would result in substantially negative changes to their daily lives without any measurable data to underpin it.
9. At the very least, as part of CCC's responsibility to operate democratically, we would have expected to be provided with appropriately researched information quantifying and analysing all relevant factors that would justify the severity of the proposed solution. Instead, as noted, we were advised that no such information exists. This is deeply concerning to us and should be of grave concern to the board and the CCC, who are accountable for the use of public money in embarking on this process before gathering any data to prove a problem exists.
10. As such, we are deeply concerned that this process has bypassed the basic expectations natural justice (our right to be treated fairly; your responsibility to act without bias); and has been conducted in contravention of the Local Government Act 2002, Section 14, which requires local bodies to act "in an open, transparent, and democratically accountable manner" (Section 14, 1a). Under the Act, when local bodies make decisions they must take into account:
  - (i) the diversity of the community, and the community's interests, within its district or region; and
  - (ii) the interests of future as well as current communities; and
  - (iii) the likely impact of any decision on each aspect of well-being (Section 14, 1c).
11. Further, we assert that the 'consultation process' relating to this proposal has been deeply flawed. We find it entirely unreasonable that CCC presented this issue to affected residents as a "done deal" by way of a letterbox-dropped flyer (including a detailed timeline as noted), with only a few weeks for response. (This was extended at our request).
12. We also note the flyer drop was not inclusive of all Richmond Hill addresses. Other affected residents at the bottom of the hill, for example, did not receive the flyer information, and it was left to us to inform them of its consequences for them and their daily lives.
13. Having had numerous engagements with CCC officials in the past, we observe that the approach to consulting with residents on this proposal has been highly inconsistent with previous processes CCC has used. On those occasions, effort was made to informally engage with affected residents *prior* to a proposal being developed. We are aware that this pre-engagement approach has been taken for another current proposal relating to Clifton Hill, so we are perplexed about the lack of consistency in CCC's approach to us and our situation.

#### **Concerns with the Waihoru Spreydon-Cashmere-Heathcote Community Board Meeting 25 July 2024**

14. RHRG expresses our dismay at the conduct of the Waihoru Community Board meeting held on July 25 2024, where this proposal was discussed. Having viewed the livestream of this meeting, we are concerned that individual members of the board appeared to have viewed the proposal through the lens of their specific interest areas, or have attempted to align the issues it presents with other matters that are irrelevant to this hill.
15. We were disturbed to note that members of the board had not been briefed by CCC staff on the history, status, and legality of the on-street parking in this area. We were also disappointed that some board members moved quickly to focus on enforcement of the proposed parking restrictions rather than considering the effects of the plans on the residents and their health, safety, and wellbeing. We again note the requirements of the Local Government Act 2002 (14 1c, iii) for these board members, and consider this behaviour could represent a breach of their obligations.

## Access for emergency vehicles

16. One of the major justifications for this proposal – difficulty of access for emergency vehicles to the hill - appears to have been mooted for the first time at the meeting on July 25. A board member raised the issue of access for emergency vehicles on a road entirely unrelated to Richmond Hill, and that point seems to have been added to this proposal in response. We find this concerning.
17. We strongly refute the claim that there is limited access for emergency vehicles on Richmond Hill Road. This is simply not the case, and again, CCC has provided no evidence to support this notion. There has never been an instance where access to front line services for Richmond Hill residents has been hampered by parked cars. We would also point out that, because CCC has allowed unfettered development of the upper part of the hill, large concrete and delivery trucks can and do pass through this part of the road every single day with no problem. We find it remiss of CCC to present this argument when there is no evidence to support it, and again, question the tenuous manner by which this point even became part of the proposal.
18. We also note the comments of a board member at the July 25 meeting referring to Rāpaki Road, in which they attempted to draw a comparison between the parking restrictions on Rāpaki Road and the proposal for Richmond Hill Road.
19. We assert that the physical nature of Rāpaki Road and Richmond Hill Road are entirely different and therefore, the comparison is erroneous. One of our members, engineer Brian Anderson, has undertaken specific site research to address this matter. His findings are attached to this submission. Refer Appendix # 1a & 1b.

## The actual safety issues on Richmond Hill Road

### Vehicle speed

20. RHRG is extremely concerned that the CCC is proposing changes for our neighbourhood that will significantly **decrease** the safety of our hill.
21. Removing parked cars on this part of the hill will only provide an environment for cars to drive faster - both up and down the hill - thereby increasing the overall speed of all vehicles and significantly increasing the safety risk to motorists and pedestrians.
22. Currently, the parked cars on this part of the hill act as speed reduction measures, mimicking the effect of chicanes that have been installed in other parts of the city to reduce traffic speed. In effect, vehicle drivers must slow down and take their time to pass each other *safely because* of the parked cars, thereby adding to everyone's safety.
23. Previously, CCC has acknowledged that parked vehicles have a calming effect on traffic speed. This was something they expressed as part of previous engagement in 2018 when we were lobbying for a 30km zone for the hill. Removing the parked cars will absolutely *increase* traffic speed, and therefore, *decrease* safety for all road users, including pedestrians.
24. CCC and the board should note that there is a wealth of scholarly research on the impact of parking (side friction) on speed that clearly demonstrates the way in which traffic speed is significantly reduced when there is parking in place. Reductions can be anything from 15-44%, and on Richmond Hill, it is likely to be at the higher end of that scale. (See, for example: Chiguma 2007; Munawar, 2011). We have consulted a senior academic in traffic management on this point and have additional resources we can provide to assist with a better understanding of this, if required.

### **Pedestrian use patterns**

25. RHRG draws the community board's attention to the existence of Richmond Hill's long-standing, and well-used pedestrian walkway that is completely separated from the road. This walkway is frequently used by most pedestrians on the hill, precisely because it provides a convenient, safe, and pleasant alternative to using the roadside. Incidentally, it's worth pointing out to the board that there are numerous examples of individuals who, having chosen to walk on the roadside, have had to seek refuge behind a parked car to protect themselves from a speeding vehicle, or a vehicle that has cut a corner and gone across the centre line into their path.

### **Psycho-social risks to residents**

26. The removal of the parking spaces on Richmond Hill Road will undoubtedly lead to a loss of access and increased isolation for all affected residents and their immediate and extended whānau. It will severely impact the daily lives of affected residents. No one purchased their homes on the hill expecting that their rights to be able to welcome family and friends to visit or have trades vehicles or similar be able to access their properties, would be stripped away from them.

27. The board should be mindful that if this proposal goes ahead, residents will experience serious risks to their wellbeing. Visits from family and friends will become significantly more difficult, and in the case of elderly relatives or those with young children, extremely difficult. Inability to have visitors will obviously lead to increased isolation presenting a clear psycho-social risk to our community.

28. Do also note that under this proposal, the nearest safe parking spaces for residents are half a kilometre away (at the closest). This is entirely unreasonable, and would see residents and visitors walking up or down a steep hill or walkway, in all kinds of weather, often in the dark, carrying bags, babies, and shopping etc. Again, this will seriously decrease the physical safety, and mental health and well-being of our community.

### **Impact on other Richmond Hill Road residents**

29. The RHRG would like to point out that the vehicles normally occupying the existing parking spaces on Richmond Hill will not simply disappear should this proposal go ahead. Those vehicles will need to move to the next closest parking spaces either up or down the hill. This is not a solution we believe is tenable, and nor do our proximate neighbours.

30. The lower part of the hill is already fully occupied with cars, so should this proposal go ahead, there will be a flow-on effect of more congestion and more intense competition for parks at the bottom of the hill. This will, undoubtedly, create an 'us and them' situation between the two parts of the hill that will, again, reduce community cohesion and further undermine health and wellbeing.

31. Please note too, the significant impact this proposal would have on the Sumner Bowls Club, which is a well-used community resource often requiring parking in precisely the same location for their operations, and for community gatherings.

### **Historical context and usage**

32. Parking has always been allowed on this part of Richmond Hill. When residents bought their properties, they believed with good reason that this existing right - in place for the last 115 years - would not be suddenly removed.

33. We note that when the Greenwood Estate development was approved, CCC assured lower hill residents that their rights to access the hill and park their cars outside their properties would not be impacted by the developments. Instead, we have only seen an increased traffic volume, and CCC now seemingly renege on its assurances.
34. We also draw the board's attention to our previous engagement with CCC in 2018 when, as part of a speed limit review we requested, the CCC considered and **rejected** a no-parking proposal for this same stretch of Richmond Hill Road. Residents' submissions made at that time are attached to this submission as they; and residents ongoing concerns regarding vehicle speeds remain equally relevant to this current proposal. See Appendix # 2 & 3.
35. We are extremely concerned that the removal of street parking will have a detrimental impact on the property values of affected residents. As property valuations take into consideration the valuation of other nearby properties, this will cause a flow-on affect to other nearby properties, not immediately affected by this no parking proposal.

## Conclusion

36. Richmond Hill Road is no different to other roads in many parts of the city - with the nature of the on-street parking being exactly the same as what is commonly practiced on many other residential roads throughout the Port Hills suburbs.
37. We are concerned at the ongoing scrutiny that the on-street parking on Richmond Hill Road continues to face - especially given a no-parking proposal has already been recently considered and rejected by the CCC. Therefore, the attention given to Richmond Hill Road seems inconsistent with that paid to other aforementioned residential roads. It is most unfair and subjects the affected residents to undue and unreasonable stress.
38. Previously we had asked the CCC for some speed reduction, traffic calming measures, concave mirrors, and relevant signage for Richmond Hill Road to make the road more 'user friendly,' however, CCC has not actioned these requests. Instead, they now propose changes that will make Richmond Hill Road significantly less safe and have extremely detrimental consequences for affected residents.
39. RHRG respectfully requests that the community board rejects this un-evidenced and unfair proposal.

---

On behalf of affected residents/ homeowners:

#54, #56, #58, #60, #61, #62, #64, #65, #66, #67, #68, #69, #70, #70B, #71, #74, #75, #83, #85 Richmond Hill Road.

Supported by residents/ homeowners: #1, #5, #18, #28, #50, #97 Richmond Hill Road and other affected party Sumner Bowling Club at #2 Richmond Hill Road.

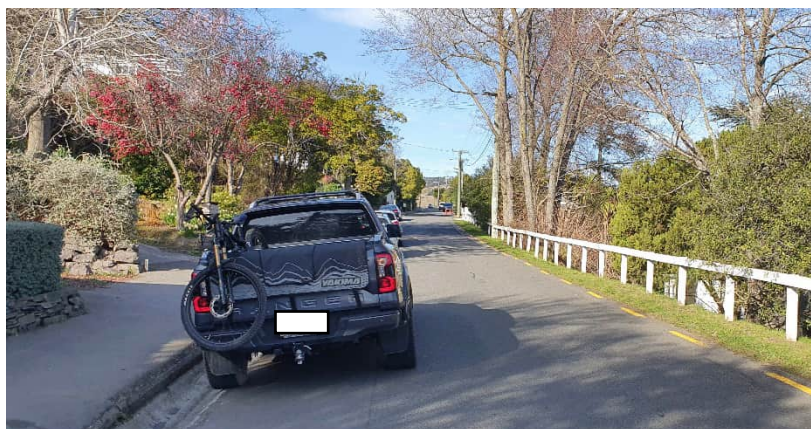
These notes should be read in conjunction with the attached survey aerial photograph and key.




Where carriageway dimensions are noted, they have been measured from the downhill curb edge to the carriageway inside edge of the gutter. Note that for the most part on both Rāpaki and Richmond Hill Roads, the gutter is deep and the road camber angles steeply into the gutter, making damage likely for any vehicle which may stray into it.

Where carriageway clear distances are noted between parked vehicles and the opposite side of the road, they have been measured between the vehicle tyre and the inside edge of the gutter.

It should be noted that all vehicles on both Rāpaki and Richmond Hill Road were parked with reasonable care and consideration for other users, within the limits of the road.


## Rāpaki Road

	Distance (m)	Detail
	5.6	Carriageway width
	3.9`	Parked vehicle 

	4.1	Parked vehicle 
	5.5	Carriageway width.
	6.2	Pole to gutter 
	3.4	Parked vehicle 





	5.0	Carriageway width (measured from curb on right to inside edge of gutter on the left.) 
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	3.9	Parked vehicle 
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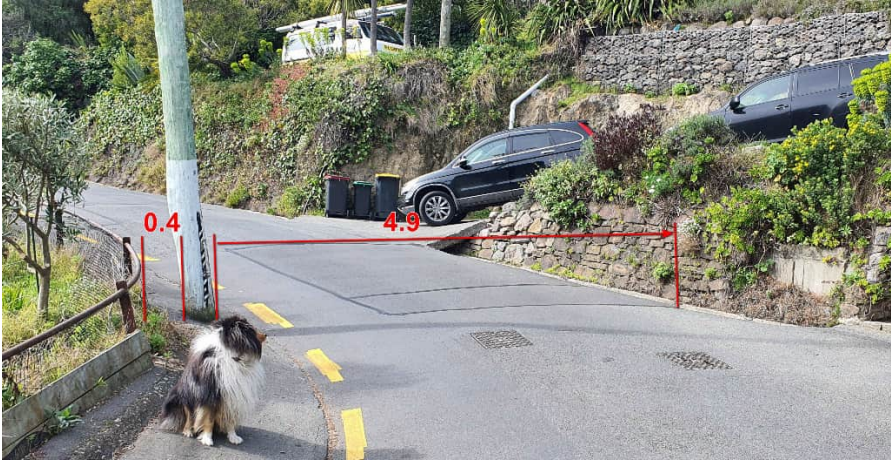


	3.4	Parked vehicle 
	5.1	Carriageway width

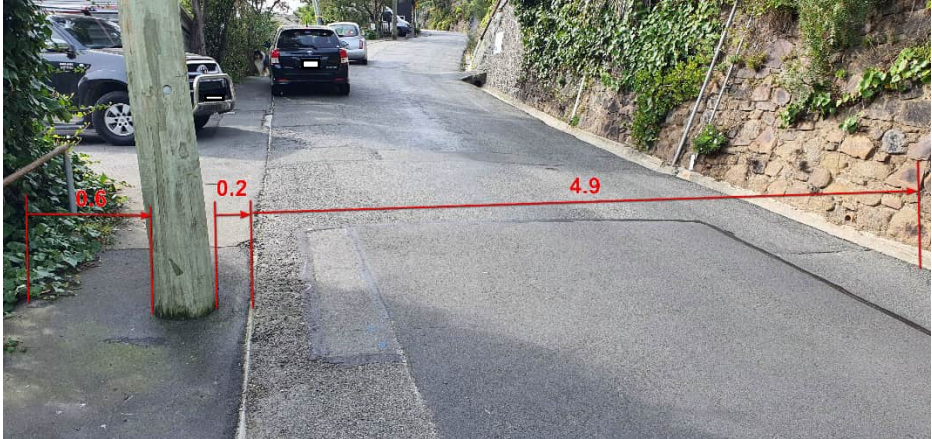


Mean distance between parked vehicles and edge of gutter, 3.5m.

# Richmond Hill Road

	Distance (m)	Detail
	4.85	Cariage way width, kerb to gutter. At that point, the footpath is 1.1m wide.
	4.85/0.2/0.5	<p>(Carriageway / pole-kerb, clearance inside pole.)</p> 
	4.85/0.2/0.5	<p>(Carriageway / pole-kerb, clearance inside pole.)</p> 

<p>3.55 / 0.7</p>	<p>Car to gutter and car to footpath edge clear space.</p>	
<p>5.2 / 0.2 / 0.6</p>	<p>Carriageway and footpath clearance</p>	
<p>4.1m / 700.</p>	<p>Car to gutter and car to footpath edge clear space.</p>	

<p>4.0/0.4</p>	<p>Carriageway and footpath clearance</p> 
	<p>Another view of the same pole as in point 7 showing the steep angle of both the pole and the "footpath" below.</p> 
<p>3.8 / 0.6</p>	<p>Car to gutter and car to footpath edge clear space.</p> 

		<p>Carriageway and footpath clearance</p> 
3.9 / 0.9	<p>Car to gutter and car to footpath edge clear space.</p>	
	<p>Car parked into the carriageway. Still 3.5m clear space. Note the 0.5m between the base of the pole and the steep drop off to the footpath below which leads to Lower Richmond Hill road.</p>	

4.1 /  
0.6

Car to gutter and car to footpath edge clear space.



Footpath supported on the outer edge. This is common in many places and supports the notion that the footpath was very much an afterthought. Councillor Templeton supposes that the kerb is depressed to road level because of repeated re-sealings of the road. A simple examination of the road shows that this is not the case, the chip seal being very thin indeed. Almost for sure, when the 'footpath' was formed at a later date to the road, the concrete edge was placed near-flush with the road to enable vehicles to move safely across it.



<p>4.5/0.4</p>	<p>Car to gutter and car to footpath edge clear space.</p> 
<p>4.8/0.4</p>	<p>Carriageway and footpath clearance</p> 

Mean distance between parked vehicles and edge of gutter is 3.92m

Gap between foot of the power poles and the footpath edge varies between 0.6 and 0.4m. However, that ignores the outwards lean of many poles, and the angle and very poor quality of the asphalt.

RHRG Submission against removing parking on Richmond Hill Road - September 2024  
Appendix 1b. Richmond Hill & Rāpaki Road comparisons.

Rāpaki Road



Google Earth  
Imagery Date: 11/14/2023 43°33'55.99" S 172°39'49.67" E elev. 41 m eye alt. 586 m

Image © 2024 Vexcel Imaging US, Inc.

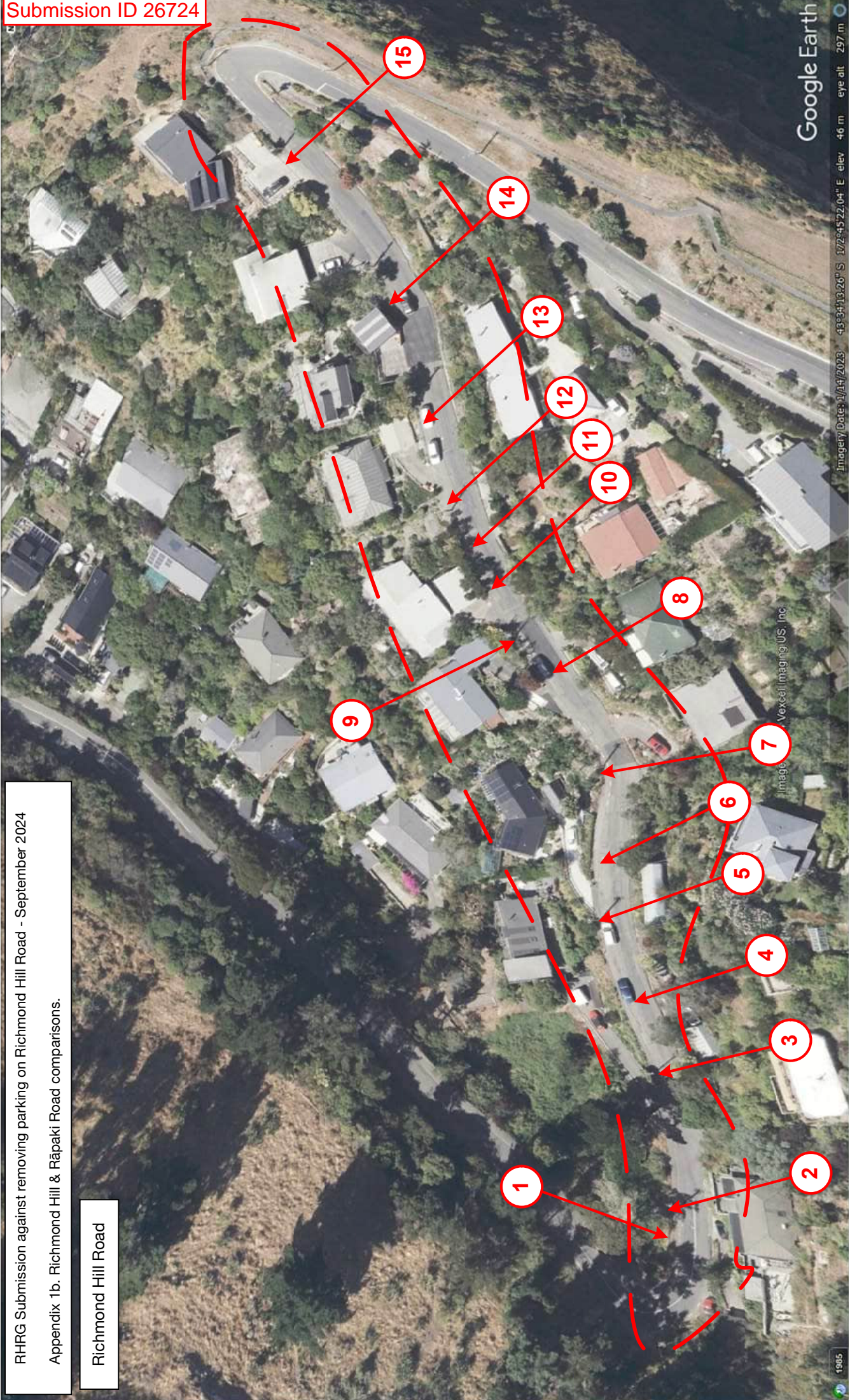
Rāpaki Road

Survey made between 9.30 and 10.30am, Saturday 17th August 2024

(For detail associated with each number, see the attached appendix 1a).

RHRG Submission against removing parking on Richmond Hill Road - September 2024  
Appendix 1b. Richmond Hill & Rāpaki Road comparisons.

Richmond Hill Road



Google Earth  
Imagery Date: 1/14/2023 43°34'13.26" S 172°45'22.04" E elev. 46 m eye alt. 297 m

Richmond Hill Road  
Survey made between 11.00am and 12.30pm, Saturday 24th August 2024  
(For detail associated with each number, see the attached appendix 1 a).

Richmond Hill Road Parking Restrictions.

Inbox

Search for all messages with label Inbox

Remove label Inbox from this conversation



bandbanderson [REDACTED]

Aug 15, 2018, 9:26 PM

to sally.buck, jake.mclellan, darrell.latham, tim.lindley, alexandra.davids, brenda.lowe-johnson, deon.swiggs, sara.templeton, yani.johanson, alimick, dino, me, jowoodfloyd, mickmccormick

Dear Councillors,

Appended below this e-mail you will find 4 other e-mails from my neighbours, along with a letter from me, unanimously protesting the CCC traffic engineer's proposal to paint yellow "no stopping" lines in front of our properties. Attached also are copies of the letter and map that we were sent by the CCC.

Our responses are quite self-explanatory.

This latest move against us follows the sudden issuance of parking tickets last year, with no prior warning, for parking on the footpath. This has been the sensible norm for all the 38 years that I have lived on the hill. It has been the norm for residents and visitors alike, (including CCC, City Care, and other official vehicles), all up and down the hill, as it is the safe and considerate thing to do. (And yes, we all know it is not legal, but it is the safe thing to do.)

Despite it being the norm on Richmond Hill Road (and on roads all over the city's hills), as near as we can tell, our five properties were singled out for special treatment.

With this latest move by the CCC against us, you might understand that we feel that we are being targeted for reasons of which we have not been made aware. We perceive no difference between the section of Richmond Hill Road that we live on and the rest of the road, certainly the next few hundred meters above us.

The CCC traffic engineers are going to present to one of your Board meetings a proposal for restricting parking on our section of Richmond Hill Road. We believe that their proposal is at best a "knee jerk" reaction for reasons unknown and unshared, and that they have completely failed to understand the nature of the traffic safety issues.

We would invite all or any of you to come to Richmond Hill Road and view for yourself the situation that the CCC's traffic engineers believe that they will fix with a 40km limit and a pot of paint.

Yours faithfully

Brian Anderson  
[REDACTED]

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Dear Barry,

Thank you for your email.

It is good news that the speed limit is reducing, but I wonder how many people will comply. Currently the speed of half the vehicles coming up our hill is way over the current limit and often dangerous.

I have noticed a distinct decline in driver courtesy as people seem to be in an urgent hurry to reach the upper part of the hill. For this reason I have always been glad the cars park on the street - this is the only thing that slows the speeding traffic down. We live on the hairpin bend at [REDACTED] and walking up and down the hill often feels unsafe as cars come hurtling past with little regard for pedestrians or residents turning into driveways. Creating the expectation that drivers have a clear run up the hill will be a terrible move for those of us living here and for this reason I STRONGLY OPPOSE ANY INCREASE TO PARKING RESTRICTIONS.

Kind regards,  
Ali McCormick

---

----- Forwarded message -----

From: **Alice Shannon** [REDACTED] >  
Date: Tue, Aug 7, 2018 at 6:34 PM  
Subject: Richmond Hill Rd - Proposed no stopping restrictions  
To: [Barry.Hayes@ccc.govt.nz](mailto:Barry.Hayes@ccc.govt.nz)

Dear Barry

Firstly thank you very much for work on the lower speed limit of 40 km. After many years of raising our safety concerns with others, it is great to see this approved.

In regard to the proposal to impose no stopping restrictions on the areas 22 metres each of no 56 Richmond Hill Road, I firmly **oppose** this suggestion for the following reasons:

Safety

I do not agree that the on-street parking causes safety concerns suggested; I believe it has the opposite affect in that the parked vehicles work to slow the down hill traffic down.

Having lived on Richmond Hill Road for close to twenty years and working from home ( with direct view of the road) as well as traveling up and down Richmond Hill Road numerous times per day, I am of the very strong opinion that traffic speed is the biggest safety concern Richmond Hill Road faces - that is why we campaigned for so many years to have the speed limit lowered.

When attending original meetings many years ago regarding the Richmond Hill Golf Course subdivision at the top of the hill - it was clearly noted that on street parking on the lower parts of the hill would not be restricted for this very reason.

To the best of my knowledge there has never been any accident/ incident in the area of the hill that the no stopping restrictions are proposed due to the reason detailed in your letter dated 24/7/18, I am however aware of many accidents/ incidents in all parts of the lower road area due to drivers speeding, so anything that exists to slow down traffic is a good thing in my books.

I would suggest that rather than being a safety concern it is more an inconvenience (in that sometimes vehicles may be required to give way to uphill traffic) and that is what has prompted some residents to make comment.

I don't see this need (to giveway) as being any different to the area further up the hill (just after number 72, 74 Richmond Hill Road), where the down hill traffic is required to stop to give way to uphill traffic turning right. It is a reality of living on a hill with the winding narrow passage that Richmond Hill Road (as is the same on the lower part of neighbouring Clifton Hill).

To summarize I would say, if safety is the priority, then:

Keep the on street parking - it acts as a natural deterrent to speeding and definitely slows traffic down.

Additional options are to also:

1. As with the area near number 74, paint a 'stop' line just further up the hill where you can get a clear view of oncoming traffic.
2. Also as with the area near number 74, add a curved mirror for extra viewing
3. Install yield to uphill traffic signage

I think these measures would help work towards driver education and co-operation, for the simple fact of the matter is Richmond Hill Road is a narrow winding hill road and like all streets/roads of this nature it requires all drivers to drive slowly, safely and with consideration for others.

Submission ID 26724

Thank you

Yours sincerely

Alice Shannon

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Dear Barry,

Thank you for your email. I am pleased to hear that the speed limit will be reduced and hopefully monitored.

I live at [REDACTED] and STRONGLY OPPOSE ANY INCREASE TO PARKING RESTRICTIONS. The parking of cars reduces the speed of cars going up and down the hill making it a **much safer** pathway and hill for cyclists. This is a very dangerous corner, especially in the winter months with the excess waterflow and leaves.

Anything that reduces the speed on this corner is essential for public safety.

With thanks  
Joanne Wood Floyd

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**From:** Dinesh Patel <[REDACTED]>  
**Subject:** Richmond Hill Road - proposed no stopping restrictions  
**Date:** 5 August 2018 at 2:17:44 PM NZST  
**To:** "Hayes, Barry" <[Barry.Hayes@ccc.govt.nz](mailto:Barry.Hayes@ccc.govt.nz)>

Barry,

Thank you for approving the recent 40 kms/hr speed restriction on our stretch of the road. (I live at [REDACTED] and the home owner).

However I do oppose the proposed no stopping restriction.

My reasons are as follows

I work from home and constantly walk up and down this stretch of road, I have observed it (Over the last 20 year, how is that for research!) both with cars parked and when it is clear and devoid of traffic. By my estimation, cars driving down the hill increase their speed dramatically when its clear, sometimes to the point where I calculate 60-65 kms/hr (even more sometimes), some emergency stops have occurred on the pavement during these hours. When cars are parked, drivers behave better, though not always, courteous to uphill traffic. Even though we do have speed restrictions, drivers will try to drive as fast as possible, this is a great danger to kids/pedestrians walking through this stretch. Surely they have a higher priority over cars. Best not create a finely tuned speed circuit, because that is how careless drivers will see/use it, I have seen/heard it hundreds of times.

Secondly we all have cars, and maybe cars can park on driveways...BUT with a families of 2 cars or more this becomes a nightmare as you can imagine. For instance my wife is the first to arrive home, My daughter second myself sometimes last. But my wife leaves first so how can that work with parking order on the drive. The solution would be to drive the first two cars out wife drives off, then two cars reverse back down, this will create a lot of traffic chaos for drivers waiting for us. A real fiasco and dangerous as well. It cannot work.

Please consider the above points, I lived on this stretch of road for many years. Why fix something that is NOT broken.

Thank you,

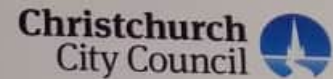
Dinesh  
[REDACTED]



Virus-free. [www.avast.com](http://www.avast.com)

3 Attachments

- Scanned by Gmail



24 July 2018

[REDACTED]  
Christchurch 8081

Dear owner or tenant:

**Richmond Hill Road – proposed no stopping restrictions**

Christchurch City Council is considering a scheme to provide no stopping restrictions on a section of this road, as shown on the attached plan.

This proposal has arisen from the consultation for the recently approved 40 km/h speed limit. Some local residents considered that on-street parking occasionally takes place here. This results in drivers needing to overtake and face opposing traffic, giving rise to safety concerns. The proposal is also intended to improve turning space in and out of the driveways nearby, as well as the sight lines upon turning out.

We would welcome your views on this proposal, which will be taken into account before it is determined. If you are suggesting any amendments, please mark any changes on the plan provided, with brief reasons why you consider it appropriate.

Please provide your comments on this scheme (preferably by email and confirming your own address for reference) by **8 August 2018**. After this time a report making a recommendation on the scheme will be presented to the Linwood Central Heathcote Community Board for a decision.

If you would like any further information please do not hesitate to contact me on 03 941 8950 or at [barry.hayes@ccc.govt.nz](mailto:barry.hayes@ccc.govt.nz).

Yours sincerely

A handwritten signature in black ink that reads "Barry Hayes".

**Barry Hayes**  
Area Traffic Engineer  
Traffic Operations  
City Services Transport

Civic Offices, 53 Hereford Street, Christchurch, 8011  
PO Box 73014, Christchurch, 8154  
Phone 03 941 8950, Facsimile: 03 941 8384  
Email, [barry.hayes@ccc.govt.nz](mailto:barry.hayes@ccc.govt.nz)  
[www.ccc.govt.nz](http://www.ccc.govt.nz)

PDF

## RICHMOND HILL RD - RESIDENTS CORRESPONDANCE (SAMPLE) WITH CCC RE PARKING RESTRICTIONS 2018



[REDACTED]  
Christchurch 8081  
New Zealand.

Christchurch City Council  
Hereford St  
Christchurch

7<sup>th</sup> August 2018

Dear Mr Hayes,

Richmond Hill Road Stopping Restrictions

In response to your letter of the 24<sup>th</sup> July.

Before talking specifically about Richmond Hill Road, let us look at another street.

Recently the CCC re-engineered Worcester St, between Stanmore Road and Fitzgerald Ave. It took a perfectly ordinary one-chain wide Christchurch street with excellent visibility and no unusual hazards, narrowed it at several points to a little more than a single vehicle width, and dropped the speed limit to 30km/h.

The CCC traffic engineers know however that a significant section of the public will not obey the 30km limit, and another smaller section will treat the sequence of narrowed sections as a test of their driving skills. Those same traffic engineers know that rigid enforcement of the speed limit is the only way to ensure that 30km/h is not exceeded. In the absence of 24-hour policing, they built road humps. At well less than 30km/h, the installed road humps are vicious.

Let us look at another area of "traffic calming". Today I passed through St Martins, I think Ford Road. I crossed over two road humps that one had to near stop to cross, and I really am not exaggerating.

30 minutes later I entered the airport where there are two humps in the entrance road, which even at 20km/h, produce a resounding "crash" from the suspension.

Now let us look at Richmond Hill Road.

Richmond Hill Road is already near as narrow as the artificial restrictions in Worcester St for much of its length, so there is no need for any more artificial narrowing. Unaccountably, despite the much greater objective dangers on Richmond Hill Road (rock faces on one side of the road, steep drop-offs on the other, blind bends, and many hidden driveways), it was decreed that 40km/h was an acceptable speed limit.

40km/h will achieve absolutely nothing for road safety. Three points:

1. The reality is that from the first hairpin on, 40km/h is at least 20km/h too fast.
2. Those who ignore the present 50km/h limit will ignore a 40km/h limit just as nonchalantly.
3. Those drivers who are thinking, and alert to the dangers of the road are already going up and down the hill at well less than 40km/h.

What is required is enforcement. I am quite sure that the police will be just as reluctant to permanently patrol Richmond Hill Road as they are Worcester St. So why do we not use the same road humps?

The answer is simple. COUNCIL POLICY.

Submission ID 26724

If I understand correctly it is Council policy not to use speed humps or other passive speed enforcement measures on hills. So the issue of continued exposure of the residents to road users (and I include cyclists as offenders as well) who are travelling at speeds far in excess of those which are safe (and this has little to do with an arbitrary speed limit) is a matter of Council policy.

Let me go back about two or three years.

Two or three years ago, the water mains were replaced on Richmond Hill Road. The contractor erected speed limit signs, (I think 20km/h). They meant it, because they left pits about 3 or 4 cm deep across the road in several places for a week or 10 days until they finished the repairs and asphalted them.

The effects were truly wonderful !!!!!

On several occasions I heard cars come screaming up the hill, screech around the corner below me, and hit the first pit with a tremendous crash. Thereafter they proceeded sedately upwards. The same applied to descending traffic. I have lived on Richmond Hill Road since 1980 and I can say quite unequivocally that it was the quietest week that I have ever known.

If a speed limit is to work, it has to be enforced 24-7. Council policy must change because it is wrong. A simple risk assessment (such as required by the Health and Safety at Work Act in any commercial situation), would unequivocally make the case that properly signalled speed humps in the road present a much lesser danger to road users, than road users moving at excessive speeds do to residents. The greatest good for the greatest number.

To go on to other points you stated in your letter. I do not understand your statement (second line, paragraph 2) "This results in drivers needing to overtake and face opposing traffic". The statement makes no sense. Anywhere on Richmond Hill Road from the bottom to very near the top, if there is a parked car (and there are lots), the road is effectively single-lane. Even when there are no vehicles parked, two cars can only just pass with care. The part that you are proposing to place yellow lines on is no different. I find it inexplicable that you are singling out this short section of road for special treatment.

It also misses the point. The real danger is not from cars coming up Richmond Hill Road, but from those descending. Cars generally descend at greater speeds that they ascend, and, because they are coming down hill, have inherently greater stopping distances.



If you look at the photograph to the left, you will see circled, the bend 30m above my house, and above the area where you are proposing to paint yellow lines.

Twice in the last 5 years, my family has come within a hairsbreadth of a fatality as a result of idiots descending

## Submission ID 26724

around this bend.

The first was me, when proceeding up the road, just having left my property at number 65. A mountain biker, coming down the road at what can only be described as breakneck speed, rounded the bend on the wrong side of the road, whilst looking backwards over his shoulder to those following at similar speeds. He had no hope whatsoever of stopping, and only saved himself with a violent manoeuvre that had him miss the adjacent rock face by centimetres. If he had hit me, or the rock face, without a doubt he would have been dead. Mountain bikers regularly descend Richmond Hill Road at lunatic speeds. (Please understand that this is not the judgement of an inveterate car driver. I have spent darned near as much time in the bike saddle over my life as I have behind the steering wheel. I know what is safe on a bike and what is not.)

The second instance was when a small Subaru, descending around the same bend was moving so fast that it lost control, spun, and crashed into the pole opposite, just as my wife and son were about to pull out of the driveway. Again, a narrowly missed fatality.

Daily, I have descending vehicles flash past my driveway at grossly unsafe speeds.

Improving turning space in and out of driveways and sightlines? I have a more difficult entry than anyone in that section of road. Have I complained? No. No way, and nor, so near I am aware, have any of my neighbours. We all know how potentially dangerous is the pull out from our driveways and behave accordingly. We take our own safety very seriously. (Indeed, if we were really playing safe, we would always park our cars at the side of the road and not use our driveways at all.) We do not need the turning out space from our driveways improving by the Council thank you.

"Some local residents considered that on-street parking occasionally takes place here". Yes. Of course it does. It is a city street. Some on street parking occasionally takes place all the way up Richmond Hill Road. The first bit is no different. Nowhere in your letter have you explained what differentiates this part of Richmond Hill Road from any other part and which therefore necessitates a parking ban.

Furthermore, on the say-so of "some residents" you are prepared to act to deprive other residents of their parking rights. Barely seems to be the action of a fair and reasonable council. Seems more to do with knee-jerk reactions.

If I might go on. The CCC has taken some millions of dollars from Richmond Hill Road ratepayers over the 38 years that I have lived on this hill. In more recent times, it has taken several million more from property developers up the hill in compulsory "contributions" to Council funds which are supposed to be used for the betterment of the infrastructure which supports those developments. In a week or two's time, the next tranche of sections on the old golf course is to go on sale.

I can say with absolute certainty that from all the millions that the Council has collected from Richmond Hill Road in the last 38 years, not a single cent has been spent in improving the road, and only the barest minimum on maintaining it.

The Council has been happy to permit the massive expansion of housing on Richmond Hill, yet has done nothing whatsoever to improve the hillside track which supports it. It now seeks to deal with what someone unknown has suddenly perceived to be a "problem" with a pot of paint making it impossible for some residents or their visitors to park outside of their homes.

Barely seems reasonable, does it?

If I might summarise.

- A 40km/h limit will achieve nothing at all without enforcement.
- Failure to enforce is a result of a Council policy that is seriously in error and needs to be changed.

Submission ID 26724

- Effective enforcement can only happen if there is something physical which makes it impossible to exceed a safe speed. That ought to be road humps. Given Council Policy, we do not have road humps. Has it not occurred to anyone that cars parked at the side of the road do much the same thing? I can tell you with absolute certainty that vehicles move up and down the road much faster when nothing is parked. The pull-out from my driveway is made that much more dangerous.
- The danger in this section of road is not ascending vehicles, but vehicles descending from above at excessive speed. Painting yellow lines in front of our homes is assuredly not the answer, and will do nothing to make me or my family one jot safer.

What you are proposing is seriously in error, failing to understand the nature of the risks. If the CCC was at all serious about road safety, then the policy on road calming measures would be changed forthwith.

This is a piece of "Claytons" traffic engineering.

Yours faithfully



Brian Anderson

## Submission ID 26724

**From:** "Hayes, Barry" <[Barry.Hayes@ccc.govt.nz](mailto:Barry.Hayes@ccc.govt.nz)>  
**Subject:** Proposed speed limit reduction - Richmond Hill  
**Date:** 24 October 2017 at 9:07:26 AM NZDT  
**To:** [REDACTED]

Kia ora Erik, hope you had a good holiday weekend.

As discussed, I am carrying out initial consultations with the NZTA, NZ police and the AA for the proposal. Based on the local site characteristics I am recommending a 40 km/h speed limit for the area as shown in the attached document. I'll also propose advisory speed limits of <40 at the very tight curves where appropriate.

It would be very helpful if you can determine for me (over the next few days), informally which addresses will favour this change, in principle. Over the coming month or 2 we will be organising a formal consultation with residents. At this point I just need to demonstrate that there is local support beyond your address alone.

Ngā mihi,

***Barry Hayes***

*MScTransport Engineering & Planning, CMILT, Assoc.NZPI*

**Area Traffic Engineer, Linwood-Central-Heathcote**

**Traffic Operations Team**

03 941 8950

[barry.hayes@ccc.govt.nz](mailto:barry.hayes@ccc.govt.nz)

[ccc.govt.nz](http://ccc.govt.nz)

**Christchurch City Council**

Civic Offices, 53 Hereford Street, Christchurch

PO Box 73014, Christchurch, 8154

Please consider the environment before printing this email

Submission ID 26724

Oct 26, 2017, 10:55 AM

**Alice Shannon** [REDACTED]

to Dinesh, Brian, Mark, Erik

Hi Neighbours

Hope you're all well.

As per email below, Erik has recently had communication with Barry Hayes a traffic engineer from the CCC regarding the ongoing problems with the dangerousness of Richmond Hill Road.

Barry recently attended and was concerned with the current problems but also quite alarmed as to how this problem will worsen as the subdivision up the hill further develops.

As you will see, in an attempt to make the road safer Barry is proposing that the speed limit is reduced to 40km. This will go to formal consultation with the residents but in the meantime he has asked us to informally check which residents would favour this change in principal.

Let me know your thoughts.

Cheers Alice  
[REDACTED]

### 3 Attachments

- Scanned by Gmail

Oct 26, 2017, 1:15 PM

**Dinesh Patel** [REDACTED]

to Barry.Hayes, me, Brian, Mark, Erik

Submission ID 26724

Hi Barry,

110% on this, in fact 30 Klms is more appropriate, but its a great start.

Lets do this before an accident happens.

Dinesh

<image003.jpg><1-1-1.bmp><Richmond Hill 40K zone.pdf>

Oct 26, 2017, 10:13 PM

**bandbanderson** [REDACTED]

to Alison, me, Dinesh, Brian, Mark, Erik

Hi Alice,

I guess it's a start, but I don't think that it will achieve much. Even 40 is too much for much of the road. 40 will be ignored just as effectively as 50 is now. I cannot recall even the slightest attempt to enforce the current speed limit.

What is needed are active traffic calming measures. You might recall that just over a year ago for several days, the people who were replacing the water main left a series of shallow pits in the road. They were very effective at slowing the traffic. I can recall several occasions when someone came up the hill like a bat out of hell, round the corner and hit the first pit with a hell of a crash. They carried on much more sedately after that.....

I have also posed the Council a bunch of questions in relation to our road. I attach the letters that I sent following my parking tickets. The last was to the Chief exec. of the CCC after I sent the first letter to every member of the Council. So far I have had no response to CCC6 or 7. I shall resume hostilities over the weekend.

Regards

Brian

**3 Attachments**

- Scanned by Gmail

Submission ID 26724

Oct 27, 2017, 9:23 AM

**Mark Robberds** <[REDACTED]>

to bandbanderson, me, Dinesh, Brian, Erik, Alison

Thank you Erik and Alice for your work on this  
Jane and I are completely in support.  
Cheers  
Mark

Sent from my iPhone

<CCC5.pdf>  
<CCC6.pdf>  
<CCC7.pdf>

Oct 31, 2017, 12:43 PM

**Alice Shannon** <[REDACTED]>

to Barry.Hayes, Erik

Hi Barry

Thanks so much for all your work on this.

As per below - we have made contact with our immediate neighbours (61-75) and there is overwhelming support for improved road safety on Richmond Hill Rd.

I think some may have emailed you directly already but enclose copies of replies for your easy reference.

Kind regards  
Alice

[REDACTED]  
[REDACTED]

Submission ID 26724

**From:** [REDACTED]  
**Sent:** Friday, October 27, 2017 10:46 AM  
**To:** [Barry.Hayes@ccc.govt.nz](mailto:Barry.Hayes@ccc.govt.nz)  
**Subject:** Richmond Hill Road speed limit

Hello Barry

Brian and Melva Keeley of [REDACTED] strongly support the application to reduce the speed limit on Richmond Hill Road to 40kph. We have over the years seen many incidences especially with the children walking/biking or scootering up and down the hill where there has been potential accidents, which could resulted in serious injury or worse due to drivers going too fast.

Kind regards Brian and Melva Keeley

[REDACTED]

[REDACTED]

Begin forwarded message:

**From:** Murray Johnson [REDACTED]  
**Subject:** Speed reduction  
**Date:** 28 October 2017 at 8:03:03 AM NZDT  
**To:** [REDACTED]

We support this Erik. Thanks for the effort getting this going.  
Andrea and Murray

Sent from my iPad

**3 Attachments**

- Scanned by Gmail

Submission ID 26724

Dec 21, 2017, 10:31 PM

**Alice Shannon** [REDACTED]

to Barry.Hayes

Hi Barry

Hope you're well.

Just have you on my do list to contact before the end of the year - was just wondering how things are going re the new speed limit on Richmond Hill Road?

Obviously I don't expect to hear back from you till the new year but just thought I'd write why it's on my mind.

Seasons greetings to you, hope you have a lovely Christmas and relaxing break.

Kind regards

Alice Shannon  
[REDACTED]

Dec 22, 2017, 8:56 AM

**Hayes, Barry** <Barry.Hayes@ccc.govt.nz>

to me

Hi Alice, thanks for your email. Yes this is certainly on our schedule.

The critical step is formal consultation with all residents and local associations. Whilst I normally just get on with this this, in the case of an area wide proposal like this it must be preceded with a short 'seminar' with the Linwood Heathcote community board.

Because of the Christmas period imminent, this proposals (and several others for me) have to be deferred until at least mid-January to consult on. We can't be seen to consult while people are on holiday/away etc.

I'm organising this seminar for late January, after which the consultation would be a 3 week period.

RICHMOND HILL RD - RESIDENTS CORRESPONDENCE (SAMPLE) WITH CCC RE SPEED LIMIT REDUCTION 2017

On a separate note, I've been asked to look at speed reviews on the other hill suburbs, which, you won't be surprised to hear have some similar issues. So it's been suggested we look at this on a wider scale and address multiple areas at the same time. My personal view is, yes this makes sense, though I don't want this to delay an improvement here, so I am focussing on Richmond Hill first of all.

Submission ID 26724

So bear with me - have a great Christmas!

(PS apart from the public holidays I am working straight through...)

<p>Ngā mihi,</p> <p><b>Barry Hayes</b></p> <p><i>MScTransport Engineering &amp; Planning, CMLT, Assoc.NZPI</i></p> <p><b>Area Traffic Engineer, Linwood-Central-Heathcote</b> Traffic Operations Team</p> <p><b>Tel</b> <b>Email</b> <b>Web</b></p> <p>03 941 8950 <a href="mailto:barry.hayes@ccc.govt.nz">barry.hayes@ccc.govt.nz</a> <a href="http://ccc.govt.nz">ccc.govt.nz</a></p> <p><b>Christchurch City Council</b> Civic Offices, 53 Hereford Street, Christchurch PO Box 73014, Christchurch, 8154</p> <p>Please consider the environment before printing this email</p>	
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This electronic email and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed.

7 September 2024

**Re: Proposal to remove parking and place pedestrian markings on Richmond Hill Road between street numbers 54 and 70.**

I wish to submit my objection to this proposal. I am vehemently against it.

My name is Dr. Erik Ellis. I am the owner (with my family) of [REDACTED]  
I am a very long term resident having lived here for the last 33 years.

I am opposed to the no parking restriction on Richmond Hill Road as proposed by the CCC due to a number of issues;

1. Firstly - I am a regular pedestrian on Richmond Hill Road and I do not believe there is a safety concern for pedestrians due to the parked vehicles.
2. In my 33 years of living on Richmond Hill the largest concern I have had to deal with is with SPEEDING CARS and drivers who have no regard to give way to uphill traffic and to drive at a safe speed for the conditions – this is on all parts of Richmond Hill Road – lower, middle, and upper stretches of Richmond Hill Road when walking alone and with others, walking my children to school, cycling, and driving.
3. Removing parked cars will increase traffic speeds and make the road less safe for pedestrians and all road users. A narrow lane width means cars have to slow down to negotiate the road, it is well proven that causes traffic to slow down and that wider road widths increase traffic speeds.
4. This was confirmed by CCC Area Traffic Engineer Barry Hayes, when in 2017 and 2018 I meet him on site at Richmond Hill Road during informal consultation regarding lowering the speed limit on Richmond Hill from 50kmph to 30kmph.
5. After consultation with NZTA, NZ Police and the AA the speed limit was lowered to 40kmph with additional signage of suggested speeds for corners and bends. As residents we always contended that an appropriate speed for Richmond Hill Road would be 30kmph.
6. Removing parked vehicles - thus enabling and promoting increased vehicle speed would have a flow on negative and dangerous effect on other parts of Richmond Hill Road, as example:
7. Already vehicles DO NOT LOWER/ LIMIT THEIR SPEED in the lower area of Richmond Hill Road as they exit the slope and drive into the 30kmph zone past the Sumner Bowling Club into Sumner Village. I witness this from my home every day. The 30kmph zone at the bottom of Richmond Hill Road has no traffic calming measures and it desperately needs them.
8. If allowed the no parking restrictions would have significant negative consequences for residents on this stretch of lower Richmond Hill Road, that in turn would also flow on to other areas of the hill. As example:
9. It would mean we will be forced to park our cars somewhere else on Richmond Hill and walk further to our homes . This would make life extremely and unnecessary difficult for residents and cause problems in other parts of the Hill. So no solution there.
10. We lose the ability of friends and family to visit as they cannot access our home easily.
11. Our property values will decrease as access to our homes is restricted.

12. It will severely limit the access for tradespeople to work on our property as there will be nowhere legal for them to park.
13. The CCC has offered no hard evidence for their proposal other than traffic counts done in early 2024, where it was noted that traffic volume has increased due to the Greenwood Estate subdivision and this data was now being related to justify the no parking proposed.
14. CCC allowed this development to be approved on the upper scopes of Richmond Hill. In the mid- late 1990s I was involved with a residents group to oppose this large subdivision being developed at the top of Richmond Hill Road. Our Residents Group worked to limit the number of sections in the Greenwood Estate subdivision at the top of Richmond Hill from the proposed 240 sections to 140 sections as the existing infrastructure was insufficient. This included the narrow nature of Richmond Hill Road to handle large traffic volumes. Even at that time CCC roading engineers said "a narrow road slows traffic" and the parked cars help to slow the traffic speeds.
15. At the time of approving the development reassurance was given by the CCC that Richmond Hill Road was suitable in its current state for the proposed Greenwood subdivision. Now it seems every 5 years or so someone complains about the parking on Richmond Hill Road, lower Hill residents are subjected to ongoing unfounded harassment and stress and still no just and permanent solution is enacted.
16. Instead this latest attempt by the CCC to ram through a no parking proposal on Richmond Hill Road - with massive consequences for affected residents - and to have such minimal public consultation with these affected residents is appalling in its poor process, delivery manner and abysmal public relations.
17. Though most importantly the proposal put forward will make Richmond Hill Road less safe for all users.
18. The Council needs to take a sensible, fair and reasonable approach to address any issues on Richmond Hill Road. These can be addressed without unduly disadvantaging selected residents.
19. It is the responsibility of the Council to act fairly and logically. In my opinion it is well past time that it did so.

Sincerely  
Dr Erik Ellis

NB: Attached to this submission are some recent posts from the Richmond Hill Community Facebook page - about excessive traffic speeds on all areas of Richmond Hill Road. I attach them to demonstrate that the concerns regarding speeding on Richmond Hill Road are widespread, ongoing and current.



The Richmond Hill, Christchurch Community Page



**Graeme Baird**

Top contributor · 2 days ago · 🌐

...

At 3.40pm this afternoon I was driving up Richmond Hill Road travelling at 30kms per hour well on my side of the road. A small yellow car coming down the Hill at the corner near Sancti Place was cutting the corner and on my side of the road. He was not looking where he was going and missed me by inches.

How do we educate drivers to slow down and NOT TO CUT BLIND CORNERS. One day someone will cause an accident and injure someone.

You know who you are.

Please be courteous and drive sensibly and not out corners.

I would welcome the driver of the yellow car to respond to my Post, as there is no excuse for you to drive the way you did.



3

3 comments



Like



Comment



Send



**Deborah Rose** Top contributor

I just about got cut off by a little red car on the first hair bend!

3d Like Reply



Graeme Baird replied · 2 replies



The Richmond Hill, Christchurch Community Page



**Geoff Brown**

16 August at 11:34 · 🌐

...

To the women driving a white Tesla at speed down RHR and across the centre line today at 11.20am SLOW DOWN and KEEP ON YOUR SIDE OF THE ROAD!



You and 8 others

2 comments



Like



Comment



Send



**Pamela Cox**

Some people use that hill like a race track 😊

3d Like Reply



**Mark Floyd**

All the time it is a total freak out when someone winds up coming down the last leg to the last hairpin and to shoot through the chicanés

Going up you can hear them wind up. Usually but EV's are silent. I'm a bit hard of hearing and have had too many scares.

...

1d Like Reply



The Richmond Hill, Christchurch Community Page



Nick Plimmer

6 February · 🌐

👤

Neighbours, you need to slow down. Nobody wants to get involved in a crash, let alone get injured on the road. Nobody wants to have to deal with repairing their car, deal with insurance, maybe a black eye and a blood nose from a slap in the face from an airbag. Or worse yet a car vs motorbike or cyclist or pedestrian. Nobody wants their child or dog or cat run over. Slow down, keep left, be prepared to pull over and give way where it is narrow. Give a friendly wave to those who give way to you. You may save a few seconds by driving Richmond Hill a bit faster, but you sure will regret it when you have to trade your pride and joy for the panel beater's loan car for a week or so.

👍 24

7 comments



The Richmond Hill, Christchurch Community Page



Lou Lou

Top contributor · 30 January · 🌐

👤

Howdy Neighbours. We've had a couple close calls while driving up the hill the last few days- mostly with builders- driving really fast. If you have tradies onsite could you please have a quiet chat reminding them of the slow speed required in our bends? This is especially important as the residents near the roadworks are parking on the road, so it's even more narrow. Thank you in advance.

👍 12

3 comments



View more answers



Hay Foster

It's not just the tradies that do this .....a lot of people come flying around that bend right b4 traffic lights ..from top of hill.

👍 Like Reply

👍

Lou Lou replied · 1 reply



Todd Hore

I'm not convinced the lights are working properly.

👍 Like Reply

Lou Lou replied · 4 replies



[REDACTED]  
[REDACTED]  
Christchurch 8081  
New Zealand.

The Christchurch City Council.  
Private Bag,  
Christchurch.  
7<sup>th</sup> September 2024

Dear Sir / Madam,

Footpath Markings and No-stopping Restrictions, Richmond Hill Road

The CCC has seen fit to drop a circular into the letterboxes of those of us living between 54 and 70 Richmond Hill Road, informing us that barring 5 spaces there will be no stopping on either side of the road between the first and second hairpin bends (numbers 54 to 70). At the bottom of that circular is a timeline running from the 2<sup>nd</sup> August (which was when you opened consultations) until sometime in November this year when you intend to implement the project.

Let me say at the outset (and I am expressing my neighbours' opinions accurately as well) that we are feeling harassed by the Council, this being the third time in the last 6 years that it has been necessary to address these issues. I have included previous correspondence / submissions on this matter as Appendix 3.

Your circular states that there are two reasons.

- Parking on the footpath is creating safety issues for pedestrians.
- Concerns about access for emergency services vehicles.

Please bear in mind as you read this submission that my family and I use Richmond Hill Road both as pedestrians and motorists many times a day. I have done so now for 44 years and my wife and children for 19 years. We have no problem with the road or footpath the way it is. It is a part of having the pleasure of living here. The only matter which does concern us is the excessive speed of a significant minority of road users. It is only a question of time before there is a fatal accident.

This submission will cover Pedestrian Safety and Emergency Access first and will then move into a number of closely related matters, in particular:

- Road safety
- Road Improvements (not)
- More general considerations
- The Waihoru Community Board Meeting (date unknown).

## 1. Summary:

- The footpath was designed and constructed for vehicles to run over and to be parked upon.
- **The very sensible Council policy to date has been to permit parking on the footpath provided it does not completely obstruct the footpath.** The error has been that that policy has not been communicated. A simple and inexpensive communication exercise would go a long way to addressing such footpath access issues as there are.
- **There is a separate pedestrian path to lower Richmond Hill Road which by-passes most of the road between the bottom of the hill and the second hairpin (number 70). Of the 470m from outside of number 100 Richmond Hill Road to bottom of the hill in Lower Richmond Hill Road, only 100m is on the footpath in question. The other 370m is on a footpath totally separated from the road. This seems to have been completely overlooked.**
- The “footpath” is in atrocious condition, broken, and seriously obstructed by power poles. It is no more than a token.
- Access for emergency vehicles is not a problem at all and indeed, as more than adequately demonstrated by simple street surveys, is much better than on Rapaki Road.
- The Council’s own deliberate traffic calming measures in the form of chicanes used elsewhere in the City, narrow streets to only 3.5m.
- There is an emergency access issue. Richmond Hill Road urgently needs a second and independent means to gain access during a major hill fire, earthquake, or similar civil emergency. Not to pursue that second means of access with a high priority is negligent on the part of the Council, because the only sure thing is that one day it will be essential. If it is not there, there is the real probability of a serious loss of life and property.
- **By far the greatest risk to people living on and using Richmond Hill Road is excess speed on the part of some road users, both ascending and descending. The speed limit needs to be reduced to no more than 30km/h. Parked vehicles provide excellent traffic calming, as well as protection to pedestrians from motor vehicles.**
- The Council has taken perhaps several tens of millions of dollars in “contributions” from developers (and more from ratepayers) for investment in the wider civic infrastructure. It has not spent a single cent on road improvement between the bottom of the hill and the second hairpin (number 70) in the 44 years that I have lived on Richmond Hill Road, yet has been happy to permit the continued development of Richmond Hill.

**Now, to address its failure to invest in appropriate road improvements, the Council proposes to take away the ability of some residents to park in front of their property, indeed, to park anywhere near their property. This is hardly the actions of a caring, concerned, and responsible Council.**

- Removing the ability to park in reasonable proximity to our properties is going to make it very difficult to engage tradesmen and will make general social contact more difficult. A large part of the population of this part of the hill is ageing and will be more isolated than necessary if friends and family are restricted in their ability to visit.

- If we are not to park between the first and second hairpins (numbers 54 to 70, a distance of 280m of steep hill road), where do we park? The bottom of the hill, 450m away?
- The Waihoru Community Board and Council officers seem to be totally unaware of the Council policy on parking on the footpath in locations such as Richmond Hill Road.
- Finally, is this not a massive knee-jerk reaction by the Council to what we believe may only be a single complaint? Good civic administration cannot be delivered on the basis of reactions to very small numbers of complaints.

## 2. Parking on the Footpath.

### 2.1. Letter to Alice Shannon, 15-6-18 from CCC

I refer you to a letter to my neighbour, Alice Shannon from Emily Bynion, (senior parking compliance appeals officer, CCC) and dated the 15<sup>th</sup> June 2018. To quote two passages:

*“There are a number of areas in the hill suburbs where it is not safe to park a vehicle fully on the roadway and consequently in situations such as this it is acceptable for a vehicle to park partially on the footpath, taking into consideration other road users such as pedestrians.*

*In most of these areas there is no formed gutter to enable vehicles to do just that”.*

and,

*“If you are unable to park safely using only part of the footpath then you must park elsewhere. Having said that I also consider that a pedestrian must take into account why vehicles may be parked partially obstructing the footpath and take a more cautious approach if they are required to venture out onto the roadway. This advice has been relayed to the complainant and as also pointed out to the complainant, our responses to these complaints are in the main a waste of time as the situation in this area is long standing, and rigid enforcement of The Road User Rule may in fact cause more inconvenience/danger to other road users if vehicles are parked fully on the roadway”.*

In short, Ms Banyon made clear Council policy. The key points are:

- 1) Parking partially on the footpath is acceptable.
- 2) In places on the hills (such as Richmond Hill Road) gutters quite intentionally are not formed to allow vehicles to park on the footpath.
- 3) Pedestrians must take into account why vehicles are parked on the footpath.
- 4) The problems that we faced in 2018 were the result of a single complaint only.
- 5) The recognition that rigid enforcement of no-parking on footpaths may cause more inconvenience and danger that it would alleviate.

However, although Ms Banyon articulated a clear and pragmatic policy on hill parking, that policy has not been generally communicated; indeed, I would go so far as to say that it has not been communicated in any intentional fashion, save to Alice Shannon.

A simple act of polite communication with those who live on the hill might achieve a great deal more at much lower cost and with much less bad feeling and inconvenience than painting no stopping lines all up the road.

I would note also that the problems we faced in 2018 were a consequence of a single complaint only. Consider the time and expense that the Council went to over just one complaint. Ms Bynion recognised that in the main, such complaints are a waste of time.

Whilst the council has not chosen to share with those of us affected the reasons for their current actions, I believe that again they also are the result of but a single complaint.

## 2.2. The “Footpath”

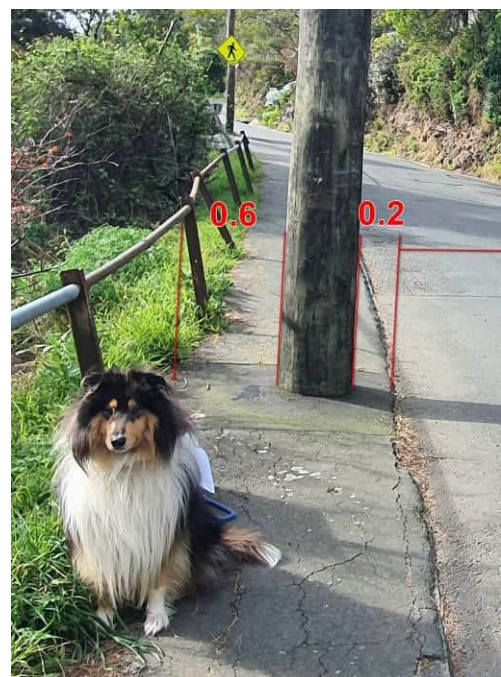
You note that I placed the word footpath in inverted commas. That was quite deliberate, to emphasise that this must be one of the sketchiest footpaths in Christchurch. You can see more in my survey of Richmond Hill Road attached as Appendix 1. Some of the more salient points are:



To the left, this is the “Footpath”. The gap between the post and the adjacent fence is 400mm, with a surface condition which can only be described as atrocious.

A more typical section of the footpath. Note the absence of a gutter. A cursory examination shows that the footpath was quite intentionally formed this way. Further examination suggests that the footpath was quite possibly an afterthought, supported as it is on the downhill side in many places by small retaining walls.

Typical clearances between the poles and the rails or edge of the path are 400 to 600mm (max).





In this instance, there is 500mm between the foot of the pole and the edge of the footpath. In practice at shoulder height, it is less than 400mm.

The edge is unprotected and drops vertically. Bear in mind that this is being touted as a city footpath. Anywhere else in the City it would have been closed and barriered off out of "Health & Safety" concerns.

The last pole just before the second hairpin, 400mm clear between the pole and the adjacent electrical box.



Note that in every photograph (and also in Appendix 1), the kerb is gutterless and near flush with the roadway.

I would also remind people that there is a pleasant alternative to the very poor footpath at the side of the road. If you look at the photograph overleaf, the ochre line is Richmond Hill Road. The red line is the footpath which cuts from upper Richmond Hill Road to Lower Richmond Hill Road, a path which takes pedestrians completely clear of the roadway.



There is a perfectly good designated and maintained footpath between lower and upper Richmond Hill Road, a footpath which more over completely separates pedestrians from traffic using the first section of the road (from the bottom to the first hairpin) and from 60% of the distance between the two hairpins.

This first section of the road is an accident waiting to happen as the footpath is no better than it is between the first and second hairpins (number 54 – 70), but traffic speeds are often excessive in the extreme, with some users treating the road as a hill-climb race track.

### 3. Access for Emergency Service Vehicles

#### 3.1. Present Situation.

The second pretext for restricting parking on Richmond Hill Road is access for emergency service vehicles. This is surprising to say the least!

Nothing has changed on Richmond Hill Road in the 44 years that I have lived here. Cars park as they always have. There is no reason to suppose that Richmond Hill Road was any different long before that.

Daily, heavy vehicles move up and down the road without difficulty to the building sites above. There is never an issue and I am unaware that there ever has been. Many of the heavy vehicles are larger than any emergency service vehicles.

The maximum legal width of a vehicle is 2.5m (without an over-width permit. Certainly, no emergency service vehicles come into that category).

If you look at Appendix 1 it is a survey of Richmond Hill Road carried out on the morning of Saturday 24<sup>th</sup> August, a typical day on which one expects to find the greatest number of vehicles parked. The

minimum measured clear carriageway between parked vehicles and the inside edge of the gutter was 3.5m, the average 3.92m.

There are no emergency service access issues. This is being used as a pretext. (If in doubt, howl “Health and Safety” and no-one will dare argue.)

A simple comparison puts a double underline under this.

The picture to the right is in Burke St, Addington. It could have been any one of several other streets. The key point is that the Council restrict the maximum possible access width to 3.5m. Clearly the Council considers 3.5m quite sufficient for emergency service vehicles.



Richmond Hill Road is no different and for the most part much better.

### 3.2. Access Comparisons with Rapaki Road

It has been suggested that Rapaki Road offers a good comparison to Richmond Hill Road in that the access problems for emergency services are similar.

Appendix 2 is a similar survey to that carried out for Richmond Hill Road. Is it quite informative.

Although narrow and similar to Richmond Hill Road, there is one important difference. Parking is relatively easy on either side of Rapaki Road for most of its length. On Richmond Hill Road, certainly between the two hairpin bends, (numbers 54 to 70), it is not, the road being a near vertical cut into the hillside.



On Rapaki Road, yellow lines have been used to restrict parking to either one side of the road or the other, but not both up its entire length.

The picture to the left shows two legally parked vehicles in designated parking spaces on Rapaki Road. The distance between the front tyre and the edge of a steep gutter was 2.8m.

The Council finds this to be quite acceptable.

This is a full 800mm LESS than the worst case measured on Richmond Hill Road, yet emergency vehicle access on Rapaki Road is considered to be good.

Taking the distance between the vehicle tyres and either the gutter or opposite curb (depending upon which side of the road they were parked), the mean clearance was 3.5m. Compare this to the 3.92m mean clearance measured on Richmond Hill Road. Vehicles on Richmond Hill Road could on average park 400mm further out into the carriageway and still provide better emergency service vehicle access than there is on Rapaki Road.

### 3.3. The REAL Access Issue.

The most likely emergency issue on Richmond Hill Road will be fire. Look back at the arial photograph of Richmond Hill Road on page 6. The road reserve is choked with scrub, as is the valley bottom. Every year, the adjacent hillside becomes more and more overgrown. Both the hillside and road reserve are Council property. It is only a matter of time before a fire breaks out near the bottom of the road. (A casual cigarette butt, kids playing, a spark from a vehicle exhaust, who knows?)

When fire breaks out, Richmond Hill Road will be impassible. In a dry year with a nor'easter (our constant companion), the flames will sweep rapidly upwards carrying all before them. There will be no access whatsoever for emergency service vehicles.

The problem will be compounded because many of the water service connections to properties (mine included) have been replaced by the Council in recent years with polyethylene. Those connections are exposed. When hit by fire they will burst, and now what water was stored up the hill will freely escape, compounding the fire fighting problem.

By the time fire engines do manage to get up Richmond Hill Road, it will be too late for many homeowners.

If the Council is serious in its concerns for emergency vehicle access, then a second point of entry to Richmond Hill Road must be created. There is a farm track down from the Summit Road, but it is impassable to all but a very well equipped 4-wheel drive. Certainly, no fire-fighting appliance could make it. It needs to be reconstructed to make it useable under all conditions.

The other alternative would be to link around the hills to the end of Clifton Terrace.

Either way, one or the other is essential, because it is not a question of "if" it happens, but "when".

(Richmond Hill had a very narrow escape New Years Eve in about 2017 when revellers further up the hill lit fireworks which set fire to the adjacent grasslands. It took 6 fire engines 6 hours to bring it under control.

The photograph on the next page, taken some weeks later, shows the extent of the fire. Mercifully, it was in grass well up the hill, and equally mercifully, a nor'easter was blowing which slowed the spread of fire to the scrub down the hill. Nonetheless, it was a close call.)



To not create a second access route is negligent in the extreme.

It is also worth mentioning that at the time of the 2010 earthquakes, a large part of the end of Richmond Hill at the second hairpin collapsed. Had just a little more of the hill gone, then Richmond Hill Road would have been completely cut.

For more reasons than one a second means of access is essential.

#### 4. Road Safety

**The prime safety concern for those of us who live on Richmond Hill Road is vehicle speed.**

A small minority of users treat the hill as a challenge to ascend or descend as quickly as possible. A larger minority just drive too quickly for the road, a road that is narrow, poorly formed, with many concealed corners and entrances.

Bizarrely, the speed limit on the hill is 40km/h, yet at the bottom of the hill where the road is wider where roads are properly formed, have good footpaths and adequate parking space, and on into Sumner, it is 30km/h. The rationale for this escapes me, but then again, I am a humble mechanical engineer, not a traffic planner.

**I would go on to say that a speed limit which is not enforced is of no value.**

I am quite sure that the police will be reluctant to permanently patrol Richmond Hill Road. So why do we not use road humps?

The answer is simple. COUNCIL POLICY.

If I understand correctly, it is Council policy not to use speed humps or other passive speed enforcement measures on hills. So the issue of continued exposure of the residents to road users (and I include cyclists as offenders as well) who are travelling at speeds far in excess of those which are safe a matter which has little to do with an arbitrary speed limit, is a matter of Council policy.

Let me go back.

A few years ago, the water mains were replaced on Richmond Hill Road. The contractor erected speed limit signs, (I think 20km/h). They meant it, because they left pits about 3 or 4 cm deep across the road in several places for a week or 10 days until they finished the repairs and asphalted them.

The effects were truly wonderful !!!!!

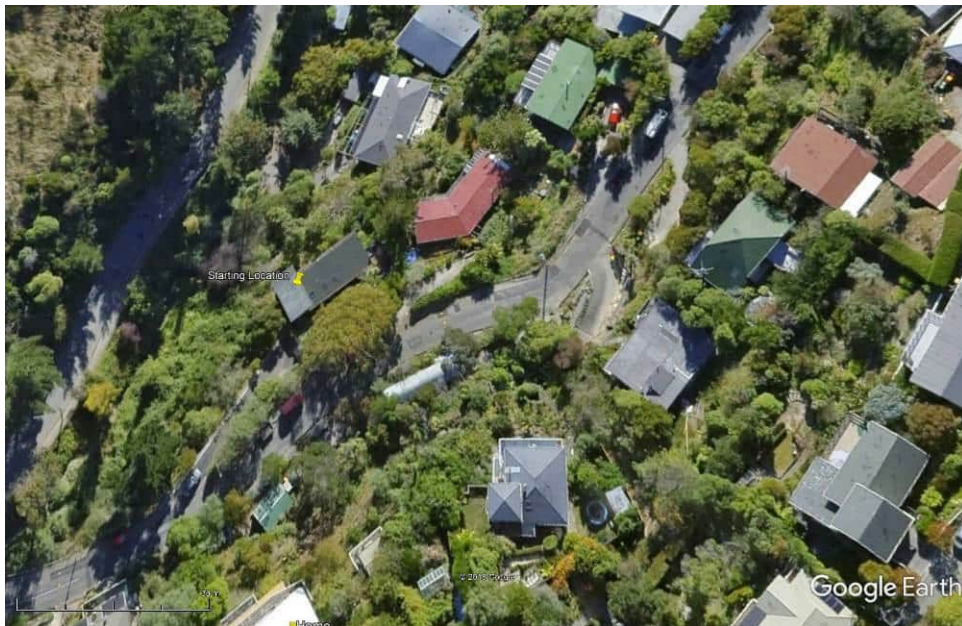
On several occasions I heard cars come screaming up the hill, screech around the corner below me, and hit the first pit with a tremendous crash. Thereafter they proceeded sedately upwards. The same applied

to descending traffic. I have lived on Richmond Hill Road since 1980 and I can say quite unequivocally that it was the quietest week that I have ever known.

**If a speed limit is to work, it must be enforced 24-7.**

Council policy must change because it is wrong. A simple risk assessment (such as required by the Health and Safety at Work Act in any commercial situation), would unequivocally make the case that properly signalled speed humps in the road present a much lesser danger to road users, than road users moving at excessive speeds do to residents. The greatest good for the greatest number.

If you look at the photograph below, you will see circled the bend 30m above my house.



Twice in 5 years, my family has come within a hairsbreadth of a fatality as a result of idiots descending this bend.

The first was me, when proceeding up the road, having just left my property at number 65. A mountain biker, coming down the road at what can

only be described as breakneck speed, rounded the bend on the wrong side of the road, whilst looking backwards over his shoulder to those following at similar speeds. He had no hope whatsoever of stopping, and only saved himself with a violent manoeuvre that had him miss the adjacent rock face by centimetres. If he had hit me, or the rock face, without a doubt he would have been dead. Mountain bikers regularly descend Richmond Hill Road at lunatic speeds. (Please understand that this is not the judgement of an inveterate car driver. I have spent darned near as much time in the bike saddle over my life as I have behind the steering wheel. I know what is safe on a bike and what is not.)

The second instance was when a small Subaru, descending around the same bend was moving so fast that it lost control, spun, and crashed into the pole opposite my property entrance, just as my wife and son were about to pull out of the driveway. The two pedestrians were admirably protected from harm by parked vehicles.

On the other side of the road, one pregnant neighbour dodged behind a parked car for protection, as did another behind her car. Again, a narrowly missed fatality. Quite possibly a multiple fatality.

Daily, I have descending vehicles flash past my driveway at grossly unsafe speeds.

**The vehicles parked by residents along the road are an excellent traffic calming measure and they cost the Council nothing at all. On days when there are few cars parked at the side of the road, traffic speeds are much higher.**

## 5. Road Improvements (Not).

The Christchurch City Council has taken large sums from developers further up the hill in the form of "Contributions" for the improvement of the general supporting infrastructure. You also take from those of us who live on Richmond Hill Road, our rates. Together they must amount to many tens of millions of dollars.

In the 44 years that I have lived in Richmond Hill Road, (as near as I can recall) the only significant money spent on the carriageway by the Council was a chip seal some years back. Despite the "contributions" from developers, despite the money paid in rates by those who live on Richmond Hill, there has not been the smallest improvement to the carriageway of the lower sections despite what I would estimate to be a ten-fold increase in traffic volumes. Not a single cent has been spent on road improvements, and only the barest minimum on maintenance.

**It is against this background that to deal with what the Council is trying to sell as a problem of pedestrian safety and of emergency vehicle access, rather than one of failure to invest, that your proposed solution is to deny reasonable access to our properties. Hardly seems to be the actions of a reasonable Council does it?**

## 6. More General Considerations.

### 6.1. Tradesmen

From time to time, home owners carry out works on their properties which require the services of tradesmen. If you paint no-stopping lines up Richmond Hill Road as you intend, then no longer will it be possible for a tradesman or other service providers to park outside (or even close) to the property at which they are working.

### 6.2. Mental Health

Carrying this notion a little further, I am now 70 years old. (Indeed, most of us living on this section of Richmond Hill Road are not young.) I am still in good health and with luck will continue to be for a long time to come. But I might not.

We hear a great deal about "mental health" and how poor it is, not to mention isolation of the elderly in post-earthquake Canterbury.

If you carry out your threat to paint no-stopping lines up the section of the hill that fronts my property, you are making it difficult for friends and family to visit me, something that in the not-too-distant future will affect all of my neighbours as well.

Again, hardly seems the actions of a concerned Council.

### 6.3. Where Else to Park?

So if you do paint no-stopping lines between 54 and 70 (which may not sound far, but it is a distance of 280m of roadway on a comparatively steep hill), where do we park our cars?

Assuming one parks outside the Sumner Bowling Club, that is an average walk of 450m for those of us on this section of Richmond Hill Road.

Residents at the bottom of the hill will be delighted (I am sure – NOT) to welcome us. On those occasions when we have been forced to park at the bottom of the hill to allow earthquake and other repairs to be made, it sparked a deal of resentment and animosity.

We are making a gift to the city's criminals. We have an epidemic of vehicle theft the vandalization in Sumner. When the penny drops that there are now even more cars the owners of which are a long distance off, it will only get worse.

## 7. Meeting of the Waihoru Community Board Meeting, (exact date unknown.) <https://www.youtube.com/watch?v=epimG6Ve3PM&t=1669s>

- 7.1. The lady presenting the no-stopping restrictions proposal to the Board appeared unaware of Council policy in relation to parking on footpaths, as expressed by Emily Bynion in section 1 of this submission. So also did all of those present, Councillors included. Councillor Templeton is clearly under the impression that the problem is one of enforcement.
- 7.2. It is recognised that parked vehicles have the effect of lowering speeds. The Council officer seemed to feel that the narrowness of the road will discourage speed even if vehicles are not parked there.

As anyone of us who actually live on Richmond hill Road will attest, it assuredly will not.

- 7.3. Cllr Templeton is assuming that the road “used to be lower” than the curb and that over time road repair, re-sealing and such has raised the level. That is an incorrect assumption made on the basis of a comparison with Port Hills Road, a heavily trafficked State Highway.

Most emphatically it is not the case, as explained in section 1 and as also acknowledged by Emily Bynion.

- 7.4. Cllr Scandrett thinks that the area would be perfect for a 30km/h speed limit. This is what the residents asked for some years ago, and were refused, getting a 40km/h limit instead.
- 7.5. Cllr Scandrett focuses on the emergency service access as overriding any other considerations, (the Health and Safety fall back again). As demonstrated in sections 2.1 and 2.2 of this submission, **there is no issue of emergency vehicle access and indeed, Richmond Hill Road is considerably more accessible than Rapaki Road, used by Cllr Scandrett as an example.**

Brian, Cherry, Victoria and Patrick Anderson, [REDACTED]

## Appendix 1, Richmond Hill Road Parking Survey.

These notes should be read in conjunction with the attached survey ariel photograph and key.

Where carriageway dimensions are noted, they have been measured from the downhill curb edge to the carriageway inside edge of the gutter. Note that for the most part on both Rapaki and Richmond Hill Roads, the gutter is deep and the road camber angles steeply into the gutter, making damage likely for any vehicle which may stray into it.

Where carriageway clear distances are noted between parked vehicles and the opposite side of the road, they have been measured between the vehicle tyre and the inside edge of the gutter.



It should be noted that all vehicles on both Rapaki and Richmond Hill Road were parked with reasonable care and consideration for other users, within the limits of the road.






Survey made between 11.00am and 12.30pm, Saturday 24<sup>th</sup> August 2024


For detail associated with each number, see the attached sheets.

## Richmond Hill Road




	Distance (m)	Detail
1.	4.85	Cariage way width, kerb to gutter. At that point, the footpath is 1.1m wide.
2.	4.85/0.2/0.5	<p>(Carriageway / pole-kerb, clearance inside pole.)</p> 
3.	4.85/0.2/0.5	<p>(Carriageway / pole-kerb, clearance inside pole.)</p> 



4.	3.55 / 0.7	Car to gutter and car to footpath edge clear space. 
5.	5.2 / 0.2 / 0.6	Carriageway and footpath clearance 
6.	4.1m / 700.	Car to gutter and car to footpath edge clear space. 

7.	4.0/0.4	<p>Carriageway and footpath clearance</p> 
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8.		<p>Another view of the same pole as in point 7 showing the steep angle of both the pole and the “footpath” below.</p> 
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9.	3.8 / 0.6	<p>Car to gutter and car to footpath edge clear space.</p> 
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10.		<p>Carriageway and footpath clearance</p> 
11.	3.9 / 0.9	<p>Car to gutter and car to footpath edge clear space.</p> 
12.		<p>Car parked into the carriageway. Still 3.5m clear space. Note the 0.5m between the base of the pole and the steep drop off to the footpath below which leads to Lower Richmond Hill road.</p> 

13.	4.1 / 0.6	<p>Car to gutter and car to footpath edge clear space.</p> 
14.		<p>Footpath supported on the outer edge. This is common in many places and supports the notion that the footpath was very much an afterthought. Cllr Templeton supposes that the kerb is depressed to road level because of repeated re-sealings of the road. A simple examination of the road shows that this is not the case, the chip seal being very thin indeed.</p> <p>Almost for sure, when the “footpath” was formed at a later date to the road, the concrete edge was placed near-flush with the road to enable vehicles to move safely across it.</p> 

<p>15.</p>	<p>4.5/0.4</p>	<p>Car to gutter and car to footpath edge clear space.</p> 
<p>16.</p>	<p>4.8/0.4</p>	<p>Carriageway and footpath clearance</p> 

Mean distance between parked vehicles and edge of gutter is 3.92m

Gap between foot of the power poles and the footpath edge varies between 0.6 and 0.4m. However, that ignores the outwards lean of many poles, and the angle and very poor quality of the asphalt.

Appendix 2, Rapaki Road Parking Survey.











Survey made between 9.30 and 10.30 am,  
Saturday 17<sup>th</sup> August 2024

For detail associated with each number, see the attached sheets.


## Rapaki Road

	Distance (m)	Detail
1.	5.6	Carriageway width
2.	3.9`	Parked vehicle 
3.	4.1	Parked vehicle 
4.	5.5	Carriageway width.
5.	6.2	Pole to gutter 

6.	3.4	Parked vehicle 
7.	4.1	Pole to gutter 
8.	2.8	Parked Vehicle 

9.	3.1	Parked vehicle 
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10.	5.0	Carriageway width (measured from curb on right to inside edge of gutter on the left.) 
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11.	3.9	Parked vehicle 
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12.	3.4	Parked vehicle 
13.	5.1	Carriageway width

Mean distance between parked vehicles and edge of gutter, 3.5m.

### Appendix 3, Prior Correspondence on Parking Issues.

Note that these are three letters sent by me since 2017. The issue is the same on each occasion, with a complaint of some sort provoking a knee jerk reaction from the Council.

At no point has there been a considered and thoughtful response and effort to communicate with the residents. Instead in each case we have been fined and threatened with parking restrictions.



[REDACTED]  
[REDACTED]  
Christchurch 8081  
New Zealand.

The Inspections and Enforcement Unit  
Christchurch City Council  
Private Bag,  
Christchurch.  
21<sup>st</sup> November, 2013.

**FAO: The Director, Parking Inspections & Enforcement Unit**

Dear XXXX,

Parking on Richmond Hill Road, Infringement notice [REDACTED]

I have lived on Richmond Hill Road for something like 35 years. Richmond Hill Road is narrow and twisting. So narrow that the CCC refuses to place a white line in the centre of it, saving only, (after a number of approaches by concerned residents some years ago), at the first hairpin and the blind curve 100m or so below. None of the rest of Richmond Hill Road has a centre marking at all. It is too narrow.

I, like all the other resident of the lower parts of Richmond Hill Road, as a matter of courtesy to other users, (and plain good sense), park as close to the side of the road as possible. Yes, we park on the footpath. All of us. Not only residents. So do visitors. So do CCC people. So do all the contactors. Everyone.

Why? Because everyone, resident or not, understand that not to park on the footpath obstructs the road, inconveniences all other users, and greatly increases the likelihood of an accident.

It came as something of a surprise after living here for 35 years, to be ticketed for obstructing the footpath. This is a footpath which has little use and has got to be one of the scrubbiest in town. (At the next bend above us it disappears completely for several hundred meters.)

On Friday morning, I moved my vehicle so that it "complied" with the requirement not to park on the footpath. That narrowed the available carriageway by just over 1m. Within an hour, my wife had to return the vehicle to its normal parking spot as a large vehicle coming up the hill was reluctant to pass.



We went from this

to this.



After taking these two photographs, I took two more. Looking immediately up the next 100m of the hill from me.



That was at 8.30 on Friday morning. All vehicles parked on the footpath, as close as practicable to the handrail at the side.



I looked again when I came home from work at 9.00pm on Sunday night, and there were 11 vehicles, all parked courteously and safely as near to the handrail as possible. All on the footpath.

Last night, same time, 9 vehicles. All within 100m of me.

If I might make another couple of points.

1. The Christchurch City Council has taken large sums from developers further up the hill in the form of "Contributions" to general supporting infrastructure. In the 35 years that I have lived in Richmond Hill Road, (as near as I can recall) the only significant money spent on the carriageway by the Council was a chip seal about 7 years or so back. Despite the "contributions" from developers, despite the millions paid in rates by those who live on Richmond Hill, there has not been the smallest improvement to the carriageway of the lower sections despite what I would estimate to be a ten-fold increase in traffic volumes. The carriageway is completely inadequate for the development that has been permitted on Richmond Hill.
2. There was a discussion on RNZ National one afternoon recently (Jim Morah's panel) of a sudden move in Auckland to ticket parking on the footpath in the hills, and how it contrasted with the very long-time recognition by the Wellington City Council that parking on the footpath was a pragmatic necessity of living on narrow hill roads.

This all boils down to something very simple, and the choice is yours. You can say:

- a) " The CCC insist on absolute compliance with the law and no parking on the footpath will be tolerated".
- or
- b) " The CCC recognise that whilst compliance with the law and road safety are generally aligned, the complexity of the real world is such that they cannot always be so. We recognise that there are occasions when rigid enforcement of the law creates entirely avoidable and unnecessary risks".

I put to you that this is a case in point. Furthermore, it is not an isolated instance. It is repeated all over the Port Hills, in every town and village, out of necessity.

I would suggest that both the general public interests of road safety, and reasonable accessibility, are best served by adopting option b).

On the other hand, if your choice is option a) you must make it plain that the common sense and tolerance that has, to date, marked the Council's approach to parking enforcement has changed. This must be widely published across the Council's region of responsibility, and done so urgently. You cannot apply one standard to Richmond Hill Road, and another elsewhere. The law has not changed. It is the CCC's enforcement policy that has changed.

If you adopt option b) then I will park off of the footpath, (along with all of the other Richmond Hill Road residents). The direct and immediate consequence is that vehicle movements on Richmond Hill Road will become unnecessarily difficult for everyone, heavy vehicle movements (of which there are many every day, 6 days a week to service the subdivisions further up the hill), will become near impossible, and there will be entirely avoidable accidents.

Yours faithfully,



Brian Anderson



[REDACTED]  
[REDACTED]  
Christchurch 8081  
New Zealand.

The Inspections and Enforcement Unit  
Christchurch City Council  
Private Bag,  
Christchurch.  
11<sup>th</sup> September 2017.

**FAO: The Director, Parking Inspections & Enforcement Unit**

Dear Sir / Madam,

Parking on Richmond Hill Road, Infringement notice [REDACTED]

As you realise, I am more than a little put-out by the CCC's handling of footpath parking on Richmond Hill Road, more so after the statement made to Radio NZ. Briefly, the letter to Radio NZ from Adam Haymes stated:

1. First line that the CCC had received a letter from me, and in the last line that parking staff have not received an "appeal" from me. My letter made it quite clear that your change of policy on hill parking, and approach to its enforcement is very wrong indeed.
2. "The footpath is designed in such a way that it allows vehicles to park partially so as not to obstruct the roadway, or the footpath completely. In this instance, the officer observed that the footpath was fully blocked, preventing pedestrian access". What you are saying is that it is OK to park on the footpath, so long as you do not block it. You have charged me (and at least one of my neighbours) with parking on the footpath. The exact wording on the ticket is "Parked on footpath or cycle path". Not blocking it.

I have never see it articulated anywhere that it is OK to park on a footpath so long as you do not block it. If this is the new CCC policy, the correct thing to do is to inform those who might be affected; mostly I should imagine hill residents. You will also need to give some examples. Is this acceptable? This is the offending vehicle parked on the 50% line.



A policy such as this I think most could live with.

3. "Blocking the footpath is a serious risk to pedestrians". Yes, couldn't agree more. Saving only that there are very few pedestrians on Richmond Hill Road, even on a sunny Saturday like yesterday. The core of the issue is safety. Let me explain.

In 1969 when my father was teaching me to drive, we nearly had an accident when someone failed to give way at an uncontrolled intersection. My father in the passenger seat exploded at me. I protested, "Dad, but it was my right of way", (which it was). "Son", he said, "you can be just as dead if you are dead right or dead wrong". He was making the point that the oncoming vehicle could be seen and that, despite my right of way, I should be working on the assumption that he might not give way. To avoid an accident, I might need to. Dad was a very serious defensive driver and taught me to think about the road and driving in the same way.

Over the years I have done three defensive driving courses. In 48 years of driving I have not had an accident.

The point that I am making is that I am not parking hard off the road through selfishness but through a careful and habitual consideration of the risks. So who is at risk?

- Pedestrians. Yes, there are a few pedestrians. A few. It is a steep hill. Not many choose to walk, but there are some. Me and my wife and kids included.
- Cyclists. A moderate number of cyclists, me too.
- Motor cyclists. A moderate number of them also.
- Drivers and others getting in and out of cars.
- Kids on scooters and skateboards (they use the road, as the surface is much better than the footpath, which is way too narrow for them anyway.)
- Itinerant vehicle drivers and their passengers.

What creates the risk?

Most of it is created by moving motor vehicles. There are a lot of them, of all shapes and sizes, and increasing constantly in number.

Who is likely to be hurt in an accident?

Clearly, a driver or their passengers in a passing car could be hurt, although (with far too many exceptions) they ought not to be travelling quickly enough to be more than shaken.

Pedestrians? If hit yes, but a pedestrian has 360 degree hearing and vision. They are much more likely to avoid an accident in the first place, long before it becomes a potential accident.

Cyclists, kids on scooters, & skateboards? They are at considerable risk. If descending, they are moving fast, some cyclists incredibly so. (Richmond Hill Road is a popular decent route for mountain bikers off of the Port Hills.) They are in the middle of the carriageway with a short time to react to danger, and a limited ability to avoid it.

Motor cyclists. Much the same as cyclists. Again, well out in the carriageway, but with more restricted vision and hearing. Also likely to be moving quickly, either up or down, and with a limited ability to react to, and avoid danger.

Drivers entering and leaving vehicles. Again, the nature of what they are doing is such that it places them well out into the carriageway. Even parked hard to the side, I regularly have to press myself close to my vehicle for safety to avoid passing vehicles.

In short, those most at risk are cyclists, motor cyclists, and people getting in and out of parked vehicles. To limit the risk to them by leaving the carriageway, (and the view up and down that carriageway), as clear as possible, it is important to keep parked vehicles as far off it as practicable.

You now understand why I park where I do. It is from a heightened sense of safety, not selfishness. (I should also state that for most of my professional life as an engineer I have carried considerable health and safety responsibilities for both the people in my care and the public who might be affected). And I know the law says I am not supposed to park on a footpath, but I would much rather do something safely than unthinkingly follow the law. (And return to the theme of my father, he also said when he taught me to drive, "If you have an accident, even if you are completely in the right and you kill or injure someone, will you ever be able to live with yourself if you know that there was something you might have been able to do to avoid it"?)

I think that I have made my point. I expect that if you were to talk to others who park similarly, you might get not dissimilar answers.

Speaking of which:



A selection of photographs from Richmond Hill Road this morning (Sunday). All vehicles parked considerably hard against the rail, and all on the footpath.





Mt Pleasant Road, around 10am Sunday, 10<sup>th</sup> September. Considerate parking, on the footpath.



Mt Pleasant Road, around 10am Sunday, 10<sup>th</sup> September.



Monk's Spur road, around 10am Sunday, 10<sup>th</sup> September.

Finally, I think that there is a very strong case here to say that I am being victimised by the CCC. I have been hit twice in 5 days, mostly I think because my vehicle was there during the normal working day. There is little to suggest that you have had a go at anyone else, barring my neighbour. What is the point in having a go at just one or two people if all other vehicles carry on as usual?

Can I suggest that the right way out of this is to start all over again? Delete all of the fines that you have imposed on myself, my neighbour, and any other individuals who have been unlucky enough to

be hit. Prepare a leaflet to distribute to all hillside properties, particularly those where the roads are especially narrow, gently laying out the rules, and illustrating what is acceptable and what is not.

Give people a couple of weeks to get used to it, and then periodically enforce the message, to begin with, with warnings, and then if people are not getting the message, fines. In that way you will carry the ratepayers with you and you will not be perceived as having made a dramatic and unannounced change in policy.

As I stated in my first letter, I have lived on Richmond Hill Road for 35 years. In all that time, myself, and everyone else on the lower parts of the hill, resident and visitor alike, have parked as far off of the carriageway as we can get, up against the footpath rail. The CCC has known this full well; indeed the CCC's own vehicles, when they park on the road, do the same.

To change policy without warning in such a dramatic and brutal way is not good.

Yours faithfully,



Brian Anderson



[REDACTED]  
[REDACTED]  
Christchurch 8081  
New Zealand.

Christchurch City Council,  
53 Hereford St,  
Christchurch 8011

24<sup>th</sup> September 2017

Dear Ms Edwards,

Your ref: [REDACTED]

Councillors are supposed to approve and set policy. Having set the policy, it is the job of the staff to implement it. It does not end there however, because it is also the duty of Councillors to maintain an overview of the way in which their policies are being implemented, and of Councillors being prepared to act if they are implemented unfairly, unreasonably, or without due consideration.

This is a case in point, which is why I sent my original letter to all councillors.

Parking on the footpath is illegal. Your staff member, Emily Bynion was at pains to point that out. It was a statement of the obvious. However, all across the hills, people park on footpaths. In my case I have been parking on the footpath outside of my house for 35 years, without issue. So also have my neighbours, (although none of my immediate neighbours have lived here for quite so long as me). It is a safe bet that the practice has been normal since long before I have lived here; probably since Richmond Hill Road has existed. Clearly the Council has been tolerant of it; there is no way that the CCC can claim to have been unaware. Residents, visitors, contractors, and yes, Council vehicles all do the same, for not to do so would be both inconsiderate and stupid.

I can say with total certainty that all of the residents and other users on Richmond Hill Road interpret the Council's tolerance in exactly the same way as me, and I can say that because when I look up the road I can see all of their vehicles parked precisely the same way as mine; hard up against the rail. The photograph to the right (taken in the last couple of days) illustrates my point better than words.



The CCC is, with a degree of sense, interpreting the "no parking on footpaths" as being, "It's acceptable so long as you don't block the footpath". Well, that is reasonable, so long as it is clear what constitutes not blocking the footpath. What was quite unreasonable and bad operational management, was to send, (presumably) a parking warden along and just to issue infringement notices with nothing more than the simple statement "Parked on footpath or cycle path". And then to do the same again 5 days later.

I have looked on the CCC website for published guidance as to what constitutes the CCC's interpretation of "not blocking the footpath", but have been unable to find any. I am not aware of anything that has ever come through my letterbox, and nor are my neighbours. The CCC's parking discussion document,

which is out for public consultation, does not even allude to hill parking. As parking problems in the City go, it must be in the margins.

The central issue is this. The Council's interpretation of parking on footpaths in hill suburbs is quite different to the rest of the community, but the Council has not communicated its interpretation to that community. Communication to me took the form of two swift kicks in the teeth and the issue of a notice stating "Parked on footpath or cyclepath", which gave no clue as to the Council's actual policy. This is a case of the staff acting unfairly and unreasonably.

The correct course of action would have been to leave a note under my windscreen wiper blade, saying that the Council understands the problem of hill parking, and it OK with parking on the footpath, providing adequate access between the vehicle and the rail behind is left. That is reasonably clear and unequivocal. By all means call back a day or two later to see if it has been acted on.

The other point is that it would appear that only my neighbour and I have been targeted. It serves no useful purpose to target two people and leave it at that. If everyone else continues to park in the same old way, absolutely nothing has been achieved except the unnecessary antagonisation of two otherwise quiet and law-abiding ratepayers.

The CCC needs to communicate its policies properly, not just on Richmond Hill Road, but across all of the hill suburbs, towns, and villages. Your staff can only be seen to be acting reasonably when the policies that they are enforcing are known, understood, and generally accepted.

As a final point, when a young engineer I worked for the CCC for around three years. During that time I met, and worked with a number of very fine public administrators who were truly dedicated to the task of good public administration. Most of their work goes unthanked and unrecognised by the general public. Things just work.

The Parking section of the Council has one of the highest public profiles, and is one of the parts most likely to come into contact with most of that public. It is absolutely essential that they be seen to act as decent, reasonable, individuals, because when they do not, the negativity that they generate falls back on the hundreds of solid, capable public servants who make this city work. They let the side down very badly.

Yours faithfully,



Brian Anderson

## Submission opposing the proposed removal of parking on Richmond Hill Road

**Catherine Jane Gregg Robberds and Mark Robberds,** [REDACTED]  
**September 2024**

### About us

- We have lived at [REDACTED] since 2012 (12 years), having moved here after our Moncks Bay home was destroyed in the February 22, 2011 earthquake, and we were subsequently red-zoned.
- Our immediate whānau consists of 4 older children, and we also have 2 grandchildren both under 2 yrs old), and an elderly mother/grandmother. Our children, their children and partner, and grandmother are all regular visitors/or stay with us from time to time.

### Our position on this proposal

We completely oppose this proposal. It has extensive implications for our family, and we oppose it on the grounds that it would:

- Significantly reduce our safety, and the safety of our neighbours, children, and pets because of increased speed on the hill outside our house
- Present a massive inconvenience for us by removing parking options for us and our family members, requiring us to walk for more than ½ a kilometre to get to our house
- Create specific stress and tension for our family, because of the location of the parks proposed to be kept
- Reduce the desirability of our home and down-grade our property value
- Strip us of our existing rights to have visitors and tradespeople access our home using the roadside parking
- Reduce our quality of life and decrease our mental wellbeing by adding additional stress.

### Our opinion on how CCC has developed this proposal and (not) undertaken consultation with us

- Our view is that this proposal has failed to meet the requirements of the Local Government Act 2002, which requires local government and its entities to treat residents fairly.
- This proposal is clearly unfair to some residents on the hill, and treats us differently from our neighbours: giving their desire to move more quickly up and down the hill more preference than our right to park outside our homes.
- We believe the proposal has been developed without any consideration of the impact on affected residents.
- The CCC staff member we spoke to described the reason for proposal was “a response to a personal view”.
- We don’t think a “personal view” is an acceptable reason for a proposal with such extreme consequences for us and our neighbours.
- We’re shocked that our requests for evidence, data, or any quantifiable information to justify this proposal have been declined on the grounds that this information does not exist. We find this to be a failure of process.
- We think it is unacceptable for CCC to act on hearsay, and to make not effort to research the facts about safety on our hill, or even refer to existing research they had already done in 2018.
- We are saddened that there has been no attempt to consult affected residents directly, as in previous situations (such as when the speed limit change proposal of 2018). We are appalled

that the first thing we heard of this was through a letterbox drop alerting us to the matter and detailing the timeline of proposed changes.

- This does not make us feel valued or respected as residents.
- We know CCC are currently having in-person meetings with residents of Clifton Hill to pre-consult them on some road changes. Why has CCC not afforded us the same respect?
- We have viewed the livestream of the Waihoru Spreydon-Cashmere-Heathcote Community Board Meeting of 25 July 2024, and wish to express our deep disappointment at the conduct of board members at this meeting.
- The board did not once question the validity of the proposal. It did not ask for any evidence to justify the severity of the outcomes being recommended. Instead, it leapt into irrelevant or erroneous discussions, none of which once discussed the very real safety issues that would arise by removing parked cars, or any of the well-being issues the proposal presents for us and our neighbours. We were disturbed to see that the first point the board raised was enforcement.
- In our opinion, the board did not show good governance or stewardship in this meeting. Instead we saw lack of preparation, lack of focus (at best), and bias (at worst).

### **We believe the substance of the proposal is factually incorrect**

- The proposal is factually incorrect in numerous ways.
- Regarding pedestrian safety – there is very little pedestrian traffic on this stretch of Richmond Hill. Why? Because there is already a walkway (which goes right past our house), and which is separate from the road. Most pedestrians walk up and down the track, just as occurs on many other hillside areas around this part of the city which also have this network of off-road walking tracks to support their safety.
- If pedestrians do use the roadside, the parked cars do not pose a hazard; rather they act as barriers to the vehicles using the road. We have many stories we could share about how parked cars have provided a deterrent to, and a safe place to shelter from speeding and corner cutting vehicles – a matter that has been brought to the attention of CCC many times, and which they have accepted in written correspondence with a neighbour as a legitimate benefit for the safety of the hill (refer to Alice Shannon’s submission on this point).
- Regarding access for emergency vehicles – this is simply untrue. All emergency vehicles can and do access Richmond Hill Road. There is not a shred of evidence to justify this claim.

### **We believe there are safety issues on Richmond Hill Road, but they don’t include parked cars**

#### **Vehicle speed**

- Currently, the parked cars on this part of the hill act as speed reduction measures, mimicking the effect of chicanes that have been installed in other parts of the city to reduce traffic speed. In effect, vehicle drivers must slow down and take their time to pass each other safely *because* of the parked cars, thereby adding to everyone’s safety.
- CCC is aware of this and have accepted this as fact. (See the reference above).
- Removing parked cars from the road will only encourage people to speed. It will not improve the safety for pedestrians at all. It will actually make it less safe for them by allowing the tendency to flaunt the speed limit to go nuclear.
- Currently, the most unsafe part of the road is the section where there is no parking (from the flat to the first hair-pin). This can be terrifying, simply because there are no traffic calming measures, like parked cars, to slow vehicles down.
- We feel it is only a matter of time before someone is killed at the bottom of the hill because of speeding.
- Rather than taking traffic calming measures away, CCC should be focused on speed reduction measures for the whole hill (especially up and down from the first hair-pin), and install more

signage to explain to drivers who don't know how to give way to up-going traffic, and more mirrors on blind corners on the hill.

### **Other health, safety, and well-being issues**

- Taking away parking from Richmond Hill Road will undoubtedly lead to a loss of access to our house and increased isolation for us. Our family, friends, and anyone who needs to visit us for whatever reason will find it much more difficult if they can't access parking outside our house.
- As mentioned, we are a large family of diverse ages. Our elderly mother (83) is a regular visitor to our home. She would find it impossible to park at the next available car park on this plan and walk to us – some 500m hence. Removing her ability to get to our house and park outside robs her of her independence to visit us when/if she chooses and that would mean she would have to rely on someone else to pick her up and drop her off. This is unreasonable.
- Similarly, one of our sons and his wife have two very small children. They too would struggle to visit with all the requirements of two babies to also bring with them. Taking away the surety of a spot to unload and reload the babies into the car presents a huge barrier for them.
- We are extremely concerned that the removal of street parking will have a detrimental impact on our property value. Why would anyone want to buy a house that they couldn't park outside?
- Having lost our home in the 2011 earthquakes, and forcibly exited from our land, then seeing our house demolished, and our garden scraped from the side of the hill, this feels like yet another decision and process unnecessarily removed from our control.
- What compensation for loss of house values does CCC have in mind for the affected residents? We will be looking to recoup this – and have taken legal advice on the matter.

### **Conclusion**

- We strongly oppose this proposal.
- We believe the assumptions of the proposal are wrong.
- We believe CCC is in breach of the Local Government Act 2002 in bringing the proposal to the Board.
- We believe the proposal is unsafe and poses real and present risks to everyone living on the hill.
- We believe our mental health and well being would be hugely impacted by the proposal, and that of our extended whānau.
- We believe Richmond Hill residents have been treated very badly through this process, and that our rights of access, and our property values have been threatened.

This submission is presented by:

Catherine Jane Gregg Robberds  
Mark Robberds  
(Home owners)

And

Grace Gourley and Tim Staples  
Patrick, Ruby, Emrys and Auguste Gourley  
Walt Robberds and Tui Wright  
Minnie Robberds  
Elizabeth Ann Gregg  
(Extended whānau)



**Disabled Persons** Assembly NZ

September 2024

**To Christchurch City Council**

Please find attached on Richmond Hill Road Changes

For any further inquiries, please contact:

Chris Ford

Policy Advisor – Southern and Central



# Introducing Disabled Persons Assembly NZ

## **We work on systemic change for the equity of disabled people**

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

## **We recognise:**

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

## **We drive systemic change through:**

**Rangatiratanga / Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.

**Pārongo me te tohutohu / Information and advice:** informing and advising on policies impacting on the lives of disabled people.

**Kōkiri / Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.

**Aroturuki / Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

## The Submission

DPA welcomes the opportunity to feedback on the proposed changes to Richmond Hill Road.

DPA supports the changes and accepts the rationale for their being made in terms of affording greater space to emergency services and other vehicles wanting to access the street.

DPA notes that Richmond Hill Road is narrow and that in some places the footpath is at the same height as the road. This creates a safety hazard for pedestrians who are forced to walk on the road to get around parked vehicles.

We emphasise that everyone needs to be able to access streets, roads and footpaths safely and this includes disabled people.

We endorse the proposal to have yellow no parking lines painted onto the street to enable a greater, safer space to be created between pedestrians and the road itself while encouraging residents to park in more appropriate spaces.

However, we make the following recommendations:

**Recommendation 1:** that the CCC review these changes within the next two years with key stakeholders, including residents and emergency services, to check whether the changes have achieved their aims.

**Recommendation 2:** that the CCC encourages residents to actively manage hedges and other vegetation at the boundaries of their properties so that they don't hinder access to pathways for pedestrians, including disabled people.

Normal Day



Bowls club event







