

Mike Allan

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Council should be resolving why these streets are congested and are used for all day parking rather than simply removing car parks. Cars will instead use the other side streets with no parking restrictions which will then spread the problem to these streets. Council should work out how to discourage commuters from using McBride Street as a bypass to the congested SH6 (working closer with NZTA towards improvements for SH6 in Frankton). Council also should be looking at why airport users are using the residential streets in Frankton for long term parking, and why there is not enough parking for workers at Frankton Village. If parking is restricted on these streets, where does council expect these people will park instead? Council should be fixing the source of the problem, rather than simply shifting it elsewhere.

Feedback on Douglas Street:

Debbie Anderson

Feedback on Glenda Drive/Margaret Place:

Very good proposal as long as it is enforced and this seems to be the bugbear that adequate policing does not seem to be part of the equation.

Feedback on McBride Street / Gray Street / Ross Street:

Parking on one side of the road only is the only solution that is workable. Again, enforcement is the issue and all cars disregarding the proposed restrictions should be towed with a large fine attached.

Feedback on Douglas Street:

Malcolm Anngow

Feedback on Glenda Drive/Margaret Place:

The company I work for is situated in Glenda Drive. I agree that something needs to be done with the parking. While a 10 hour limit may suit 90% of the people that park in the area I work between 1 hour and 13 hours a day mainly away from the area. Occasionally I am required to stay away overnight using the company car. I feel QLDC should implement the 10 or 11 hour limit with a company applying for a strictly vetted exemption for employees that work more than these hours. A simple exemption tag showing the company name and

registration number similar size to the registration label should be acceptable with renewal every 2 years. This is a much better option than our employees parking their cars in areas of Frankton and getting transported to Glenda Drv

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Karl Argyle

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I agree that the parking ban on McBride St should be switched to the eastern side of the road. Further to the argument about the parked cars providing a buffer between moving traffic and the footpath - there would also be more parking space as there are less driveways on the eastern side. I further submit that all residences on streets where parking is banned on one side should each be issued a ticket they can use as an exemption to the 48-hour parking rule.

Feedback on Douglas Street:

Kathleen Beadle

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I do not wish parking opportunities for residents and/or daily visitors - caregivers etc to be reduced. Parking is getting worse - with houses being used as tenant houses - there can be up to 4-8 cars at one house. Also I do not want McBride Street to be for traffic coming off the bridge. Stop commercial vehicles using McBride Street (exemption yellow bus) and leave it as is. Slow down traffic without the big vehicles racing off the bridge. The intersection at Gray is dangerous and difficult to cross to doctors or to get to chemist. If anything - parking and access around that area should be limited or crossings put in for the elderly and school children!.

Feedback on Douglas Street:

Adam Brinkley

Feedback on Glenda Drive/Margaret Place:

I work at [REDACTED]. I have been parking at Placemakers for the last month due to the lack of parking but was informed yesterday that I am no longer allowed to do this. So now I am back to the daily rat race of trying to find a spot that is not 10 mins walk from my work. I think the 10hr time restriction is a fantastic idea and cannot be implemented soon enough.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Andrea Brookes

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I live at [REDACTED]. I fully support the new suggestion to make the no parking side the lake side, my side of the road. I have very little visibility when i drive up my drive when there is a car parked on my side, it will be a lot safer with no cars parked on my side for me, as well as for oncoming traffic. thank you Andrea Brookes

Feedback on Douglas Street:

Jonny Burke

Feedback on Glenda Drive/Margaret Place:

i have a business here on Glenda drive and have very limited parking and there is also a 1 bedroom unit above my workshop which i have rented out but have told the tenant that he has to park his car on the street as i only have 3 parks and they are always full during the day now he has one personal car which he only uses on the weekends which is always parked somewhere on Glenda drive so if you put 10 hour parking restriction he will be getting tickets all the time i do think its a great idea as there are so many cars that just get left on Glenda drive for weeks and there is a massive shortage of parks here i think there should be some kind parking permit (like pa loading zone cert) that you can give to people like my tenant so they can park there car on the street without having to worry about getting parking tickets all the time. i'm sure there will be other people in the same boat as me on this i think the council should make a worker parking lot somewhere on the street to ease the parking problem as it is only going to get worse the busier the road is getting

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Mike Byers

Feedback on Glenda Drive/Margaret Place:

Hi - we are happy that finally attention has been brought to the current parking situation which in turn has contributed to minor vehicle incidents due to restricted vision and access from where people have parked illegally. As a representative for Bidvest Foodservice we work hard with our staff parking to ensure they are parking legally and responsibly. At times various rental car companies, bus companies, mechanic workshops all park vehicles for days at a time, especially down the far end of Glenda Drive. With the pressure now on the roading which is exacerbated by Carters opening and the site access to five mile being situated at the end of Glenda drive the subsequent increase of staffing and traffic numbers makes an already pressured area more volatile. Currently I can see vehicles that have been parked for weeks at a time in parkign spaces. Calls to council have not always resulted in action. We agree in principle to the time limit but would be looking at a 12hr limit to coincide with shift times of our staff. Ideally 6am - 6pm on weekdays only.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Lynn - For Anne Beadle Campbell

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Over many years my father with my assistance, has communicated his concern at the dangerous driving situation on McBride Street. He was always advised by Council that McBride Street was to remain a slow drive area - which kept traffic flow down and hence kept the Street safe for residents!!. My father had provided proof of McBride Street being used as a By-Pass for traffic coming off the bridge or from Remarkables shopping centre and School. Photos have been sent to you with truck & trailer units (forestry/stock/construction) plus buses using McBride Street to by-pass the main road to BP Roundabout (maybe avoiding God Squad checks or getting to Mobile Station) or the crazy bottle neck between Airport roundabout and BP. Given the fact this old area of Frankton has a HIGH level of ELDERLY CITIZENS requiring safe footpaths, roads & access to their properties via their own cars. McBride St. = ELDERLY and EXTREMELY YOUNG (Presbyterian homes/Remarkables Primary School). SO WOW!!! - LOOKING AT YOUR PROPOSAL - You have dismissed any common sense and are effectively turning McBride Street into a FULL ON BY-PASS ROAD -

creating an EXTREMELY DANGEROUS ENVIRONMENT for both ELDERLY and the EXTREMELY YOUNG school occupants. The suggestion has always been to make it one way south from Gray St. to Lake Ave - Allowing parking on both sides. (This would also discourage casual parking by airport visitors not being able to come up McBride Street). I believe most of the parking is actually people who are trying to catch a bus to Queenstown!!! oh right no parking for them - PARK & RIDE - OPPS no PARK in PARK n RIDE! NOT only have you decided to turn it into a full blown BY-PASS with a CRAZY bottle neck at GRAY St intersection where everyday there are NEAR MISS/CRASHES - where a Rental Company is now trying to educate international visitors, which side of the road to drive on/or how to turn a corner. RIDICULOUS!! - Lets visualise this - Two lane - lets race up McBride St and play a game of CHICKEN when you get to the Gray St Intersection!! AWESOME!! - I have witnessed an elderly lady having her car side mirror knocked off as a pushy driver couldn't give way for 3 seconds to allow the lady to drive away from the doctors!! I would be surprised if she is still driving - she was extremely upset. REMEMBER you Younger COUNCILLORS !!! it will be you one day. Most of these people BUILT this district!! IF IT IS TO BECOME A TWO LANE SPEED WAY - INTO A BOTTLE NECK - CRASH INTERSECTION (where people are trying to cross roads to Doctors, chemist, shops, restaurants)! Why is the parking on the lake side! Back in the days when council actually looked at the big picture and cared about impact on RATEPAYERS and Visitors. If parking was on the non Lake Side then any shadow caused in the winter by the vehicles would be taken care of by the Road gritting vehicles and snow removal. Take some time to consider NATURE - SUNSHINE - SHADOWS - ICE. Vehicles parked on the Lake Side would create a sheet of ice on the footpaths (please don't tell me Council clears those footpaths for the hundreds of children and elderly who walk up them on a daily basis). OR ARE COUNCIL (taking an EX COOPER attitude - if you don't like it - SHIFT!) Also having the flow of traffic coming down McBride Street will discourage the numerous people endeavouring to park vehicles because of the lack of parking opportunities for AIRPORT. COUNCIL is part of the Airport Corp. They have lots of land - organise a park and shuttle to the airport - look at the big picture. Like thousands of other airports around the World. Also GET CONTROL of the Kawarau Road - From BP to Roundabout before the Airport one, if this was four lane (the left would go to Queenstown right to Arrowtown) going towards bridge left lane turns to airport or Remarks Shopping Centre - right lane straight through to Bridge. PS don't put head in sand and say it is NZTA responsibility - communicate - negotiate. Please re think this situation - take care of Kawarau Road and put up a sign at Lake St and McBride St saying no BY PASS for large commercial vehicles. Residential/School Zone!! Make St 30k!! ONCE AGAIN - Addressed to the Planning Division - MAKE developers/home builders provide off street parking - in relation to the size of the BUILDING - Commercial or Residential!! 2 off street carparks for a 4 - 5 bedroom house - HELLO - get with the 21st century we are not back in the 60s. VISION - NOT SHORT SIGHTED FIXES. Please show the community of long term residents and the future youth - you care about their safety. NOT just commercial \$\$\$\$.

Feedback on Douglas Street:

Refer to my previous submission re the Shadow and ICE problems - MCBRIDE STREET.- I don't think there is anything to say - the problem with parking in our streets has been caused by the lack of rules in the density building - and vehicle parks provided on individual sites. Also Commercial establishments not being made to provide parking for customers and staff. Airport is getting busier and needs to provide Park and Shuttle services.

Lisa Cassels**Feedback on Glenda Drive/Margaret Place:****Feedback on McBride Street / Gray Street / Ross Street:**

I would strongly recommend that the area coloured red on McBride Street that is closest to Frankton Village ie on the rental car side of the street have no parking. It is extremely difficult coming out of the underground parking lot and turning left along McBride Street. You can't see vehicles coming from your left and the angle is difficult to exit on when cars are parked hard up to the entrance way. If this is not possible then definitely make that car park by the entrance way a no parking spot.

Feedback on Douglas Street:

Karen Castiglione**Feedback on Glenda Drive/Margaret Place:**

xx

Feedback on McBride Street / Gray Street / Ross Street:**Feedback on Douglas Street:**

Andrew Clark**Feedback on Glenda Drive/Margaret Place:**

A great idea but a number of workers there work 12hr shifts(bakery, other light industry) therefore a P12hr may be better. Those that live there are likely to have to move their vehicle just before sleep and again on waking up.

Feedback on McBride Street / Gray Street / Ross Street:

The idea is good but P120 should extend even more along McBride st to allow medical centre and dentist clients parking. I use Gray st regularly to stop and drop things for 10min

maximum. It is often difficult to find a park. Is it possible to have Gray st green section a shorter time P30.

Feedback on Douglas Street:

Great idea as residents in this location with mobility issues have difficulty getting to their homes when cars are parked here for weeks on end.

Ian Clearwater

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Make McBride Street ONE WAY (East to West) from Lake Ave to Gray Street. This could allow all the parking to remain with a 48hr limit.

Feedback on Douglas Street:

Jason Climo

Feedback on Glenda Drive/Margaret Place:

Fully support the 10 hour parking restriction in this area.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Simon Couldstone

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

We need somewhere to park to go to work. The streets all seem safe to me and I park there every week day. I appreciate residents might not like other people parking on 'their street' but to be fair they are likely to be at work themselves during peak parking times, have their own driveways to park on and traffic in this section really isn't too bad (compared to other areas of Frankton). Either way we need to park somewhere so there needs to be a solution that factors in reality of all people who use the local area, especially local businesses who give so much back to the community.

Feedback on Douglas Street:

Logan Davis

Feedback on Glenda Drive/Margaret Place:

Very Good idea 100% agree on 10 hour limit

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Nigel Davy

Feedback on Glenda Drive/Margaret Place:

Its a great Idea, start it as soon as possible!!

Feedback on McBride Street / Gray Street / Ross Street:

Looks good, does it include the Gray street carpark ??

Feedback on Douglas Street:

Norman Dolamore

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

My submission to the McBride St. Problem Is that heavy traffic is banned immediately and the introduction of a residential parking permit scheme introduced. Also the four laning of Kawarau Road from the Frankton roundabout to the airport turn off roundabout. I realise that transit is an involved party here and they need to have it reinforced that this is essential element to making McBride st safer For residents. This is the only way that there will be a reduction of traffic using McBride St. I would not agree to the introduction of traffic humps. To alleviate the problem of airport travellers parking on these streets perhaps the construction of a parking building at the airport at a reasonable cost to park there should be done. This could be paid for out of the record profits being generated by the airport. We know from forecasts that traffic into the Wakatipu area is going to increase. Let's get proactive and build for the future. Thankyou

Feedback on Douglas Street:

Paul Duncan

Feedback on Glenda Drive/Margaret Place:

Margaret place is so congested with vehicles you have to do a 5 point turn just to turn around at the end of the street which is not easy with the amount of traffic flowing through there

Feedback on McBride Street / Gray Street / Ross Street:**Feedback on Douglas Street:**

Steff fawcett**Feedback on Glenda Drive/Margaret Place:****Feedback on McBride Street / Gray Street / Ross Street:**

I work Mon- Fri in Terrace Junction, and don't have a car park reserved space in the basement car park, so i park accorss the road in the gray street car park. If McBride street is made to be no parking or limited parking it makes parking for work extremely difficult, I notice a huge difference in car park spaces if i am 10 minutes late on a morning to work, 8am each morning there are usually 4 car spaces left in the car park, and a few extra spots on gray street its self. I assume after this is full the next place is mcbride street, i know that's where i would look. I understand it get extremely busy down these streets especially at 8am and 5pm and I totally understand living there must be a nightmare having people outside your house all day everyday. But alternative car parking (free) needs to be made. The bonus of working out in Frankton is the convenience, having the medical centre, dentists, pharmacy etc in one area, parking easy enough, where as Town its self is a nightmare for parking i cant imagine having to battle that every morning before work.

Feedback on Douglas Street:

fabian fisken**Feedback on Glenda Drive/Margaret Place:**

there is no parking for the people that work here, and no parking for clients that come and see us; don't you have rules for parking per work / living space? you also took away 20 car park's from the "new bid fest site"

Feedback on McBride Street / Gray Street / Ross Street:**Feedback on Douglas Street:**

Judith Flett

Feedback on Glenda Drive/Margaret Place:

I agree with the proposal and would like the yellow lines to be enforced.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Sarah Fredric

Feedback on Glenda Drive/Margaret Place:

This would be a fantastic idea (so long as it is monitored by council parking enforcement officers). However it is not just cars being parked long term on the street (by people like mechanics and rental car companies), but also people parking their cars on Yellow Lines that cause a hazard for other road users. Additionally, with all the cars parking on the street, it can be very difficult to see when pulling out from various businesses driveways, as the cars on the street block traffic vision.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Suze Hansen

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I think that the proposal is heading in the right direction with no parking along one side of McBride St. However I believe that the no parking zone should extend ALL the way to from one end to the other, otherwise there is still going to be a bottleneck at the Frankton Rd/Grey street area which is already a dangerous corner. I believe that lower Grey street should also have NO parking down one side also to allow traffic to flow safely.

Feedback on Douglas Street:

Ivan Hansen

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I agree with the no parking and the 48hr limit but think the no parking should be on the lakeside of McBride St

Feedback on Douglas Street:

Suze Hansen

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I wish to submit that as per my previous submission that there should be a complete ban of parking along the EASTERN side (the footpath side) of McBride Street as it will be safer for pedestrians crossing the road to see oncoming traffic and also for drivers to see people, especially children, as they attempt to cross the road, given that there is a school at the southern end of McBride Street.

Feedback on Douglas Street:

Richard Hanson

Feedback on Glenda Drive/Margaret Place:

I am in full support of the proposal. Council land is being currently being privatised to the benefit of certain business which operate by placing their clients cars on the road. This prevents other staff and customers of other businesses being able to utilise the parks on a short term basis.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Matthew Harris

Feedback on Glenda Drive/Margaret Place:

I work here at [REDACTED], sort it out

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Alison Hogue

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

It won't solve the parking problem but only move it onto Nearby streets. There needs to be more parking at the airport and/ or cheaper bus services.

Feedback on Douglas Street:

Scott Homer

Feedback on Glenda Drive/Margaret Place:

Hi QLDC, I am the [REDACTED] for [REDACTED] at [REDACTED]. We have a team of 13, soon to be 20, and parking for my team is a nightmare. Something really needs to be done, as our business and others are being impacted by the lack of parking. Thank you, Scott

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Keith Hubber

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I agree with the proposal as it stands now.

Feedback on Douglas Street:

Jane Hughes

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

I support this proposal because residents on this side of Douglas St should have sufficient off street parking. There will be an overflow of cars parking elsewhere within walking distance of the airport though, and as a Remarkables Primary School family I hope this has been considered by council with intentions to protect short term parking on Lake Avenue, especially in light of the proposed changes to McBride Street. Thank you.

Jane Hughes

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

My children attend Remarkables Primary School. I support the proposed changes to McBride Street, but my concern is around the effect this proposal will have on parking on Lake Avenue. Given that our school parking is already challenged and our roll continues to grow, it is important for council to protect the safety of students and families walking to and from school on streets which potentially are going to become more congested with long term parking. There is already congestion 3-3.30pm on school days with cars parking on the East side of Lake Avenue, which will be amplified with the overspill from McBride Street. I believe a parking solution allowing only short term parking is required - perhaps permit parking for residents and school families. Thank you for your time

Feedback on Douglas Street:

Jane Hughes

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

As the Board Chair of Remarkables Primary School, we would like to submit some feedback about the proposed parking on McBride St. Our queries are around possible flow on effects for vehicle transport and parking down Lake Avenue. We think this proposal will add to our issues with parking and transport for our parent community. The parking around our school is very tight as it is and we are working hard to ensure that we keep traffic moving during the busy periods at the beginning and end of school (8.30-9.15am and 2.45-3.30pm). We are working with our parent community encouraging adults to park slightly further away and walk to meet their children or encourage their children to walk to family vehicles away from the busy entrance to the school on Lake Avenue. This includes parking for our staff and parent helpers. We would like to see no parking on the east side of Lake Avenue as far down as Birse street to help us with the traffic flow and to ensure that people won't park on this street as a result of the limited parking up on McBride St. If it is possible to have permit parking for school families and residents, it may eliminate the issue of long term parking as people walk up to the airport, or for camper vans parking in this area. Thank you for the opportunity to send in feedback. We are happy to discuss this further in person. Kind regards Jane Hughes On behalf of the Remarkables Primary School Board.

Feedback on Douglas Street:

Wallace Jack

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

While it would be a great improvement to be able to drive along McBride Street safely I worry that your proposal would return it to its former use.....race track and main thoroughfare for motorists traveling to Queenstown. Perhaps higher judder bars would curtail this? By shifting the cars which currently park on McBride Street to other streets is a shortsighted option, which will not fix the problem. Is it time for council to look at creating a car park in the area?

Feedback on Douglas Street:

David Jarman

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

I support the proposal to limit parking on Douglas Street to 48 hour stays.

Liz Jerram

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

This current proposal will encourage more people to use McBride St as a short cut at a higher speed. I do like the 48 hour time limit to decrease car parking of airport users which is causing a problem. Do not want to encourage traffic in this street - children at local preschool and school, elderly housing and safety of any other pedestrians or cyclists. We need to encourage these activities for individual health (as well as reduce car usage). Suggest leaving parking on both sides of the street. Discourage attractiveness of using McBride as a shortcut by putting in more speed humps as well as slow down traffic at Southern entrance with planting/street calming designs.

Feedback on Douglas Street:

David Jerram

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I believe this proposal, while having good intentions, will have unintended consequences that will be detrimental to the residential character of McBride St. Parking on both sides of the street has the effect of slowing traffic. The current proposal will only make traffic able to travel faster thus creating a more dangerous environment. Faster and easier traffic flow will only encourage more traffic to use McBride St as a shortcut, further increasing danger. This is a residential street which should not have to contend with high volumes of fast traffic, (the speed humps only temporarily slow cars). I agree with the 48hr parking limit (with exemptions for the residents). I also suggest narrowing the entrance to McBride St at Lake Ave and Grey Sts to reinforce its residential status.

Feedback on Douglas Street:

Erica Johnston**Feedback on Glenda Drive/Margaret Place:**

Hi think that a 10hour parking restriction is a great idae, parking down Glanda Drive is bad enough as it is.

Feedback on McBride Street / Gray Street / Ross Street:**Feedback on Douglas Street:**

Simon Jones**Feedback on Glenda Drive/Margaret Place:**

As a business in Glenda drive, we no longer have access to the 4 parks outside our workshop due to vehicles always parked in them, some for extended periods & others, when one is shifted, another one is put in its place straight away. I agree a 10 hour max parking limit is needed in Glenda Drive

Feedback on McBride Street / Gray Street / Ross Street:**Feedback on Douglas Street:**

David Jones**Feedback on Glenda Drive/Margaret Place:****Feedback on McBride Street / Gray Street / Ross Street:**

WE have owned the property at [REDACTED] for in excess of 20 Years during which time the parking has become increasingly crazy. We are delighted to see that you are proposing changes to assist this problem. We wonder why you have suggested the parking should only be on the west side of McBride Street when all the properties on this side are down hill of the road which means that the vehicles coming up the driveways have difficulty seeing past the parked vehicles because of their up hill approach to the road. Should the parking be on the east side then all the driveways have a down hill approach to the street with a far better chance of seeing over the parked vehicles. I would you also to consider marking car parks on the road to stop people parking too close and in some instances partly over our driveways. The other area of concern is people who insist on parking on the grass verge on the western side of the street as this makes it impossible to see past them when approaching the street and is also a major inconvenience when the lawns need to be cut. thank you for the opportunity to put forward our views and I look forward to seeing the end results.

Feedback on Douglas Street:

Paddy Kilbride

Feedback on Glenda Drive/Margaret Place:

Great idea - sooner the better

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Brittany Lane

Feedback on Glenda Drive/Margaret Place:

Parking is absolutely TERRIBLE! There is no place to park in the morning which makes it difficult to get to work on time, even if you are running early. Parking needs to be freed up in some way, shape or form!

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

james lynch

Feedback on Glenda Drive/Margaret Place:

no car parking available

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Taylor MacDonald

Feedback on Glenda Drive/Margaret Place:

We have 13 people in our office and have 2 spaces allocated to our office, we all car pool but still have 2 cars that spend at least 15 minutes in the morning looking for parking.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Shona MacGibbon

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I like the idea of having parking only on one side of McBride St but think it should be extended all the way to Frankton Rd. The road here is extremely congested (more than the rest of McBride St). The parks outside Omega rental cars are mainly used by this company to park their rental vehicles so are not available to the general public. This area is a bottle neck already and this will increase once the traffic flow on McBride St improves. If you need to enter the underground parking between Omega and the liquor store you block traffic at rush hour as vehicles often stop outside the entrance. During rush hour vehicles use McBride St then Gray st to access the Frankton round about and this traffic backs up into McBride St. Another area of congestion is out Nemo in Gray street when during the evening rush hour courier vans park on the disabled car park to transfer loads from one van to another.

Feedback on Douglas Street:

Ren MacKay

Feedback on Glenda Drive/Margaret Place:

Its a nightmare there is NO parking!

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Marc Manderson

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

I live in Douglas Street at the Doublecone Apartments and have been monitoring parking in the area you are proposing as a 48 Hour zone. Through the day both weekdays and weekends there have been only 1-2 cars parked in this area. This increases at night, but only overnight with the cars gone again the next day and there are always spare car parks at all times. This would indicate to me that the cars parked in this area are residents' vehicles which are parked only for a short period and there is no shortage. Therefore I do not believe a 48 hour zone is required at this time.

Phil Markham

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

The issue for traffic flow is caused by the number of people cutting down McBride Street to avoid queue of traffic on SH6. In particular it happens late afternoon. Whilst these arrangements will improve traffic flow that will further encourage people to use it in place of SH6. Is that what you really want to happen? The current P120 parks in McBride and Gray Street have been successful for the businesses around that corner and achieved their objective. I would suggest P120 on Gray Street would be prudent but maybe some P240 on McBride Street maybe better than P120. I presume Terrace Junction workers are still expected to park in Terrace Junction and not take up many parks on McBride St or the lower part of Gray Street?

Feedback on Douglas Street:

Rebecca Martin

Feedback on Glenda Drive/Margaret Place:

We find it difficult to find a park in Margaret Place as there are too many cars parked here long-term. There are also cars parked in front of other cars and cars parked wherever they can find a tiny spot of concrete or nature strip to park on. Margaret Place and Glenda Drive are also very overdue for footpaths for walking traffic. It can be very dangerous walking on

Glenda Drive due to the excess trucks etc driving by. I find it very dangerous, especially if I have my children with me.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Sally McChesney

Feedback on Glenda Drive/Margaret Place:

Hooray ! Yes, please get rid of all the vehicles that are left in Glenda Drive for days or weeks and leave no parking for workers. I am not a resident, but I do query whether a residents parking permit should be created so that they can leave cars on the street. Otherwise I support the 10 hour limit though I am unclear how it works if there is no restriction 7pm to 7am. Does that mean you can park at 4pm one day and leave your car till 2pm the next day? I guess that means residents just have to get up and move their car if they are not using it mid-week. Fair enough. It is a commercial area and the parking is needed for customers and staff.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Alastair McLay

Feedback on Glenda Drive/Margaret Place:

I am writing on behalf of R Redpath Ltd. 105 Glenda Drive [REDACTED] Our company operates a electrical wholesale business. As a company we totally support the introduction of 10 hour parking.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Peter McMeeken

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Hi I disagree with the intentions of parking changes in McBride, Gray and Ross St. Reasons:-
Alot of people park in Northern part of McBride St who work at Terrace Junction, by

imposing a 120 minute parking will only force cars to park further down the street. To have no parking on the east side of McBride St will only assist the more traffic travelling down the street, I conducted my own survey at peak traffic period and found 70% of the traffic travelling into Queenstown use Old Frankton, you will only increase the traffic by no parking on the east side of the road. QLDC need to address the key issue traffic from the airport roundabout to the BP roundabout only one lane ?????????????? how hard is it to put another lane in. Where is everyone going to park when Old Frankton zoning changes from low density to medium??? Airport parking, when is QLDC going to adopt Auckland Airport parking and introduce a affordable park and ride system, they wouldn't put up with cars parked everywhere like we have to in Frankton not to mention Kawarau Falls Road totally unacceptable the Gate Way to Queenstown.

Feedback on Douglas Street:

Douglas Mcmillan

Feedback on Glenda Drive/Margaret Place:

I am a branch manager for a business in Glenda drive. I have 10 staff that work with me at our site, and currently have had to implement using 1 of the company vehicles to do a round of pickups of staff from their homes due to the complete lack of adequate parking down Glenda drive. I support any action to minimise the "long term" parking of vehicles, but my concern is that it is all well and good for the council to initiate this proposal of a parking time limit, but does it have the resources to follow it up, and should an "offending" vehicle be identified, what is the likely time frame from being identified to being removed likely to be?

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Tom McPhail

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

To me there are far more serious traffic problems than people traveling and parking in McBride St For example, the airport could provide adequate reasonably priced parking and the serious traffic congestion at Frankton junction needs to be addressed. Our residential street could then revert to the way it was. I think these parking restrictions are unnecessary and another challenge to the way of life we enjoy in Frankton.

Feedback on Douglas Street:

Helen & Tom McPhail

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

There are two separate issues: 1. The causes of the problem of street parking is not addressed by the proposals. We can identify two causes. a. There is insufficient parking at the airport. This can be cured in the future by multilevel parking buildings at the airport. b. The parking that is there is expensive and people avoid parking there. 2. We are concerned that the parking to be permitted on McBride Street is not the safe option. The parking is proposed to be on the west side of the street where there is no footpath. If parking was on the east side, pedestrians would be separated from the traffic proceeding along the street by the parked cars. Children and elderly regularly use the footpath. Another safety reason to have parking on the east side is vehicles entering and leaving driveways are driving down onto the road and have better vision over the parked cars on the east side. The proposed parking on the west side means vehicles exiting properties have limited vision of the street.

Feedback on Douglas Street:

brett mills

Feedback on Glenda Drive/Margaret Place:

in favor of the 10 hour parking proposal

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Michael Morgan

Feedback on Glenda Drive/Margaret Place:

Great idea to impose a time limit on this area as too many vehicles and trailers are parked for extended periods, almost to the point of being abandoned. Due to the shift times we run with I would like to see a 12 hour limit be imposed on this section of road. I feel this would still meet the objectives of freeing up some parking and keeping vehicle parks turning over.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Nathan murphy

Feedback on Glenda Drive/Margaret Place:

I live in an apartment at [REDACTED]. I totally support the introduction of the 10 hour parking.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Joanne Phelan

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Great that the Council is looking at this issue. Currently some of the 5pm traffic that use McBride Street as a bypass road, speed along it. When they get to the areas that have cars on both sides, and there are cars travelling towards them, they naturally have to slow right down. Changing parking to one side only will make this speeding worse. Perhaps more speed humps can be put in? We also have issues with vehicles parking right against (or sometimes over) a driveway. Driving out of a driveway (particularly when you have to reverse uphill out of your driveway) from the lake side of McBride Street is difficult, because you cannot see what is coming and you cannot turn on the road until you are right out into the middle of the road because of the cars parking so close. A suggestion is to paint a yellow line either side of driveways on the 'cars allowed' side, or a parking officer regularly come down the street and ticket those infringing. Perhaps a better suggestion to start with would be education - a mail drop to residents of Frankton, a reminder about the legal distance of parking near a driveway. Most offenders seem to be foreigners living in short term accommodation on the street, so hopefully owners of properties will tell their 'guests'. Thank you.

Feedback on Douglas Street:

Erin Quin

Feedback on Glenda Drive/Margaret Place:

I have made two previous complaints to council regarding the current parking situation on Glenda Drive and Margaret Place. It is unfair that some businesses are using the public road reserve for their own use, i.e VEOLIA and the businesses down Margaret Place. The current parking situation is insufficient for the existing type of work practices on Glenda Drive and therefore needs further review. In my opinion whilst P10hr may go some way to reducing the effect of long term vehicle parking, i.e mechanics, panelbeaters etc , which is beneficial to those of us who work daily in the area and require on-street parking for visitors to our site also this is not enough. A full parking review needs to be undertaken which frees up some of the existing road reserve for parking, which may involve re-design of the existing street carparking for efficiency measures without detrimentally affecting safety of the carriageway of which the speedlimit should be reduced or at least monitored as speeding is also an issue. Another point - do we really need all the yellow lines down Glenda Drive??? Its excessive and does not help with making carparking more readily available. The pedestrian and bus service could also be improved, and parking should also be freed up along Jock Boyd Place. Also, another point - is there any parking to be made available in the adjoining Frankton Flats area? This should also be incorporated into the street design to alleviate existing parking considerations, prior to the insertion of cycle lanes to this network!

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

jeff reidy

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I am a resident of [REDACTED] and we have current problems with workers and airport travelers parking on the street limiting the ability of residents to use the street for parking and in my view contributing to safety issues in conjunction with the poor road design. My concern is primarily that if you remove parking options for airport travelers from McBride and Douglas Street this will not provide a solution but shift the problem to other areas such as Riverside Road. I know that when i fly I walk to the airport and it is a short 10-15min walk - you can see how it would appeal to anyone else. The problems with a congested street are compounded on my section of Riverside Road owing to the very narrow nature of the road formation with trees and grass islands occupying the centre of the road. We often find cars squeezing into tight end gaps encroaching within permitted clearance of our driveway. With parked cars lining the street and a narrow gap for traffic to flow through it makes it incredibly difficult at times to safely reverse out of our driveway onto the street. In fact last summer we had a accident which was directly attributed to these problems, when we reversed out and caused a car accident - we suffered a loss (thankfully insured) of circa

\$16,000 and I wouldn't be surprised if the other car came off worse! If restrictions are brought in on McBridge and Douglas St our issues will inevitably worsen. A 48 hour parking restriction on Riverside Road would address airport travelers and mitigate spill over effects of applying restrictions on McBridge and Douglas St. Workers would however not be affected by this restriction and would continue to park on Riverside Road. To address this issue I would like to see the council mitigate effects by; a. Painting white lines around car parking spaces illustrating safe set backs from driveways b. consider widening Riverside Rd by part removal of the grass islands in the centre. c. Consider installing speed bumps to reduce traffic speed through what is a narrow thoroughfare unsafe for 50km hour travel. One steep past a parked car for a short child who could not see over or around it would see them directly in harms way with such a narrow street!

Feedback on Douglas Street:

Please refer to my earlier comments on McBridge St which equally apply here.

Marie Roxburgh

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

These changes will improve the flow of traffic and alleviate the congestion concerns and risks to the old age group in the area.

Feedback on Douglas Street:

This move will stop the long term parking in the area and then hopefully help the flow of traffic in this very congested area.

Janet Rutherford

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I am a full time resident in [REDACTED] since 1987. This residential street is being used as a main thoroughfare. Traffic counters need to be installed to actually ascertain the level of traffic. I disagree with banning parking for 2 reasons. Firstly, there is only a footpath on one side of the road. Also, having parking on both sides actually slows the traffic and encourages motorists to avoid using the street as a through road. 48 hour restriction and banning heavy goods vehicles is a good idea but only if it is policed. Residents should be issued with parking permits. Replacing the speed bumps with chicanes would also have a positive effect on reducing through traffic and also add to the attraction of this residential street.

Feedback on Douglas Street:

Annette Seddon

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

As the current 10 hour limit for the Gray Street off-street car park is quite evidently not monitored, these new restrictions may not make very much difference either. Time restricted parking on both sides of McBride Street around the Gray Street intersection will not improve the close calls that are already happening around this intersection, with the reduced visibility that causes.

Feedback on Douglas Street:

Sue & Ray Simms

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

When parking was restricted to one side only of Douglas St, a year or two ago, it made a big difference to the traffic congestion. At that stage a 48hr parking restriction notice was put up at the south end on a pole on Douglas St, but that disappeared. Parking now isn't a problem, but speeding vehicles are. What Douglas Street needs are speed humps to help slow down the speed driving that takes place when cars come screaming up Humphrey St and turn into Douglas St in front of the Fire Station, travelling at great speeds, and often on two wheels. Another option would be to place a speed camera on the street.

Jeremy Sinclair

Feedback on Glenda Drive/Margaret Place:

Hi, this is an excellent idea. As our business has grown over the years we are finding it harder for staff to find car parking within 1km. There is definitely an increasing element of rental cars, buses, trailers and other long term parking using the Glenda Drive parks. I think 12 hours would be a better time frame as we have staff who work 10 hour shifts. I appreciate you looking into this issue. Thanks

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Paul Smith

Feedback on Glenda Drive/Margaret Place:

The big concern about parking is the number of vehicles parked/stored on Margaret Place that are being worked on by car repair shops. These cars take up 15-20 good car park spaces that should be available to workers and visitors to this area. I also consider these cars, as they may not be currently road legal (rego/wof), should be allowed to be parked on the road and that this is also a police matter. If the Council believe that a 10 hour parking restriction for these roads will remove vehicles being stored on the road will solve this issue then I am all for it. All I ask is that people storing vehicles cannot simply shift vehicles 5 metres during that time as to start the 10 hour time period again. Lastly, if the Council do do this I hope that it is enforced.

Feedback on McBride Street / Gray Street / Ross Street:

I agree that one side of McBride Street should have yellow lines along it. The western side of McBride is down slope of the eastern side. Due to the topography of the surrounding area, cars parked along the side of the road will impair the vision of a user leaving their driveway on the western side more than a user of the eastern side of the road. A user of the eastern side will be able to see over the parked cars prior to reaching the curb and pulling out. This will not be possible for a user of the western side. Due to this I consider the Council should place the no parking area (yellow lines) along the western side of McBride.

Feedback on Douglas Street:

Fi Smith**Feedback on Glenda Drive/Margaret Place:****Feedback on McBride Street / Gray Street / Ross Street:**

As much as I agree with reducing congestion on McBride Street, people do need to park somewhere. There are a large number of people working in Frankton that come in from outlying suburbs, the bus service currently isn't reliable or cheap enough to expect people to depend on daily, and expecting people to park further away on smaller streets is only relocating the problem; not solving it. What is happening with the golf course? Could some of that land be allocated for FREE parking during the day? Not long term parking for the airport, which is another issue altogether and also needs addressed. The congestion all the way along SH6 from the bridge to Frankton Village caused by people who don't want to pay exorbitant fees parking at the airport is creating hazards when trying to turn out onto SH6 and visibility limited by cars parked close to the corners. Parking is inadequate currently, when you take away more parks it's going to get worse - residents in Stewart St, Lake Ave etc are not going to appreciate the congestion moving outside their doors, why not look at the golf course?

Feedback on Douglas Street:

john smith

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

yuk

Feedback on Douglas Street:

Public Health South Southern DHB

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

We agree with the new P48 on McBride Street this will alleviate the long term parking and the congestion on this busy road. It will also help our older adults maneuver their vehicles with better sight of the road.

Feedback on Douglas Street:

Agree that stopping long term parking on this bottom end of Douglas street will help the flow of traffic and give room for residents and cyclist confidence to use the left of road in safety.

Laurel Spence

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Apply a NO parking at all times restriction on both sides of street.

Andrew Stafford

Feedback on Glenda Drive/Margaret Place:

There is currently insufficient parking on this street or the number of people that work here, to the extent it causes friction between businesses over parking rights in the limited spaces that do exist.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Gavin Strachan

Feedback on Glenda Drive/Margaret Place:

Hi, Appreciate what you guys are doing with respect to these parking restrictions, however as a building tenant and recently having had to go through the resource consent process specific to our site on Glenda Drive, we had to accommodate 20plus car parks for staff and customers. We feel 10 hours parking is far too long, realistically 2 hours would be fair.

Gavin

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Karen Stuart

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

I suggest that by limiting the parking on Douglas Street moves more long term airport parking jetsetters to a very small no exit street ie Robertson. Robertson Street residents already have long term parkers and a very high fast traffic flow due to stressed mothers dropping off children at the kindergarten. Combined with this on a no exist street we have tourists fresh out of the airport trying to get adjusted to their Navmans or whatever GPS systems they are using thinking they are getting to the very fast one lane bridge that will take them either to Queenstown or the Hilton. Limit all long term parking and get Wakatipu residents used to getting a bus to the airport or some one to drop them off or pick them up. This morning as I travelled to town I noticed 3 airport trolleys abandoned on the main south road. No long term parking on these streets is my call, get a bus.

nick taper

Feedback on Glenda Drive/Margaret Place:

Road layout changes and commercial development has reduced parking significantly in the area. There are a number of businesses using street parking to park their rental cars, cars for collision repairs, panel beating, mechanical repair etc, This has resulted in an unfair impact on general public use. On-street parking on Glenda Drive and Margaret Place should be prioritised to support customers and other shortterm visitors ahead of long-stay commuters

and residents and of course business as described above. The 10 hour limit will not deter those operators and will not be easily enforced by council. This is the main concern, given the nature of surrounding businesses. On Street parking for business use is a cost of business that shouldn't effect or impact on customers or general workforce commuters.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Charlotte Tapper

Feedback on Glenda Drive/Margaret Place:

Cars that are not road worthy parked on Margaret Place taking up parking for local business

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Erin Taylor

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

I approve of the QLDC recommendation to apply a 48 hour restriction on Douglas Street west side as proposed. I recommend this 48hr parking restriction is continued to neighbouring streets Robertson Street, Remarkables Crescent & Riverside Road, SH6 road verge as moving this parking restriction will only move the problem elsewhere.

Anita Vanstone

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I think the parking restrictions are a great idea. It is often a nightmare to drive down McBride Street dodging parked cars, large buses and other heavy vehicles. I am also really supportive of the proposal to change the no parking area to the western side (lakeside) of McBride St to allow a buffer between the parked cars and the foot path. When I lived in Dunedin occupants along our street were also supplied with visitor parking tickets. This allows visitors of these properties to park longer than 48 hours. Is this something the Council could investigate further?

Feedback on Douglas Street:

Carey Vivian

Feedback on Glenda Drive/Margaret Place:

I support the proposed 10hr car parking restriction. So many businesses park cars on the road for weeks on end at the expense of daily visitor and worker car parking. Council should also include on street car parking on the new roads it is creating, as well as Jock Boyd Place.

Feedback on McBride Street / Gray Street / Ross Street:

I support the changes, but consider the no parking should be on the western side of McBride Street, not the eastern side.

Feedback on Douglas Street:

Most of this stretch of road is already yellow lines. The entire stretch, with the exception of the bus stop, should remain yellow lines. The Humphrey St/Douglas St intersection needs to be upgraded. It is dangerous - often cars travelling south along Douglas Street go straight through the intersection without stopping.

Phil Wakatipu Medical Centre

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

As a business based on the corner of McBride/Gray street we are greatly affected by any changes in the parking arrangements on these streets. The addition of p120 was a great benefit for customers and patients and we welcome the opportunity to comment on some further restrictions. 1. The use of more P120 parking is a little restrictive. If it were to be P240 on Gray street and part of McBride Street, we think it would be more appropriate. 2. The p10 hour car park on Gray Street is well used and more provision for p10 in the area would be desirable for staff parking for the businesses around that corner. Perhaps lower Gray street could be this? or part of McBride Street? 3. If the change takes place on the majority of McBride Street then our concern is that Airport users may take up those spaces on Gray Street which are much needed by residents and businesses alike. Our company, along with the staff, are concerned that they are being expected to park further away from the premises by some of these restrictions, but more so by continual use of these streets by staff from Terrace Junction. Surely was it not the plan that those staff should be parking at Terrace Junction underground car parks? We would be grateful for the opportunity to discuss this further, Kind regards Phil Markham Practice Manager & Director.

Feedback on Douglas Street:

Don & Heather Wallace

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

The traffic congestion in McBride Street is related to the inadequacy of State highway 6 to cope with the increased volume of traffic feeding into it from the Kawarau bridge, the Frankton School, the Remarkables shopping centre, the Frankton Airport, Terrace Junction, Central Queenstown and all traffic using State highway 6, Cromwell Queenstown. Having resided in 23 McBride Street since the early 80's, the problem has become increasingly worse especially in the last three years. Restricting parking to the West side of McBride Street will serve to increase the traffic flow and speed along McBride Street and cannot be considered on it's own. McBride Street was referred to as a connector road as defined in the district plan 25/10/2013 by Denis Mander in a letter to Peter McMeeken. In a letter to Peter McMeeken 11/8/2015, Andrew Edgar refers to it as an arteriole road as defined in the district plan. Surely McBride Street remains as a collector Road and as such is unsuitable for carrying the volumes of traffic it is currently experiencing. The first priority is to upgrade state highway 6 and the flow at the BP Roundabout. Along with this, the proposal to establish an arteriole road linking Glenda Drive and Hawthorne Drive needs to be urgently actioned. Only when the chaos on state highway 6 has been remedied, should restriction to one sided parking in McBride Street be considered. The proposal for 120 minute parking should be continued through along McBride Street from Grey Street to Ross street as vehicles parking in this part of McBride Street are largely not present at the weekends reflecting its use as worker parking and not airport parking. L markers need to be placed at driveways to improve visibility when residents exit their properties. The issue of staff parking at Terrace Junction needs to be addressed by the Landlord of Terrace Junction and not by the residents of McBride, and Grey Streets. There is also the problem of the congestion at the top end of McBride Street leading onto the Frankton Road which won't be solved by one sided parking alone. The problem is worsened by heavy traffic including ski buses, connector buses, articulated fuel tankers and other heavy vehicles using the road not built to carry them. The speed humps have progressively become speed ramps with approaches having been modified over the years with gentler accesses and exits as resealing occurs. Changing the density code in the northern aspect of Frankton to progressive/medium density, will add more traffic and parking in an already over loaded road system. Finally parking and traffic speed needs to be policed.

Feedback on Douglas Street:

Donald & Heather Wallace

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Further to our previous submission on this proposal: 1) The foot path is only on both sides of McBride Street North of Birse Street. 2) The bottle neck is in this area where there is a foot path on both sides of McBride Street. 3) Very few cars are parked on this part of McBride on both sides at the weekend, reflecting that the use of this area for parking is by workers at the Frankton retail centres. It is the duty of the Landlord at Terrace Junction to provide parking for their tenants . 4) This area should be 2 hour parking and restricted to the east side. 5) The Southern end of McBride Street from Ross Street to Kawarau Road as eastern sided parking 48 hours will improve the traffic flow here. 6)The majority of the traffic flows south to north at peak times and placing the no parking lines on the Western side will place the majority of the traffic flow in their natural path of keeping left. 7) We have real concerns that this proposal while good for the traffic flow in McBride Street, will encourage the speedway already developing from inadequate lanes on the Kawarau road restricting traffic flows on this road. Motorists will be encouraged more so to bypass the main road and take the McBride Street alternative.

Feedback on Douglas Street:

Mel Wards

Feedback on Glenda Drive/Margaret Place:

I think it's a great idea. Glenda drive is 90% commercial but if you came back in the middle of the night you would see that even then there is only a handful of free car spaces down the street. The street looks most untidy with cars park on every verge possible. And with no public transport down the street or coming anywhere near glenda drive people have no choice but to drive and park illegally!

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

mizuho watanabe

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Hi there, The proposal plan is good to me, but some concerns I have. Everyone is avoiding the slow traffic of the SH and it makes people come into McBride St. So the traffic and speed of the cars would increase naturally despite of the speed limit because not much cars are parked when it starts. Even now, it is really hard to go on to the road from my place around 5pm. So this is the proof that the humps aren't helping much to reduce the traffic and probably speed either. So the solution would be making more humps, say every 20 meters or making chicanes or police are watching in busiest time.

<https://en.wikipedia.org/wiki/Chicane> And including my kids, they go to RPS on foot using the small pass to go through from McBride St. to Lake Avenue. If the cars are parked very close to the entrances then it would be easy to miss small kids appearing. So my suggestion / ask is that the yellow line should be lined much longer than 5m each side from the entrance. If a tall vehicles such as vans parked very close to it then you won't see kids only 1m tall at all. It's related to McBride St traffic, the bottle neck of the traffic is the BP roundabout, if it flows well then not many cars are coming into McBride St. So another solution is fixing the traffic in the roundabout. I think it's time to set up traffic lights, but a bit easier version. Remain the roundabout layout, set 4 signals to each entrances, only 10 seconds green light so that you can enter (It's like the one in the highways entrances in Auckland.) to the roundabout. It turns clock-wise, so you don't need to worry about cars coming to you from your right. (it's rare case to have 360 turns!) Give '10 seconds go' to each entrance one by one, clock wise. I suggest to do the test by a policeman instead of traffic lights for a while and it may work I believe. Kind regards,

Feedback on Douglas Street:

Mizuho watanabe

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

Got a new letter today about an idea of switching 48 hours park from lake side to east side, but why we park cars besides of a walkway? Lake side doesn't have walkway, so I suggest to keep the existing plan. Have you talked about speed? I'm sure all cars go faster and I'm afraid of that. Also, one another corner, it's the south exit to SH, when cars are parked on the lake side close to the corner, you can't see coming cars from your left, which is from the roundabout. It's a dull slope after the roundabout, so many cars are just speeding up there. It's hard to check the safe when you turn towards Kowari river. Please check it. Thanks

Feedback on Douglas Street:

Paul Weaver

Feedback on Glenda Drive/Margaret Place:

No Parking for staff. Cars just get left there for very long time.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Elaine Wells

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I think the new proposals will make the street much safer for everyone. Several Frankton Court residents have commented this morning that vehicles are now parking at the South end of McBride Street making it difficult when you are approaching the intersection with Kawarau Road.

Feedback on Douglas Street:

Elaine Wells

Feedback on Glenda Drive/Margaret Place:

Feedback on McBride Street / Gray Street / Ross Street:

I think the no parking should be on the Eastern side of McBride Street because Frankton Court Retirement Village is on that side. It would be much easier and safer for residents exiting and entering the Village.

Feedback on Douglas Street:

Pauline White

Feedback on Glenda Drive/Margaret Place:

There is no parking available for day workers.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:

Barbara Williams

Feedback on Glenda Drive/Margaret Place:**Feedback on McBride Street / Gray Street / Ross Street:**

Firstly thank you for addressing these growing problems especially on McBride and Ross Street. I live and work on Ross Street and have seen many incidents regarding accidents, especially coming off Kawarau Rd into Ross Street and from Ross into McBride Street. Having lived here in this property since 1989, Ross Street has gone from a very quiet road to a very dangerous shortcut for people trying to avoid congestion. I would prefer on both Ross and McBride street 24hr parking only and sincerely hope that these restrictions are policed, possibly even taking on a specific Frankton officer who ensures that these restriction are enforced. The exception to this 24hr parking is possibly one resident parking ticket per house. I strongly agree with no parking on one side of both roads but again I must reiterate these restrictions have to be strictly monitored. Thank you

Feedback on Douglas Street:

Alan Wilson**Feedback on Glenda Drive/Margaret Place:**

I fully agree with the restrictions, I work near end of Glenda Drive, normally start work around 6.00a.m. Some days even at this time there is limited parking spaces, other business from further along the street use the parks for over night/ all day parking for the likes of company vehicles, and others waiting on repair. As I write this we have a had a utility , a car with jet boat attached and a marked van which is up for sale parked for just on two weeks. Some busses have been known to park for a few days, these are mid range size and take up two parks. Any action that can be taken to help the localised customers and staff with parking will be greatly appreciated.

Feedback on McBride Street / Gray Street / Ross Street:**Feedback on Douglas Street:**

Keith Woodham**Feedback on Glenda Drive/Margaret Place:****Feedback on McBride Street / Gray Street / Ross Street:**

McBride St has been used for years to bypass the state highway from the Kawarau bridge /Humphrey St area towards Frankton Rd, During the early 1990's speed humps were installed to slow this traffic and discourage the use of the street by through traffic. The

safety issue in the street is due to the excessive volume of traffic attempting to use the street to bypass congestion (gridlock) on the Main Rd during the 5pm rush hour, the solution is to lobby government to urgently form the additional (2nd) northbound lane from the Kowarau Rd/Airport Rd roundabout to the BP roundabout (as described by Alexa Forbes at the last Frankton residents association meeting) I am against no parking/48hr parking restrictions in the main part of McBride St away from the shops as this will encourage more traffic into the street from the main Rd, the speed of the traffic will increase, making it unsafe for children walking/biking to Remarkables primary, and the new high school, and elderly drivers/pedestrians accessing the Presbyterian village. This increased volume and speed of traffic will make safely entering the traffic flow from the steeply sloping driveways along the West side mid section of the street more challenging. Heavy vehicles such as Ski buses trying to avoid the 4pm main Rd ski traffic congestion are becoming more common in the street. More traffic in the street will also add to congestion around the McBride St/Frankton Rd corner, it is a problem trying to enter or leave McBride St from Frankton Rd during peak hours, vehicles entering McBride St then stopping just inside the corner, while trying to right turn into the Mobil Station through a line of stopped traffic are a hazard for following vehicles not able to clear the intersection and becoming stuck blocking Frankton Rd) If the parking restrictions are go ahead, install more traffic calming measures to discourage through traffic and speeding traffic for example higher speed bumps, planted out chicane traffic islands etc. The 5 PM rush hour will increase in duration once the high school is re positioned to Frankton and parents start transporting kids to after school activities.

Feedback on Douglas Street:

Rob Young

Feedback on Glenda Drive/Margaret Place:

I support the proposal. Our company employs 40-45 staff, operating 7 days a week from our premises in Glenda Dr. We provide off street parking for most (normally all) of our staff, but during peak seasons when our staffing levels increase, there are times when some staff do have to park on Glenda Drive, and cars/trucks/buses parking for longer than the 10 hours proposed, unfairly dominate the available parking spaces.

Feedback on McBride Street / Gray Street / Ross Street:

Feedback on Douglas Street:
