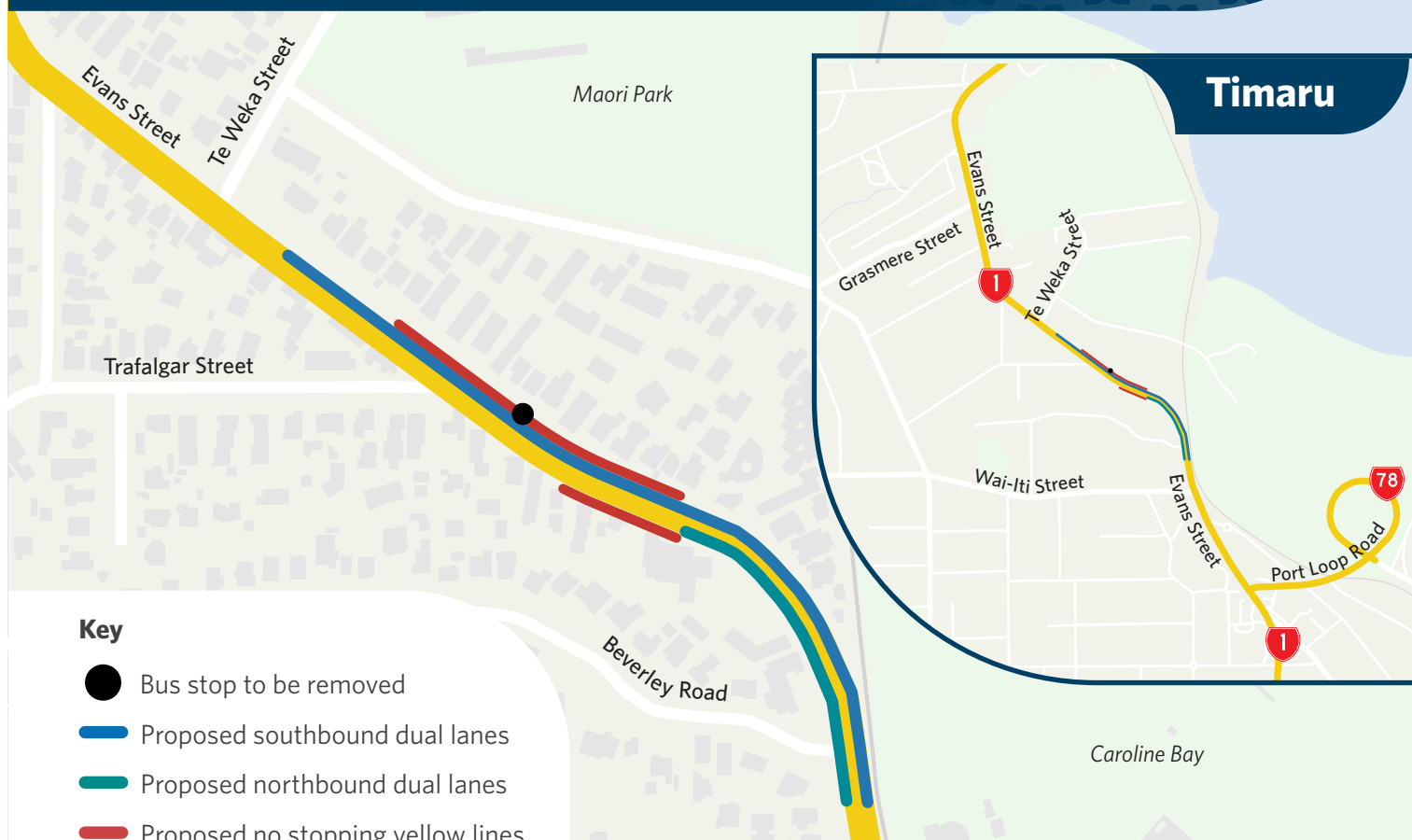


1 Update on Evans Street project



We would like to extend our sincere thanks to everyone who took the time to provide feedback on the proposed changes to Evans Street. Your input is important, and we appreciate the effort you put into sharing your thoughts and concerns.

After careful consideration of all feedback received, the decision has been made to proceed with the four-laning of this section of Evans Street and the removal of on-street parking to allow for this. The decision was not made lightly, and we acknowledge that this is not the outcome many residents and business owners in Evans Street want. However, we believe this change is necessary to improve traffic flow for all road users who need to move through this area, both now and into the future.

The four-laning of SH1 through Timaru isn't a new concept, it has been a long-standing plan to improve traffic flows, reduce congestion and improve efficiency, with sections of four-laning already in place along

this important corridor. The NZ Transport Agency in collaboration with Timaru District Council signalled this intention in the Timaru Transport Study (2007, highlighting that changes would be necessary in the future. This approach also aligns with the government's strategic priorities of economic growth, increased maintenance and resilience, and safety.

We received a significant amount of feedback on the proposed road marking on Evans Street to add no stopping lines and allow for multiple lanes. Many of the residents in this area of Evans Street were against the changes as were people providing services to the area, while a smaller number were in support or remained neutral on the changes. Road users and transport organisations tended to be in favour of the changes. The main concerns raised in the feedback were safety when entering and exiting driveways, the impact on visitors, tradespeople and emergency services, pedestrian safety and potential effects on property values. (We've provided more detailed replies to the feedback and concerns over the page.

During this consultation, we asked individual landowners about possible mitigations, and we also considered alternative options like moving the merge locations or using clearways. Unfortunately, these options were found to be unsuitable. For most affected properties, off-street parking is available, and vehicles can be turned around within property boundaries. For properties where access and maneuverability are challenging, we can look at possible access changes on a case-by-case basis.

The road marking changes will be made early next week as long as the weather is favourable. We acknowledge that for some this will be a big

change and that the timing of the changes doesn't give people a lot of time to prepare for any impacts.

We understand that this decision will not be welcomed by everyone, but we believe these changes will have long-term benefits for the community and the wider transport network.

Thank you once again for getting involved in the consultation and providing your feedback. We received very detailed and thoughtful responses, and we thank everyone for the time and effort this took.

Feedback from us on some of the main issues

Limited off-street parking

While most properties in the area have off-street parking available, for a small number this is limited or inconvenient. Some residents may need to consider reorganising their outdoor space to maximise its use. We will continue to explore alternatives with badly affected residents and will consider possible access changes on a case-by-case basis, where possible.

Loss of on street parking for visitors, trades, utilities, healthcare, rubbish collection and emergency services

These services can be managed similarly to other areas where there is no on-street parking. Some options are to arrange for rubbish and utilities to visit at off-peak times or move your own car to make available space for when tradespeople are visiting. Once again, we have identified a small number of properties with access difficulties and will address these on a case-by-case basis, where possible.

In the case of emergency services, they can and do stop wherever they need to.

Safe access in and out of driveways

Safety concerns entering and exiting driveways were raised by a number of residents. When at all possible, it is best to enter and exit a driveway in a forward direction. Contrary to belief the new road markings are likely to make exiting easier as there will be no parked cars to restrict people's view. The additional capacity of the second lane should also aid in finding a gap in traffic to enter the road.

Some residents felt that turning into their driveway would be unsafe. As long as you drive sensibly, entering your driveway should not be dangerous, you should use your turn signal well in advance to alert drivers behind you of your intention to turn, then slow down smoothly rather than braking suddenly. This gives vehicles behind you more time to react. Check for cyclists and pedestrians as you do now and then make the turn at a controlled speed, avoiding abrupt movements.

There are a few properties which may have difficulty getting in and out due to the narrowness of gateways. Once again, we have identified a small number of properties with access difficulties and will address these on a case-by-case basis, where possible.

Noise

The extent of the maintenance work we are doing on this section of road will likely see noise levels stay the same or even get better. The new road surfacing will cut down on noise and the smooth surface will help reduce banging from empty heavy trucks. Plus, with the extra capacity, there will be less stopping and starting, which means better traffic flow and less noise.

Vibration

The renewed road surfacing is likely to reduce vibrations over the entire road, while we can't change the underlying geology of the area, the smoother and stronger surface should reduce some of the factors that cause or add to vibrations.

Pedestrian safety

Pedestrian safety on the footpath will stay the same since the footpath itself isn't changing. The changes on the road don't affect this, pedestrians can continue to use the footpath safely. Crossing the road at informal crossing points will become a little more difficult due to the four-laning. However, appropriate crossing facilities are provided at the signals which is the safest way to cross the highway corridor even as the road is now. The flush median gives pedestrians some additional protection the centre of the road when crossing informally. We did look at installing a pedestrian island, but this would interfere with how the painted flush median would work.

Property Values

Property value depends on the preferences of any potential buyer and there are pros and cons to owning property on a main road or state highway. Property values are likely to remain the same in terms of rateable/quatable value as properties on Evans Street are in a favourable location close to town and facilities.

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