



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE

AGENDA

FRIDAY 28 JULY 2006
AT 8.30AM

IN THE BOARDROOM, SOCKBURN SERVICE CENTRE
149 MAIN SOUTH ROAD, CHRISTCHURCH

To: Transport and Roding Committee

Copy to: Community Board Principal Adviser
Community Engagement Adviser
Weng Kei Chen, Transport and City Streets Unit
Jeff Owen, Traffic Engineer
Brian Boddy, Consultation Leader
Jeanette Ward, Acting Team Leader, Capital Programme

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30 JUNE 2006**
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1. APOLOGIES

Tony Sutcliffe.

2. KENNEDYS BUSH ROAD/GLOVERS ROAD INTERSECTION SAFETY IMPROVEMENT PROJECT

General Manager responsible:	General Manager City Environment, DDI: 941-8656
Officer responsible:	Michael Aitken, Transport & Greenspace Manager
Author:	Brian Boddy, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to proceed to final design, tender and construction of the safety improvement works at the intersection of Kennedys Bush Road and Glovers Road.

EXECUTIVE SUMMARY

2. This project has been initiated by the need to reduce the volume and speed of traffic around the Halswell School area of Kennedys Bush Road, and to reduce non compliance at the one way section at the Sparks Road/Kennedys Bush Road intersection.
3. The project's principal aim is to develop traffic calming and intersection improvements, complementing the recent improvements and traffic signal installation at the Halswell Road/Halswell Junction Road/Kennedys Bush Road/Sparks Road intersection. The objectives for the project are as follows:
 - Create, formalise & clarify the traffic patterns for the area
 - Reinforce the existing hierarchy
 - Create a safer environment for pedestrians
 - Ensure safe passage for cyclists; and
 - Minimise the use of School Road, Kennedys Bush Road and Larsens Road as a through route.
4. The proposal has a new kerb alignment directing traffic along the preferred route. The north approach to Kennedys Bush Road will be perpendicular to this new 21m radius curve, and subject to a "Give Way" control. Northbound traffic on Kennedys Bush Road will be directed onto Glovers Road.
5. A newsletter including the concept plan was distributed to affected residents and property owners in May 2006. Feedback to the newsletter, indicated that a significant majority of those who responded generally supported the proposed plan.

FINANCIAL AND LEGAL CONSIDERATIONS

6. This safety improvement project is programmed in the Transport and Greenspace Unit's capital programme, for implementation in the 2006/07 financial year. The cost estimate for this project is \$171,200 and there is budget allocation in the capital programme for this work to occur.

BACKGROUND ON KENNEDYS BUSH/GLOVERS INTERSECTION SAFETY IMPROVEMENT PROJECT

7. Kennedys Bush Road has a seal width of approximately 12m, between Sparks Road (Minor Arterial) and Cashmere Road (Collector). Between School Road and Glovers Road it is carrying an average of 1,100 vehicles/day. The section from Glovers Road to Cashmere Road is classified as a Collector Road carrying an average of 1500 vehicles/day; the rest of Kennedys Bush Road is classified as a Local Road.
8. Glovers Road, has a seal width of approximately 10m, is a Collector road carrying an average of 1,100 vehicles/day, and runs from Kennedys Bush Road to Halswell Road (Minor Arterial & State Highway 75).

2 Cont'd

9. The project has been initiated by the need to reduce the volume and speed of traffic around the Halswell School area of Kennedys Bush Road, and to reduce the non compliance at the one way section at the Sparks Road/Kennedys Bush Road intersection. The project has been moved forward in the Capital Programme at the Board's request as a substitute for the O'Halloran Drive project.
10. The principal aim of the project is to develop traffic calming and intersection improvements, complementing the recent improvements and traffic signal installation at the Halswell Road/Halswell Junction Road/Kennedys Bush Road/Sparks Road intersection. The objectives for the project are as follows:
 - Create, formalise & clarify the traffic patterns for the area
 - Reinforce the existing hierarchy
 - Create a safer environment for pedestrians
 - Ensure safe passage for cyclists; and
 - Minimise the use of School Road, Kennedys Bush Road and Larsens Road as a through route.
11. The project originally identified four separate intersections in the area as requiring treatment. However, as the budget was insufficient for all four it was determined that the intersection to give the best effect on traffic flows was the proposal for the Kennedys Bush Road/Glovers Road intersection. The project team agreed that the next intersection to receive treatment in the Halswell School area was the intersection of Larsens Road and School Road. This will have significant safety benefits for road users and the school when funding becomes available.
12. The Kennedys Bush/Glovers Road proposal has been developed to redirect northbound Kennedys Bush Road traffic, around the corner, west into Glovers Road. This is the collector route in the Councils road hierarchy plan. The change in priority should discourage traffic travelling past the school and all the way along Kennedys Bush Road only to find they can't exit onto Sparks Road.
13. There have been four crashes recorded in Kennedys Bush Road for the 5 year period between 2000 and 2004. Two loss of control crashes were recorded at the Kennedys Bush Road and Glovers Road intersection. This proposal will address both of these crashes, as the speeds will be reduced at the intersection and its approaches. This project is expected to reduce the number of crashes at this intersection and improve safety for all transport modes.
14. The No 7 Halswell bus, No 77 Kennedys Bush Road bus and the local school busses use this intersection as part of their regular route. The intersection at Glovers Road and Kennedys Bush Road has been checked to ensure that buses can continue to negotiate the new layout.
15. There are no specific facilities on the road for cyclists with the exception of solid edge lines around the Kennedys Bush Road and Glovers Road intersection. These are collector roads and a known cycle route. There is a cycle bypass for south bound cyclists on Kennedys Bush Road past the Glovers Road intersection.
16. The Transport and Greenspace Unit's Amenity Maintenance Team has programmed to install 'Infill' street lighting on Kennedys Bush Road, between Cashmere Road and Glovers Road. This work is programmed to be carried out before the end of September 2006, by attaching new outreach arms and lamps to the existing power poles.

CONSULTATION

17. Consultation has been undertaken with the owners and occupiers of properties on Kennedys Bush Road Road, Glovers Road, Larsens Road, School Road, Mapledale Place, Birchdale Place, Mallett Place and the south east side of Halswell Road from Glovers Road to Sparks Road, as well as other interested parties. The feedback received from the 87 respondents was considered carefully in the assessment and modification of the scheme plan. A summary of the submissions made can be read in **Attachment 1** of this report.

2 Cont'd

18. The main concerns raised in the feedback with regard to the concept plan relevant to this project were:
- (a) Pedestrians not being able to cross Glovers Road at its intersection with Kennedys Bush Road.
 - (b) Existing hedges obscuring drivers' sight lines at this intersection.
 - (c) Requests for a right turn bay from the south leg of Kennedys Bush Road onto the north leg of Kennedys Bush Road.
19. These concerns were addressed by:
- (a) Changing the footpath layout at the intersection so pedestrians can cross Glovers Road at Kennedys Bush Road.
 - (b) A Council Enforcement Officer will request that the owner/s of the offending properties trim their hedges appropriately.
 - (c) A right turn bay will not be installed as it would encourage northbound Kennedys Bush Road traffic to go past the school through to the no exit at Sparks Road.

OPTIONS

20. Two options were developed for comparison during the concept design process.

(a) **Option 1**

Maintain the status quo.

(b) **Option 2**

Realignment of the Kennedys Bush Road & Glovers Road intersection.

This option as shown in **Attachment 2** has a 21m radius curve around the Kennedys Bush Road and Glovers Road intersection, making this the priority route. The Kennedys Bush Road north approach is perpendicular to the new 21m radius curve. This approach will be subject to a Give Way control. A painted centerline is used to define vehicle paths and provide some maneuver space for south west bound vehicles and cyclists. The continuous path of travel for pedestrians is achieved on all footpath approaches and crossings. A cycle bypass is provided on the east side of the intersection.

ASSESSMENT OF OPTIONS

The Preferred Option – Option 2

21. The aims and objectives for this project are met by the preferred option. The intention of realigning this intersection being to direct 'most' traffic along the arterial routes, and away from the local roads. It will also:
- Discourage drivers from travelling north, all the way along Kennedys Bush Road to Sparks Road and having to U-turn then backtrack or make an illegal turn out of Kennedys Bush Road on to Sparks Road.
 - Significantly slow down through traffic on Kennedys Bush Road.
 - Reduce the number of crashes occurring at this intersection.
 - Reduce the number of vehicles travelling past the school.

2 Cont'd

22. The following consent and legal issues have been considered:

- Trees – there are no protected or notable trees along this length of Kennedys Bush and Glovers Roads.
- Buildings – there are no heritage or historic buildings, places or objects in the area of the proposed works.
- Road Widths – the proposed roadway width and kerbs will comply with the City Plan, so no resource consent is required.
- Bylaw Changes – amendments and/or additions will be required to align with the Christchurch City Traffic and Parking Bylaw 1991 for parking restrictions (see Part I Staff recommendations).

Maintain the Status Quo – Option 1

23. The option to maintain the status quo essentially means that the capital works at this intersection of Kennedys Bush and Glovers Roads will not be done. This would retain the road environment in its existing condition.
24. This option would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with the Council strategies, such as the road safety, pedestrian and cycle safety strategies.
25. Therefore, it is considered that it would not be appropriate to maintain the status quo because of the opportunity to ensure an efficient, safe and sustainable transport system, and provide for all modes of transportation.

STAFF RECOMMENDATIONS

That the Board approves:

- (a) That the Kennedys Bush Road/Glovers Road Intersection Safety Improvement Project, as illustrated in **Attachment 2**, proceed to final design, tender and construction.
- (b) The following parking restrictions:

New no stopping:

- (i) That the stopping of vehicles be prohibited at any time on the north side of Glovers Road commencing at its intersection with the west side of Kennedys Bush Road and extending 20 metres in a westerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Glovers Road commencing at its intersection with the west side of Kennedys Bush Road and extending 28 metres in a westerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Kennedys Bush Road commencing at its intersection with the south side of Glovers Road and extending 21 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Kennedys Bush Road commencing at a point 21 metres south of its intersection with the south side of Glovers Road and extending 39 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Kennedys Bush Road commencing at its intersection with the north side of Glovers Road and extending 17 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Kennedys Bush Road commencing at its intersection with the south side of Glovers Road and extending 23 metres in a southerly direction.

“Give Way” sign

- (i) That a “Give Way” sign be placed against the north approach of Kennedys Bush Road at its intersection with Glovers Road and the south approach of Kennedys Bush Road.

3. RAVENSDALE RISE/SEDGWICK WAY – PROPOSED “GIVE WAY” CONTROL

General Manager responsible:	General Manager City Environment, DDI: 941-8656
Officer responsible:	Michael Aitken, Transport and Greenspace Manager
Author:	Jeff Owen, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval for the installation of a “Give Way” control against Ravensdale Rise on the south bound (uphill) approach to the Sedgwick Way intersection.

EXECUTIVE SUMMARY

2. The Council has received complaints from road users regarding the level of safety at the intersection of Ravensdale Rise and Sedgwick Way in the suburb of Westmoreland. The intersection is currently an uncontrolled “T” junction with the normal *“giveaway to the right”* rule applying. Ravensdale Rise south (uphill) of the Sedgwick Way intersection is fully developed and currently carries the majority of the traffic flow. Ravensdale Rise north (downhill) of the Sedgwick Way intersection is a cul-de-sac that until recently had been undeveloped. As development takes place more traffic has begun using this short section. The fundamental problem is that the route taken by the predominant traffic flow, for quite a few years when travelling up and down hill, is to turn from Sedgwick Way into Ravensdale Drive. Observations of the behaviour of motorists at the intersection reveal only a cursory observation and low expectation of having to yield to any vehicles approaching from the left (due to the otherwise undeveloped section of Ravensdale Rise). In some instances vehicles turning left (uphill) from Sedgwick Way into Ravensdale Rise made no attempt to check for traffic approaching from the left. Since development has taken place the likelihood of vehicle conflicts at the intersection have substantially increased.
3. Both Sedgwick Way and Ravensdale Rise are classified *“local”* roads, in the City Plan. Both roads have a 50kph speed limit.
4. A search of reported crashes at or within 60 metres of the intersection over the last five years has shown there has been only one crash involving a vehicle losing control on Ravensdale Rise prior to the Sedgwick Way intersection. This crash is not attributed to the current intersection configuration.
5. The route to and from Sedgwick Way, via the uphill (northern) section of Ravensdale Rise, forms part of the Westmoreland bus route.
6. Two options have been considered to improve the level of road safety at the intersection. Option One places a “Give Way” control against the Ravensdale Rise uphill approach and favours the predominant traffic flow (refer **Attachment One**). Option Two places a “Give Way” control on the Sedgwick Way approach to the intersection and against the predominant traffic flow (refer **Attachment Two**). Option One is the preferred option as it controls the minor traffic stream and reinforces the predominant route up the hill as well as supporting the bus route.
7. There is adequate visibility such that this method of control is considered appropriate. However, due to the road contours and best practice design Option One requires a slight “squaring up” of the minor Ravensdale Rise leg of the intersection. This can be achieved through road markings. The visibility available through this design will allow for the safe operation of the intersection resulting in only the minimum number of stops necessary. This will produce a safer and more efficient intersection.

3 Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

8. Sign and markings are provided for within existing budgets.
9. The Land Transport Rules provide for the installation of Give Way controls.

STAFF RECOMMENDATION

That the Board approves the installation of a "Give Way" control against Ravensdale Rise on the south bound (uphill) approach to the Sedgwick Way intersection.

4. **HORNBY – ON-STREET PARKING REVIEW**

General Manager responsible:	General Manager City Environment, DDI: 941-8656
Officer responsible:	Michael Aitken, Transport and Greenspace Manager
Author:	Jeff Owen, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of the outcome of the consultation process regarding the management of on-street car parking on the streets surrounding Dressmart and Hornby Mall and seek the Board's approval for the installation of parking restrictions. The **attached** plan and summary of submissions refers.

EXECUTIVE SUMMARY

2. The Transport and Greenspace Unit has received complaints from both business proprietors and residents regarding the current high levels of all day car parking on the streets surrounding Dressmart and Hornby Mall, more specifically Goulding Avenue, Shands Road, Amyes Road, Main South Road and Chalmers Street. The high level of on-street car parking is directly attributed to overflow staff parking predominantly from Dressmart and Hornby Mall.
3. Two rounds of consultation have been carried out involving all affected stakeholders; the first sought to identify the issues and problems currently being experienced in the area and suggested the installation of time limited car parking on one side of the affected streets. A total of 92 consultation documents were delivered and 40 submissions were received. The large majority of the submissions received stated dissatisfaction with the status quo and supported the installation of parking restrictions. The main issues emerging from the submissions were:
 - (a) The perceived adverse effects resulting from the extensions of both Dressmart and Hornby Mall; in particular the amount of on-street (all day) parking that is now occurring in the area.
 - (b) Visibility and safety, particularly in Goulding Avenue and Shands Road.
 - (c) The Hornby Mall car park layout was criticised as were the entry and exit points to the Mall.
 - (d) The location of the Dressmart exit also causes concern.
4. The second round of consultation proposed the following and asked for feedback:
 - (a) **Shands Road (between Goulding Avenue and South Hornby School)**
 Broken yellow "no stopping" line on the north west side of Shands Road between 42 Shands Road and the reserve, to improve safety and visibility for residents entering and exiting their properties. A 120 minute parking restriction on the south east side of Shands Road outside the new retail development.

4 Cont'd

(b) **Amyes Road (between Shands Road and Tower Street)**

Due to the low number of submissions relating to Amyes Road with no clear direction it was suggested that the need for a parking restriction on one side of Amyes Road should be monitored following the restrictions on the surrounding streets being implemented.

(c) **Main South Road (between Shands Road and Goulding Avenue)**

A "Coach Stop" west of the crossing point outside Dressmart to service the "*Intercity*" Coaches (as requested by Intercity Coachlines) and the remaining on-street parking being restricted to 30 minutes.

(d) **Chalmers Street (between Main South Road and Carmen Road)**

To be consistent with other areas, a 120 minute parking restriction at the east end of Chalmers Street covering the only available on-street car parking.

(e) **Goulding Avenue (between Shands Road and Main South Road)**

A broken yellow "no stopping" line on the south west side of Goulding Avenue from the Shands Road intersection extending north west to the entrance of the playground to improve safety for road users. A 120 minute parking restriction covering the remaining car parks on the south west side of Goulding Avenue to provide on-street car parking for customers to the *Library* and *Citizens Advice* on the south side and to the businesses on the north. The north east side remains unrestricted.

5. A total of 92 consultation documents asking for feedback on the above proposals were delivered and 27 submissions were received with the following results:

(a) **Shands Road (between Goulding Avenue and South Hornby School)**

22 were in favour of the proposal and 4 were opposed.

Two of those opposed supported the proposal but requested a P120 parking restriction be installed outside the reserve. This request is not supported as some unrestricted parking needs to be retained in the area and a P120 parking restriction is proposed for the south side of Shands Road.

The other 2 submissions opposed thought the proposed broken yellow "no stopping" lines extended too far along Shands Road. The proposed broken yellow lines cover 4 property frontages but due to the amount of high density housing 19 properties are serviced from this section. A high number of residents from these properties expressed their concerns regarding a lack of visibility when exiting their properties due to parked vehicles. They also feel vulnerable when entering their properties due to their inability to move over to the left before turning due to parked vehicles.

(b) **Amyes Road (between Shands Road and Tower Street)**

23 were in favour of the proposal and 3 were opposed.

One submitter requested a 120 minute parking restriction be installed on both sides of Amyes Road between Tower Street and Shands Road. This request is not supported; currently Amyes Road is only experiencing small levels of on-street parking and restricting both sides of the road is not justified. Further monitoring of the levels of on-street car parking in Amyes Road (if the surrounding streets are restricted as a result of this report) is recommended.

There were 7 requests to extend a section of broken yellow "no stopping" line on the north east side from the railway line to the doctors surgery at number 7 Amyes Road. This request is supported to improve both visibility and safety at the entrance to Liquorland.

4 Cont'd

(c) **Main South Road (between Shands Road and Goulding Avenue)**

26 were in favour of the proposal and none were opposed.

(d) **Chalmers Street (between Main South Road and Carmen Road)**

21 were in favour of the proposal and 5 were opposed.

There were 2 requests to remove the bus "lay over" area on the south side of Chalmers Street and provide 30 minute car parking or a Loading Zone. This request is not supported. The bus lay over area was installed as part of the recent up grade of the bus facilities in Chalmers Street and is well used. There is sufficient short term car parking in the area and loading facilities should be provided off street.

Other submissions opposed to the proposal related to the entrances/exits off Chalmers Street, specifically to the Mall and Warehouse car parks. These submissions fall outside the bounds of this report.

(e) **Goulding Avenue (between Shands Road and Main South Road)**

13 were in favour of the proposal and 14 were opposed.

There were 5 requests for 120 minute parking on both sides of Goulding Avenue and 1 request for 60 minute parking on both sides of Goulding Avenue. One request for the proposed 120 minute restriction to be shorter i.e. P60. One request for all of Goulding Avenue to be unrestricted. One request for all of the south side to be 120 minute parking with no broken yellow lines. One request to ban parking on the south west side of Goulding Avenue. These requests are not supported as the management of on-street car parking should ideally reflect a balance in the demands of residents and the demands of nearby commercial activities therefore minimising the effects of displacing parking further into residential areas. Similar concerns have been addressed successfully in other areas through the installation of a 120 minute time restriction on one side of the affected streets. There is support for the installation of time restricted parking in Goulding Avenue but there is also a need to retain some unrestricted on-street parking in the area. Safety for all road users was the primary issue identified in the first round of consultation particularly at the Shands Road intersection where the alignment of the road and the current high levels of on-street parking are resulting in all road users feeling vulnerable. The proposed broken yellow "no stopping" line will improve visibility and safety for cyclists.

There were 2 requests to ban parking on the north east side of Goulding Avenue, around the Dressmart exit, due to poor visibility. Three requests for the proposed 120 minute parking area to be on the north east side not the south west side of Goulding Avenue. These requests are supported. Further discussions with the Library and Citizens Advice (located on the south west side of Goulding Avenue) have resulted in agreement for the 120 minute parking restriction to be installed on the north east side leaving the section of the south west side from the end of the proposed broken yellow "no stopping" lines through to the intersection with Main South Road unrestricted. A section of broken yellow "no stopping" lines is also proposed immediately north west of the Dressmart exit to improve visibility.

There was 1 request to turn Goulding Avenue into a one-way street and 2 requests for a speed hump or pedestrian crossing outside the Library. These requests fall outside the bounds of this report and are not supported.

6. From the 92 documents delivered in the second round of consultation 27 submissions were received. A low response can indicate there is a general acceptance of and approval for the proposals and this is reflected in the feedback that was received. As such the following is recommended:

4 Cont'd

(a) **Shands Road (between Goulding Avenue and South Hornby School)**

That a broken yellow "no stopping" line be installed on the north west side of Shands Road between 44 Shands Road and the reserve.

That a 120 minute parking restriction be installed on the south east side of Shands Road outside the new retail development.

(b) **Amyes Road (between Shands Road and Tower Street)**

That the broken yellow "no stopping" line be extended on the north east side of Amyes Road from the railway line to the bus stop outside number 7 Amyes Road, removing 1 space and that the existing bus stop outside the doctors surgery at number 7 Amyes Road be marked.

That the levels of on-street car parking in Amyes Road be monitored if the restrictions on the surrounding streets are implemented as a result of this report.

(c) **Main South Road (between Shands Road and Goulding Avenue)**

That a "Coach Stop" be installed west of the crossing point outside Dressmart to service the Intercity Coaches.

That the remaining on-street parking be restricted to 30 minutes (covering 10 spaces).

(d) **Chalmers Street (between Main South Road and Carmen Road)**

To be consistent with other areas it is recommended that a 120 minute parking restriction be installed at the east end covering approximately 11 spaces.

(e) **Goulding Avenue (between Shands Road and Main South Road)**

That a broken yellow "no stopping" line be installed on the south west side of Goulding Avenue from the Shands Road intersection extending north removing approximately 9 spaces.

That a broken yellow "no stopping" line be installed on the north east side of Goulding Avenue immediately west of the Dressmart exit removing 1 space.

That a 120 minute parking restriction be installed on the north side of Goulding Avenue from the Main South Road intersection to the Dressmart exit covering approximately 29 spaces.

7. The above recommendations are considered to be the most appropriate and cost effective solution to the issues identified as a result of the consultation process. The management of the on-street car parks should ideally reflect a balance in the demands of residents and the demands of the nearby commercial activities therefore minimising the effects of displacing parking further into the residential areas.

FINANCIAL AND LEGAL CONSIDERATIONS

8. The installation of road markings and signage is within existing budgets.
9. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

STAFF RECOMMENDATIONS

That the Board approves:

- (a) That the parking of vehicles be limited to 120 minutes in the following locations:

4 Cont'd

- (i) The south east side of Shands Road commencing at a point 69.8 metres south west of the Amyes Road intersection and extending 60.3 metres in a south west direction.
 - (ii) The north east side of Goulding Avenue commencing at a point 9.5 metres south east of the Main South Road intersection and extending 215.5 metres in a south east direction.
 - (iii) The north side of Chalmers Street commencing at a point 37.0 metres west of the Carmen Road intersection and extending 68.7m in a westerly direction.
 - (iv) The north side Chalmers Street commencing at a point 143 metres west of the Carmen Road intersection and extending 19 metres in a westerly direction.
- (b) That the parking of vehicles be limited to 30 minutes in the following locations:
- (i) The south side of Main South Road commencing at a point 68.5 metres west of the Shands Road intersection and extending 106.5 metres in a westerly direction.
- (c) That the stopping of vehicles be prohibited at any time in the following locations:
- (i) The north east side of Amyes Road commencing at a point 55.7 metres south east of the Shands Road intersection and extending in a south east direction for a distance of 25.3 metres.
 - (ii) The north west side of Shands Road commencing at a point 204 metres south west of the Goulding Avenue intersection and extending in a south west direction for a distance of 63.7 metres.
 - (iii) The south west side of Goulding Avenue commencing at a point 20.0 metres north west of the Shands Road intersection and extending in a north west direction for a distance of 45.0 metres.
 - (iv) The north east side of Goulding Avenue commencing at a point 30.0 metres north west of the Shands Road intersection and extending in a north west direction of a distance of 7.5 metres.
- (d) That the parking of vehicles is limited to four coaches only in the following location:
- (i) The south side of Main South Road commencing at a point 50.5 metres and west of the Shands Road intersection and extending in a westerly direction for a distance of 18 metres.

5. TRANSPORT & CITY STREETS CAPITAL PROJECT STATUS QUARTERLY UPDATE

Jeanette Ward, Acting Team Leader, Capital Programme will be present to discuss the status and progress on capital works in the Riccarton/Wigram area.

6. CURRENT ISSUES

Weng Kei Chen will provide a verbal update on current traffic/streets issues in the Riccarton/Wigram ward.