



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE

AGENDA

FRIDAY 27 OCTOBER 2006
AT 8.30AM

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

To: Transport and Roding Committee

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1. APOLOGIES

2. CORRESPONDENCE

2.1 BUS STOP OUTSIDE 56 ILAM ROAD

Correspondence (**separately circulated to members**) has been received from Peter and Jocelyn Douglas regarding the bus stop located outside of 56 Ilam Road.

3. DEPUTATIONS BY APPOINTMENT

3.1 PETER DOUGLAS, BUS STOP OUTSIDE 56 ILAM ROAD

Peter Douglas would like to address the Committee regarding the bus stop located outside of his property at 56 Ilam Road.

3.2 LEONIE WARD, MATAI STREET WEST KERB AND CHANNEL RENEWAL

Leonie Ward, a resident of Matai Street West would like to address the Committee regarding the proposed design for the Matai Street West Kerb and Channel Renewal.

3.3 MR F ANGUS, MATAI STREET WEST KERB AND CHANNEL RENEWAL

Mr F Angus, a resident of Matai Street West would like to address the Committee regarding the proposed design for the Matai Street West Kerb and Channel Renewal.

3.4 GRAHAM ROBB, MATAI STREET WEST KERB AND CHANNEL RENEWAL

Graham Robb, a resident of Matai Street West would like to address the Committee regarding the proposed design for the Matai Street West Kerb and Channel Renewal.

4. MATAI STREET WEST & NIKAU PLACE KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Michelle Flanagan, Street Capital Programme

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to proceed to final design, tender and construction for the kerb and channel renewal in Matai Street West and Nikau Place, as shown in the concept plan in **Attachment 1**.

EXECUTIVE SUMMARY

2. The Harakeke Cluster comprises Rochdale Street, Daresbury Lane, Harakeke Street (from Daresbury Lane to Riccarton Road), Matai Street West and Nikau Place. The kerb and channel renewals in these streets were grouped to form a cluster for planning and design purposes.
3. Since the formation of the cluster, the Transport and Greenspace Capital Programme has been reviewed to maximise Land Transport New Zealand subsidy levels. As a result, only Matai Street West and Nikau Place are currently recommended on the Capital Programme for construction in the 2007/08 year. Rochdale Street, Daresbury Lane and Harakeke Street are not yet scheduled on the Capital Programme and there is no certainty as to when these renewals will occur. Therefore approval is only being sought to proceed to final design, tender and construction for Matai Street West and Nikau Place.
4. Initial consultation was undertaken with the residents of Matai Street West and Nikau Place in September 2004. A joint seminar was held with the Riccarton/Wigram and Fendalton/Waimairi Community Boards in October 2005, to discuss the concept plan for Matai Street West and the initial consultation proposed for Rochdale Street and Daresbury Lane. At this seminar the

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Boards requested that the project team look at the streets as a cluster, as proposals for one street could potentially affect traffic movements on another street.

5. The primary aim of the project is to renew the kerb and dish channel and replace it with kerb and flat channel. Matai Street West and Nikau Place also have specific objectives relating to safety, traffic movement and street enhancement. The community was consulted on concept plans for the Harakeke Cluster (including Matai Street West and Nikau Place) in May 2006. Approximately 800 consultation newsletters were distributed to owners and occupiers and an open evening and street meetings were held. Two options for Matai Street West were distributed for consultation.
6. For Matai Street West, Option 1 (attached) comprised an off-road cycleway on the northern side of the street. Option 2 comprised a standard kerb and channel renewal (no off-road cycleway). The feedback from the community indicated a marginal preference for Option 1, the off-road cycleway. General issues raised related to the narrowing of the street, the intersection treatment at Kilmarnock Street, the four-way stop control at the intersection with Harakeke Street, the provision of grass berms, and the proposed cycleway. The community feedback has been considered by the project team, and alterations to the concept plan made where practicable.
7. Approval is now sought from the Board to progress the preferred option for Matai Street West to final design, tender and construction, as it appears in the 2007/08 Capital Programme. The concept plans for Rochdale Street, Daresbury Lane and Harakeke Street will be placed on hold until these streets are scheduled in the Capital Programme. It is likely further consultation on these streets will occur in the future.

FINANCIAL AND LEGAL CONSIDERATIONS

8. The kerb and channel works for Matai Street West and Nikau Place is recommended in the Transport and Greenspace Unit's capital programme, for implementation in the 2007/08 financial year. The estimated cost of this project is \$1,877,356. This exceeds the budget for this project. The over budget amount will be managed through the 2007/08 kerb and channel renewal budget.
9. There are no legal implications for this project. A meeting was held with the Council's Environmental Services Unit (ESU) on the 27 July 2005 to discuss the proposed road width of 8 metres. The ESU interpretation of the City Plan rules was that the width of Matai Street West would be measured between the outermost kerb lines giving a total width of 13.5 metres (from the edge of the cycleway to the edge of the kerb). At this width Matai Street West is wider than the minimum 9 metres, below which resource consent would be required. Therefore no resource consent is required for the proposed kerb and channel renewal.
10. Board resolutions are required to approve the new traffic restrictions.

BACKGROUND OF MATAI STREET WEST & NIKAU PLACE KERB AND CHANNEL

11. Matai Street West is part of the Harakeke Cluster kerb and channel renewal project. This cluster includes Rochdale Street, Daresbury Lane, Harakeke Street (from Daresbury Lane to Riccarton Road), Matai Street West, and Nikau Place.
12. In October 2005 a joint seminar was held with the Riccarton/Wigram and Fendalton/Waimairi Community Boards to discuss the concept plan for Matai Street West, and proposed initial consultation for Rochdale Street and Daresbury Lane. At this seminar the Board's asked whether the project team could consider Rochdale Street, Daresbury Lane, Harakeke Street, Matai Street West and Nikau Place as a cluster for street renewal as works on one street could potentially affect traffic movement on another street. At that time, Rochdale Street and Daresbury Lane were scheduled in the Capital Programme for the 2006/07 year, Matai Street West and Nikau Place for the 2005/06 year, and Harakeke Street for the 2008/09 year. These streets were then clustered for planning and design purposes to form the Harakeke Cluster.

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13. The kerb and channel renewal works within the Transport and Greenspace Capital Programme are currently being reviewed to maximise Land Transport New Zealand subsidy levels. This means that there are changes to the scheduling of streets in the Harakeke Cluster. Currently Matai Street West and Nikau Place are the only streets recommended on the Capital Programme for construction in the 2007/08 year. Rochdale Street, Daresbury Lane and Harakeke Street do not yet appear on the Capital Programme, and there is no certainty as to the timing of the kerb and channel renewal in these streets. This report therefore only seeks approval to proceed with Matai Street West and Nikau Place.
14. The primary aim of the Matai Street West and Nikau Place project is to renew the old kerb and dish channel and replace this with kerb and flat channel.
15. The secondary objectives of the project include:
 - Enhance the safety of the Kilmarnock Street/Matai Street West intersection for all users
 - Enhance the safety and convenience of Matai Street for alternative transportation modes, especially cyclists and pedestrians, with consideration to future cycleway projects in the area
 - Reduce the problem of drivers short-cutting from Straven Road to Kilmarnock Street through this residential area
 - Enhance the streetscape
 - Ensure suitable parking to meet the needs of the community is maintained
 - Ensure an adequate level of street lighting is maintained.
16. Matai Street West is classified as a local road in the Christchurch City Plan, and runs between Straven Road and Kilmarnock Street, both of which are minor arterial roads. Nikau Place is a no exit, local road that runs off Matai Street West. Matai Street West and Nikau Place are currently 14 metres wide, and largely residential in nature, although there is a motel complex located on Matai Street West. Matai Street West carries approximately 950 vehicles per day.
17. Initial consultation was undertaken with the community in September 2004. A survey was distributed to residents and asked what they would like and would not like to see in their reconstructed street. Approximately 40 responses were received, with the following general issues raised:
 - Narrow the road/don't narrow the road
 - Discourage through traffic, heavy traffic and speeding traffic
 - Don't install any judder bars, speed humps or calming devices
 - Underground overhead services
 - Install cycle lanes/don't install cycle lanes
 - Provide angle parking/don't provide angle parking
 - Grass berms and landscaping/no grass berms and landscaping
 - Improve drainage.
18. In May 2006, concept plans for the Harakeke Cluster were distributed to the community for consultation. Approximately 700 newsletters were distributed to owners and occupiers in the area, and an open evening and street meetings were held. At the open evening and street meeting, 115 written responses were received as well as other verbal feedback. A summary of the feedback received for the Harakeke Cluster (including Matai Street West and Nikau Place is included in **Attachment 2**), and summarised below.
19. Thirty eight specific responses were received for the Matai Street West concept plan (i.e. feedback forms that indicated they related to Matai Street West). Of these 42% indicated support for Option 1 (off-road cycleway), 39% indicated support for Option 2 (no off-road cycleway), 13% did not support either concept plan, and 6% did not state which concept plan they supported. The main issues raised include:
 - Don't narrow the street
 - Have a two-lane narrowing at Kereru Lane
 - Retain the raised earth mound adjacent to the railway line

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- Don't ban the right turn into Matai Street West from Kilmarnock Street
- Don't install the four-way stop at the Matai Street West/Harakeke Street intersection
- Underground services
- Support the cycleway/oppose the cycleway
- Support angle parking/oppose angle parking
- Cars reversing from driveways onto the cycle lane is a concern
- Don't install the landscaping strips – make the footpath wider
- Works need to be done as a priority
- Cycleway will be unattractive
- Grass berms and street trees are not needed/support the landscaping.

20. The main issues raised by Nikau Place residents include:

- Don't narrow the street
- Don't install the grass berms
- On street parking needed for Nikau Place residents
- Grass berms should be landscape planting instead
- Underground services.

21. A seminar was held with the Riccarton/Wigram Transport & Rooding Committee on the 25 August 2006 to update them on the outcomes of the consultation, and with the Fendalton/Waimairi Environment and Transport Committee on the 28 August 2006.

OPTIONS

22. Four options were considered for the kerb and channel renewal of Matai Street West:

- (a) Maintenance of the status quo (i.e. the kerb and channel is not replaced)
- (b) Option 1 – Off road cycleway
- (c) Option 2 – Shared road (no off road cycleway)
- (d) Option 3 – Partial closure of Matai Street West.

Common Features Across all Options

23. Options 1, 2 and 3 share a number of common features as discussed below:

- At the intersection of Matai Street West and Kilmarnock Street in Options 1 and 2, the intersection would become 'left-in', 'left-out' only. The purpose of restricting access at this intersection was to take into account the future extension of the railway cycle way through to Riccarton Road, and the installation of traffic signals at this intersection. To assist people accessing Matai Street West and Harakeke Street it was proposed to install a painted flush median on Kilmarnock Street at the intersection with Harakeke Street. This flush median would allow vehicles turning right into Harakeke Street to exit the traffic flow and not hold up traffic travelling along Kilmarnock Street. The installation of this flush median also required the banning of parking on the southern side of Kilmarnock Street outside 43 and 47 Kilmarnock Street.
- Two options were considered for the bend in Matai Street West at Kereru Lane, a one-lane narrowed section (with a courtesy give way); or a two-lane narrowed section. Parking would also be banned on this bend.
- Angle parking adjacent to the railway line on Matai Street West (26 spaces). A grass berm area with street trees would separate the parking area from the rail line.
- Narrowing the carriageway in Nikau Place from 14m to 8m, with a 20m diameter cul-de-sac head. Grass berms and street trees on both sides of the street.

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- A raised mid-block platform was proposed outside 68 Matai Street West.
- Grass berms and street trees were proposed on both sides of Matai Street West. Landscaping strips adjacent to the property boundaries along the northern side of the street.

Option 1 – Off road cycleway

24. This option comprised an 8.0m wide carriageway and a segregated, off road cycleway on the northern side of the street. This cycleway would be approximately 2.9 metres wide and separated from the footpath by a kerb line and from the road by a grass berm. Parking would be available on both sides of the street. At the intersection of Matai Street West and Harakeke Street a four-way stop configuration was proposed with a raised platform.

Option 2- Shared road (no off road cycleway)

25. This option comprised a 9 metres wide carriageway with no off road cycleway. Parking would be available on both sides of the street. At the intersection of Matai Street West and Harakeke Street a raised platform was proposed with a stop control against Harakeke Street as per the existing arrangement.

Option 3 – Partial closure of Matai Street West

26. This option comprises the partial closure of Matai Street west at the Kilmarnock Street intersection. The southern end of Matai Street West would become a one-way street in a northbound direction, allowing left turn access only into Matai Street West. This intersection configuration would account for the future extension of the railway cycleway and installation of traffic signals. A median island was proposed on Kilmarnock Street to prevent right turn entry into Matai Street West.

Consultation Feedback on Options

27. Options 1 and 2 were taken to the community for consultation. Option 3 was not taken for consultation with the community as it was amended to form the common option for Options 1 and 2.
28. The main issues identified from the consultation were as follows. The project team response to the issues is also summarised.

Don't Narrow the Streets

29. Some respondents felt that roads are there to drive down and provide access for everyone and that narrowing the streets made travel unsafe and congested.
30. Nine metres is the current standard width for local roads in Christchurch City. Local roads are intended to serve a local access function, and are not intended as through routes. A 9 metre width allows parking on both sides of the street whilst still providing some traffic calming benefits. A 9 metre width is therefore appropriate for Nikau Place as a local road. An 8 metre width is proposed on Matai Street West as the additional space is used to accommodate cyclists on the off road cycleway. An 8 metre width will still allow parking on both sides of the street, although where vehicles are parked directly opposite each other, the road width will be reduced to a single lane in sections.

Don't ban the right turn into Matai Street West

31. There was relatively strong opposition to making the Matai Street West/Kilmarnock Street intersection 'left-in' and 'left-out' only. Residents objected to the extra distance they would need to travel to reach their properties, and felt that accessing Harakeke Street in evening peak hour traffic would be difficult due to traffic backing up from the Kilmarnock Street/Straven Road traffic lights. As there is no timeframe for the extension of the railway cycleway and installation of traffic signals it is proposed to remove the intersection changes from the project and include

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these in a future project which would look at the extension of the railway cycleway, the installation of traffic signals, and the intersection of Kilmarnock Street and Mona Value Avenue.

Don't install the four-way stop at the Matai Street West/Harakeke Street intersection

32. There was some opposition to the four-way stop control at this intersection from residents of Matai Street West and residents in the rest of the Harakeke Cluster (five responses in total). Some residents felt this arrangement would cause confusion for drivers, and was not needed. However, residents also advised that speeding traffic was a problem on Matai Street West and Harakeke Street, and the four-way stop will assist in slowing traffic. The four-way stop also gives right of way to cyclists on the off-road cycleway. The raised platform at the intersection will assist in controlling the speed of motorists, particularly those turning across the cycleway. The off-road cycleway will also be coloured through the Harakeke Street intersection to further highlight its presence to drivers.

Put the footpath next to the road

33. It is current practice to locate the footpath between the property boundary and the grass berm. The footpath is located here to provide a buffer for pedestrians (the grass berm) and to avoid the 'up and down' of vehicle crossings.

Don't want to maintain large grass berms, or put in landscaping rather than grass berms

34. It is Council policy to install grass berms with the intention of enhancing the streetscape. It is hoped that residents will maintain the berm areas; however Council will mow berm areas if the grass grows over 150mm in height. Landscaped areas between the footpath and the road (for example at the intersection areas) are inspected as part of a regular 6-week maintenance cycle. Landscaped areas between the footpath and property boundaries (e.g. the landscaped strips) are subject to an annual maintenance programme, although it is hoped residents will assist with maintenance. Landscaping is also approximately three times more expensive than grass berm.

Don't put the landscaping strips next to the property boundaries

35. The landscaping strips proposed along the northern side of Matai Street West will not be installed as part of the kerb and channel renewal. In this location the footpath will be widened to three metres instead. Along the western side of Matai Street West (parallel to the rail way line) these strips are to be retained. Where residents already have planting along this edge we will work with the residents in respect to the landscaping.

Need to maximise available parking

36. Twenty six angle parking spaces are proposed on Matai Street West adjacent to the railway line. This parking assists in catering for the Christchurch Girls High School demand in the area. On street parking will still be available in Matai Street West on both sides of the street, except at the intersection with Harakeke Street and Straven Road, and at the two-lane narrowing at Kereru Lane. Three respondents supported the provision of angle parking, and two respondents (one from Matai Street West) opposed the angle parking as they felt reversing vehicles would be unsafe, and that the angle parking would encourage more students to drive to school. Given that traffic speeds in the vicinity of the angle parks should be reduced through the narrowing of the Matai Street West/Kilmarnock Street intersection, and the two-lane narrowing at Kereru Lane, the safety of vehicles using the angle parking should not be an issue. With respect to encouraging more students to drive to school the angle parking provides for the existing parking demand in a safer and more formalised manner. Currently students are parking on the grass berm area adjacent to the railway line, and as residents have advised, over driveways. These students need to park in a location near the school, and not accounting for this parking potentially drives them further afield into other streets.

Underground the overhead services

37. There is no available budget for undergrounding the services. This was made clear to residents in the consultation newsletter and update.

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Matai Street West works must be done as a priority

38. Currently Matai Street West, and Nikau Place are the only street in the Harakeke Cluster that are recommended on the Capital Programme for 2007/08. Rochdale Street, Daresbury Lane and Harakeke Street are not listed on the programme. Matai Street West was originally scheduled for 2005/06, and was delayed to 2006/07 to form the Harakeke Cluster (to align with Rochdale and Daresbury and with Harakeke which was bought forward from 2009/10). Should Matai Street West be approved for final design, tender and construction, there is the potential for construction to take place early in the 2007 year, thereby resulting in an overall delay of 6-8 months.

Do not install the off-road cycleway

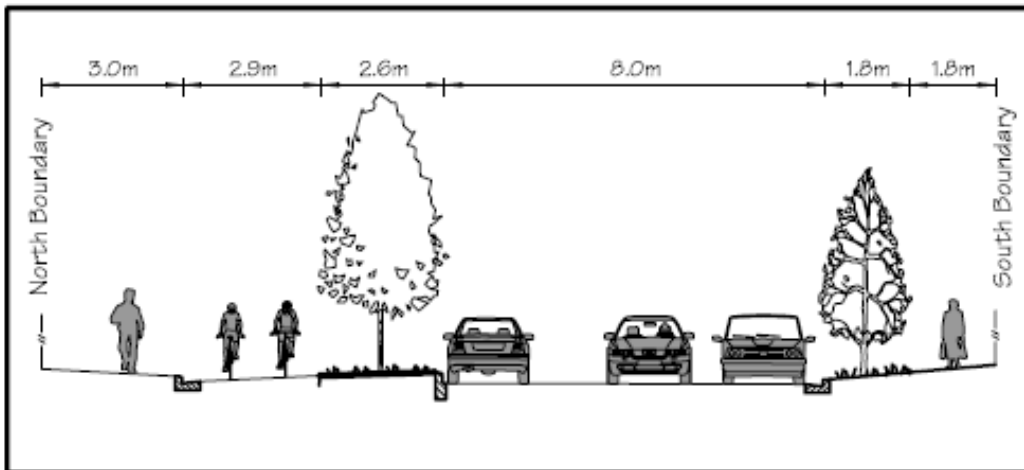
39. Respondents gave a number of reasons for not wanting the off road cycleway including:
- Cycle lane is a feasible idea but our concerns are a safety issue as the track is too close to residential driveways.
 - A cycleway would be more chaotic.
 - Entry and exit at Kereru Lane to the cycleway concerns us.
 - Traffic rules do not apply off-road so feel more vulnerable on this type of off-road cycleway.
 - Vehicles have poor visibility coming out of driveways – cyclists travelling at greater speeds than pedestrians so little time to avert contact.
 - The width of the hard surface to incorporate the cycleway and footpath would be ugly.
 - Students move in packs which the cycleway won't accommodate.
 - Prefer the cycleway to be incorporated into the road.
 - Is a cycleway warranted?
40. There were also positive comments for the cycleway:
- Prefer the dedicated cycleway option given the large number of students who use that street for cycle access.
 - We support these initiatives. Some of the residents of Matai St are against provisions for pedestrians, cyclists and narrowing the street – quite irrational in our view given the number of adolescents that use the street and cycling should be encouraged.
 - Favour Option 1 (cycleway) but are concerned there are a vocal minority of residents who are trying to lobby residents over the cycleway and narrowing when the majority want this improvement.
 - Like the idea of the special cycleway as it will be great for the high school kids.
 - I like the off road cycleway which keeps cars and cyclists separate.
 - Cycleway off road in Matai Street is an excellent idea – should be done elsewhere.
41. The project team is progressing the off road cycleway option for Matai Street West for the following reasons:
- Of the 38 specific responses for Matai Street West, 42% supported the off-road cycleway, and 39% supported an alternative (no off-road cycleway) concept plan.
 - The off-road cycleway is consistent with the objectives of the Cycling Strategy (July 2004); to increase the enjoyment of cycling in Christchurch, and improve safety for cyclists in Christchurch.
 - Matai Street West is listed as a cycle compatible street on the North-West Cycle Map (2006) and provides a link to the railway cycleway and the off-road cycleway at Ngahere Street.
 - Matai Street West is a cycle link to both Christchurch Boys and Christchurch Girls High School.
 - It satisfies the project objectives.

PREFERRED OPTION

42. Option 1 (Off-road cycleway) is the preferred option for Matai Street West and Nikau Place and includes the following features (refer cross section below):

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- An 8 metre wide carriageway.
- A 2.9 metre wide off road cycleway on the northern side of Matai Street West, allowing cycle travel in both directions. This cycleway will be separated from the footpath by a kerb and the road by a grass berm.
- The intersection of Matai Street West and Kilmarnock Street (including back to 23 Matai Street West) will be narrowed to 7 metres. Full access into and out of Matai Street West will be available at this intersection.
- Twenty six angle parking spaces adjacent to the railway line. The earth mound will be retained along the rail line.
- A two-lane narrowing on the corner of Matai Street West at Kereru Lane.
- A four-way stop control, and raised, cobbled platform at the Matai Street West/Harakeke Street intersection.
- Nikau Place will be narrowed to 9 metres with a 20 metre diameter cul-de-sac head.
- A 3.0 metre wide footpath on the northern side of Matai Street West, and a 1.8 metre wide footpath on the southern side of the street. A 1.65 metre wide footpath on Nikau Place.
- Grass berms and street trees on both sides of the street.



Cross Section – Matai Street West (not to scale)

ASSESSMENT OF OPTIONS**Maintain the Status Quo**

43. Maintenance of the status quo (i.e. the kerb and channel is not replaced) does not satisfy any of the project objectives, and is inconsistent with the Transport and Greenspace Capital Programme.

The Preferred Option

44. Option 1 (off-road cycleway) satisfies the project objectives as follows:

Improve the safety of the Matai Street West/ Kilmarnock Street intersection

45. Although this intersection is not being altered to 'left-in' and 'left-out', the proposed narrowing of the intersection to 7 metres, and the other traffic calming measures on Matai Street West (i.e. the four-way stop control, and two-lane narrowing at Kereru Lane) will assist in improving safety at this intersection by lowering traffic speeds, and reducing through traffic.

Enhance the safety and convenience of Matai Street for alternative transportation modes, especially cyclists and pedestrians, with consideration to future cycleway projects in the area.

46. The provision of the off-road cycleway and the wide footpath on the northern side of Matai Street West enhances safety and convenience for both cyclists and pedestrians. The off-road cycleway also links to the railway cycleway and the cycle signals at Straven Road. The

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configuration of the Matai Street West/Kilmarnock intersection will also accommodate the potential future extension of the railway cycleway and the associated installation of traffic signals.

47. Safety at the Harakeke Street/Matai Street West intersection is improved through the narrowing the intersection approaches to 7 metres, the installation of the platform, and the four-way stop control. To improve the safety of this intersection for cyclists, where the cycleway crosses Harakeke Street the platform is raised further, and the surface of the cycleway painted red to highlight the presence of cyclists.

Reduce the problem of drivers short-cutting from Straven Road to Kilmarnock Street through this residential area.

48. The proposed works will only have a marginal effect in reducing short-cutting drivers as the intersection treatment at the Matai Street West/Kilmarnock Street intersection is not be installed as part of this project. This was the single strongest element that would have deterred through traffic using Matai Street West to avoid the traffic signals at the Straven Road/Kilmarnock Street intersection. Similarly traffic calming measures on Rochdale Street and Harakeke Street (e.g. intersection and road narrowing) would also have contributed to reducing through traffic on Matai Street West. However as these projects are now delayed these may be future benefits.

Enhance the streetscape

49. The narrowing of Matai Street West and Nikau Place allows grass berm areas, and avenue planting of trees along the northern and southern sides of the street. Adjacent to the railway line, the earth mound will be retained and planted with trees also. Landscaping strips adjacent to property boundaries are proposed along the western side of Matai Street West (the section parallel to the railway line).

Ensure suitable parking to meet the needs of the community is maintained

50. On-street parking will be available on both sides of Matai Street West and Nikau Place; however, the road may be reduced to one lane sections where vehicles are parked directly opposite each other. There will be a reduction in parking at the intersection with Harakeke Street, at the two-lane narrowing at Kereru Lane and at the intersection with Kilmarnock Street, however 26 angle parks are provided adjacent to the railway line. This angle parking accommodates the use of this section of Matai Street West by Christchurch Girls High School Students.

Ensure an adequate level of street lighting is maintained.

51. The street lighting will be upgraded to meet current national standards.

Option 2 (No on-road cycleway)

52. Option 2 meets the project objectives as for Option 1 above except that there is no provision for cyclists on an off-road cycleway. However, safety is enhanced for cyclists through the narrowing of the street (assisting in reducing traffic speeds and volume), and the traffic calming measures (e.g. intersection and road narrowing).

Option 3 (Partial closure of Matai Street West)

53. Option 3 meets the project objectives as for Option 1 above, however the right turn ban in and out of Matai Street West would have further reduced through traffic.

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STAFF RECOMMENDATIONS

That the Board approves:

- (a) The Matai Street West and Nikau Place kerb and channel project, as illustrated in **Attachment 1**, to proceed to final design, tender and construction.
- (b) The following traffic restrictions:

New No Stopping

Kilmarnock Street

- (i) That the stopping of vehicles be prohibited at any time on the north side of Kilmarnock Street commencing at its intersection with the west side of Matai Street West and extending 30 metres in a westerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Kilmarnock Street commencing at its intersection with the east side of Matai Street West and extending 25 metres in an easterly direction.

Matai Street West (north-south running section)

- (iii) That the stopping of vehicles be prohibited at any time on the west side of Matai Street West commencing at its intersection with the north side of Kilmarnock Street and extending 37 metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Matai Street West commencing at its intersection with the north side of Kilmarnock Street and extending 55 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Matai Street West commencing at its intersection with the south side of Matai Street West and extending 21 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Matai Street West commencing at its intersection with the north side of Matai Street.

Matai Street West (east-west running section)

- (vii) That the stopping of vehicles be prohibited at any time on the south side of Matai Street West commencing at its intersection with the west side of Matai Street West and extending 15 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Matai Street West commencing at its intersection with the east side of Matai Street West and extending 29 metres in a westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Matai Street West commencing at its intersection with the east side of Harakeke Street and extending 20 metres in an easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Matai Street West commencing at its intersection with the east side of Harakeke Street and extending 11 metres in an easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Matai Street West commencing at its intersection with the west side of Harakeke Street and extending 15 metres in a westerly direction.

4 Cont'd

- (xii) That the stopping of vehicles be prohibited at any time on the north side of Matai Street West commencing at its intersection with the west side of Harakeke Street and extending 20 metres in a westerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on both sides of Matai Street West commencing at its intersection with the east side of Straven Road and extending 26 metres in a westerly direction.

Harakeke Street

- (xiv) That the stopping of vehicles be prohibited at any time on both sides of Harakeke Street commencing at its intersection with the north side of Matai Street West and extending 25 metres in a northerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on both sides of Harakeke Street commencing at its intersection with the south side of Matai Street West and extending 12 metres in a southerly direction.

"STOP" Signs

- (xvi) That a "Stop" sign be placed against Matai Street West at its intersection with Harakeke Street.

(c) That any previous parking restrictions in the abovementioned areas be revoked.

5. WATERLOO ROAD/BRAEBURN DRIVE – PROPOSED "NO STOPPING" RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Paul Burden and Jeff Owen, Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to install a section of broken yellow "no stopping" line on the corners of Waterloo Road and Braeburn Drive (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Council has received complaints from local businesses and road users regarding safety and visibility problems at the intersection of Waterloo Road and Braeburn Drive; resulting from the significant amount of on-street parking that is currently occurring. Specifically, concerns have been raised regarding the lack of visibility when turning right out of Braeburn Drive into Waterloo Road. Braeburn Drive intersects with Waterloo Road in two locations; the issue is concerned with the eastern most exit closest to the intersection with Racecourse Road.
3. There is currently a periodic demand for on street parking on the south side of Waterloo Road immediately to the east of Braeburn Drive; due to fluctuations in staffing numbers at PGG Wrightson primarily involving out of town staff. Currently parking in the area is unrestricted and observations have shown that vehicles are parking too close to the intersection. As a result, motorists turning right out of Braeburn Drive are having to move well into the intersection to check the road is clear before completing their manoeuvre. Visibility at this intersection is compromised by the presence of parked vehicles on Waterloo Road outside PGG Wrightson, resulting in a general concern regarding the level of safety at the intersection.
4. To improve road safety and visibility for road users it is proposed that a section of broken yellow "no stopping" line be installed on the Waterloo Road/Braeburn Drive corners. This is considered to be the most cost effective and practical solution to the problem.

5 Cont'd

5. Consultation has been carried out with the two businesses on the corner of Waterloo Road and Braeburn Drive, being PGG Wrightson and Amalgamated Foods. All parties concerned support the proposed changes.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The installation of road markings is within operational budgets.
7. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

STAFF RECOMMENDATIONS

That the Board approves that the stopping of vehicles be prohibited at any time in the following locations:

- (a) The south east side of Waterloo Road commencing at the Braeburn Drive intersection and extending 12 metres in an easterly direction.
- (b) The south west side of Waterloo Road commencing at the Braeburn Drive intersection and extending 12 metres in a westerly direction.
- (c) The east side of Braeburn Drive commencing at the Waterloo Road intersection and extending 6 metres in a southerly direction.
- (d) The west side of Braeburn Drive commencing at the Waterloo Road intersection and extending 6 metres in a southerly direction.

6. ROAD STOPPING OF UNFORMED LEGAL ROAD ADJOINING 21 ATHOL TERRACE

General Manager responsible:	General Manager City Environment, DDI: 941- 8656
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Bill Binns, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board' recommendation to the Council to proceed by way of consent under the Public Works Act 1981 to stop a portion of unformed road adjoining 21 Athol Terrace as depicted on the attached Survey Office Plan 329733, Lot 2 DP15391 and to authorise the sale of that stopped road.

EXECUTIVE SUMMARY

2. The Board has previously recommended that the parcel of unformed road in Athol Terrace be disposed of (19 November 2003).
3. The parcel is not affected by any underground or overhead utilities.
4. The property has been valued through an independent valuation process.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The property was valued by an independent valuer who valued the 52 square metres of road stopping in front of 21 Athol Terrace at \$6,000 inclusive of GST. This sum has been paid to the Council.

BACKGROUND ON ROAD STOPPING OF UNFORMED LEGAL ROAD ADJOINING 21 ATHOL TERRACE

6. At its meeting of 27 November 2003 the Council adopted a report from the Riccarton/Wigram Community Board recommending:

6 Cont'd

"That the Council approve the commencement of the requisite road stopping procedure and to approve in principle the declaration of the affected parcels of land as being surplus to roading requirements."

7. A report was submitted to the Council in February 2005 stopping and amalgamating the stopped road in front 19 Athol Terrace.
8. In practical terms the Council, having resolved on 27 November 2003 to the stopping of the unformed road adjoining the above properties in Athol Terrace, now has no other option than to approve the stopping and amalgamation of the portion of legal road in front of 19 Athol Terrace. This report is simply a procedural step in that process required by legislation.

STAFF RECOMMENDATION

That the Board recommends to the Council that pursuant to the provisions of Section 116(i), 117(3) (b) and 120(3) of the Public Works Act 1981, the Council hereby resolves to stop the portion of the road shown on SO 329733 as described in the schedule below and amalgamate this portion with CB 543/92. The Council also certifies that it considers it equitable to vest the schedule below, when stopped in Stephen Raymond and Carrol-Anne Child with consideration in the sum of \$6,000 established by independent valuation.

SCHEDULE

Being	Adjoining Area	Computer Register
Section 2	Lot 2 DP15391 0.0052ha	CB543/92

7. WATTS ROAD – PROPOSED “NO STOPPING” RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941 8656
Officer responsible:	Transport & Greenspace Manager
Author:	Paul Burden/Jeff Owen, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval to install a section of broken yellow “no stopping” line on the east side of Watts Road immediately north of the Blenheim Road intersection (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Council has received complaints from local businesses and road users regarding safety and congestion problems on Watts Road near the Blenheim Road intersection. Concerns have been raised regarding the amount of on-street car parking occurring outside General Cables and up to the Blenheim Road intersection resulting in visibility problems when entering onto Watts Road from private property.
3. Land use in Watts Road is predominantly industrial, resulting in a demand for on street parking from employees in the area. Currently on street parking is unrestricted. As a result, in the absence of any parking restrictions vehicles are parking too close and sometimes partially over the vehicle entrance to General Cables, and up to the Blenheim Road intersection. During the 3pm shift change at General Cables in excess of one hundred vehicles may exit onto Watts Road turning either left towards Blenheim Road or right towards Main South Road. Kerbside parking is also causing congestion problems at the Blenheim Road intersection by restricting the space available for left turning vehicles.
4. To improve road safety for road users it is proposed that a section of broken yellow “no stopping” line be installed on Watts Road immediately prior to the Blenheim Road intersection, removing a total of five parking spaces. This is considered the most cost effective and practical

7 Cont'd

solution to the problem and will resolve the visibility issues as well as improving the efficiency of the intersection.

5. Consultation has been carried out with affected parties on both sides of Watts Road and support has been forthcoming.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The installation of road markings is within operational budgets.
7. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

STAFF RECOMMENDATION

That the Board approves that the stopping of vehicles be prohibited at any time on the east side of Watts Road commencing at the Blenheim Road intersection and extending 44 metres in a north westerly direction.

8. ACHERON DRIVE – PROPOSAL TO REVOKE TOUR COACH STOP

General Manager responsible:	General Manager City Environment, DDI 941 8656
Officer responsible:	Transport & Greenspace Manager
Author:	Paul Burden/Jeff Owen, Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to remove the "Tour Coach" stop located on the south side of Acheron Drive (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The proprietor of Southern Prestige Imports located at unit 1/24 Acheron Drive has observed that the "Tour Coach" stop located adjacent to their property is no longer utilised and has requested that it be removed.
3. The "Tour Coach" stop was servicing the Kiwimark Tour Company previously located immediately west of Southern Prestige Imports. The Kiwimark Tour Company has relocated to a site 20 metres south west of this location and is now providing off street parking for the tour coach. The building previously occupied by Kiwimark Tour Company of which the "Tour Coach" stop is directly in front of currently has no tenant. On street parking in Acheron Drive is predominantly unrestricted.
4. The situation can be resolved by the removal of the "Tour Coach" stop. Consultation has been carried out with all affected stakeholders and support has been forthcoming.

FINANCIAL AND LEGAL CONSIDERATIONS

5. Installation of signs and posts is within existing budgets.
6. The Land Transport Rules provide for the installation of parking restrictions including bus stops.

STAFF RECOMMENDATION

That the Board approves that The "Tour Coach" stop be revoked on the south side of Acheron Drive commencing at a point 202 metres from the Blenheim Road east intersection and extending in a south westerly direction for a distance of 21 metres.

9. **OAKRIDGE STREET/NICHOLLS ROAD AND OAKRIDGE STREET/WALES STREET PROPOSED “GIVE WAY” CONTROLS AND “NO STOPPING” RESTRICTIONS**

General Manager responsible:	General Manager City Environment, DDI 941 8656
Officer responsible:	Transport and Greenspace Manager
Author:	Paul Burden/Jeff Owen, Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval for the installation of two “Give Way” controls, one against Oakridge Street at the Nicholls Road intersection and the other against Oakridge Street at the Wales Street intersection and associated broken yellow “no stopping” lines (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Council has received complaints from motorists concerning traffic behaviour associated with confusion as to priority and the subsequent conflicts that result at two intersections involving Oakridge Street in the suburb of Halswell. The intersections of Oakridge Street/Nicholls Road and Oakridge Street/Wales Street are currently uncontrolled “T” junctions and the normal “give way to right” rule applies.
3. These roads form part of two bus routes (#7 – Halswell and #13 – Redwood/Hoon Hay), and buses on both of these routes are required to make right turns into Oakridge Street from both Nicholls Road and Wales Street. This situation has put pressure on both intersections. Buses giving way to the right in these situations block through traffic on Wales Street and cause confusion over priority at the Nicholls Road intersection. Observations of bus driver behaviour at both intersections reveal that some buses turning right into Oakridge Street from either Nicholls Road or Wales Street assume priority over vehicles waiting to turn right out of these streets. Controlling both ends of Oakridge Street would improve the flow of through traffic on Wales Street and Nicholls Road and avoid confusion over priority. Also, many right turning motorists have been observed cutting the corner at both locations, adding to a general concern regarding the level of safety at these intersections.
4. In conjunction with the “Give Way” controls it is proposed that lengths of broken yellow “no stopping” line be installed on the corners of the two intersections and on Nicholls Road directly opposite the Oakridge Street intersection. Prohibiting parking in these locations will improve visibility and safety and will allow for more efficient use of the intersections.
5. A search of the Land Transport database revealed there have been two reported crashes at the Oakridge Street/Nicholls Road intersection within the last five years. One involved corner cutting at the intersection resulting in a head on collision and the other involved a car west bound on Nicholls Road hitting the rear of a vehicle waiting to turn right into Oakridge Street. There has been one reported crash at the Oakridge Street/Wales Street intersection within the last five years, involving a vehicle turning right into Oakridge Street failing to give way to through traffic resulting in minor injuries.
6. The preferred option to address these issues and improve road safety is the installation of “Give Way” signs and markings against Oakridge Street at the Nicholls Road and Wales Street intersections, and the installation of broken yellow “no stopping” lines on the corners of these intersections and on Nicholls Road opposite the Oakridge Street intersection.
7. The proposed broken yellow “no stopping” lines will ensure that there is adequate visibility such that the installation of “Give Way” controls will allow for the safe operation of the intersections resulting in only the minimum number of stops necessary. This option will resolve the priority issues, mitigate corner cutting, will be cost effective and will produce safer intersections.
8. Consultation has been carried out with all affected property owners and support has been forthcoming.

9 Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

9. Signs and markings are provided for within existing budgets.
10. The land Transport Rules provide for the installation of Give Way and Stop controls

STAFF RECOMMENDATIONS

That the Board approves:

- (a) A "Give Way" control against Oakridge Street at the Nicholls Road intersection.
- (b) A "Give Way" control against Oakridge Street at the Wales Street intersection.
- (c) That the stopping of vehicles be prohibited at any time on the south east side of Wales Street commencing at the Oakridge Street intersection and extending in an north easterly direction for a distance of 12.0 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south west side of Wales Street commencing at the Oakridge Street intersection and extending in a south westerly direction for a distance of 12.0 metres.
- (e) That the stopping of vehicles be prohibited at any time on the east side of Oakridge Street commencing at the Wales Street intersection and extending in a southerly direction for a distance of 12.0 metres.
- (f) That the stopping of vehicles be prohibited at any time on the west side of Oakridge Street commencing at the Wales Street intersection and extending in a southerly direction for a distance of 12.0 metres.
- (g) That the stopping of vehicles be prohibited at any time on the north east side of Nicholls Road commencing at the Oakridge Street intersection and extending in a north easterly direction for a distance of 12.0 metres.
- (h) That the stopping of vehicles be prohibited at any time on the north west side of Nicholls Road commencing at the Oakridge Street intersection and extending in a south westerly direction for a distance of 12.0 metres.
- (i) That the stopping of vehicles be prohibited at any time on the east side of Oakridge Street commencing at the Nicholls Road intersection and extending in a northerly direction for a distance of 12.0 metres.
- (j) That the stopping of vehicles be prohibited at any time on the west side of Oakridge Street commencing at the Nicholls Road intersection and extending in a northerly direction for a distance of 12.0 metres.
- (k) That the stopping of vehicles be prohibited at any time on the south side of Nicholls Road commencing at a point 242 metres west of the Halswell Road intersection and extending in a south westerly direction for a distance of 22 metres.

10. PARKHOUSE ROAD – PROPOSED "NO STOPPING" RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Paul Burden/Jeff Owen, Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to extend a single section of existing broken yellow "no stopping" line on Parkhouse Road south west of the Michelle Road intersection (refer to **attached** plan).

10 Cont'd

EXECUTIVE SUMMARY

2. The Council has received complaints from local businesses and road users regarding safety and visibility problems on Parkhouse Road as a result of the amount of on-street parking that is currently occurring and the close proximity of parked vehicles to moving traffic. Specifically, concerns have been raised regarding the lack of visibility for vehicles exiting businesses on both sides of Parkhouse Road particularly when turning right.
3. Parkhouse Road is classified as a "collector" road in the City Plan and has a 50kph speed limit, although observations of vehicles suggest the operating speed is above 60kph. On street parking on the south side of Parkhouse Road is prohibited with the exception of the area between Michelle Road and Hayton Road. Land use in the area is industrial resulting in a high number of heavy vehicles travelling through the area.
4. Observations have shown that currently vehicles turning right out of vehicle entrances on the south side of Parkhouse Road have to move well into the roadway to check the road is clear before completing their manoeuvre. Observations have also shown that currently heavy vehicles turning right out of vehicle entranceways on the north side of Parkhouse Road are experiencing difficulty in completing the turn safely due to the presence of parked vehicles on the south side. Visibility is also compromised by the presence of a sweeping bend.
5. To improve road safety and visibility for road users it is proposed that the existing length of broken yellow "no stopping" line on Parkhouse Road be extended south west for a further 98 metres. This is considered to be the most cost effective and practical solution to the problem.
6. Consultation has been completed with affected stakeholders and full support has been forthcoming.

FINANCIAL AND LEGAL CONSIDERATIONS

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

STAFF RECOMMENDATION

That the Board approves that the stopping of vehicles be prohibited at any time on the south side of Parkhouse Road commencing at a point 16.8 metres south west of the Michelle Road intersection and extending in a south westerly direction for a distance of 98 metres.

11. PROPOSED VEHICLE AIRBRIDGE ACROSS ROTHERHAM STREET – WESTFIELD RICCARTON MALL DEVELOPMENT

General Manager responsible:	General Manager, City Environment, DDI: 941-8656
Officer responsible:	Transport & Greenspace Manager
Authors:	Asset Policy Engineer, Weng-Kei Chen

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council for approval:
 - (a) in principle for the construction of a 8.0 metre wide vehicle airbridge across Rotherham Street, as shown on plan SK21F (refer to **attached** plans); and
 - (b) to the grant of a Deed of License to Westfield (NZ) Limited to formalise its occupation of the legal road by the airbridge on terms and conditions and at a rental acceptable to the Corporate Support Manager.

11 Cont'd

EXECUTIVE SUMMARY

2. The proposal to construct the vehicle bridge above Rotherham Street requires Council approval as the owner of the legal road (not as regulatory authority under the Resource Management Act 1991, although this will be required by resource consent application separately) as the structure encroaches on legal road airspace.
3. Following Council approval, Westfield (NZ) Limited will be required to enter into a Deed of Licence to occupy road airspace with Council.
4. This proposal is not covered by Council policy (adopted in 1999) for Airspace over Public Roads. That particular policy only applies to pedestrian linkages.
5. The 8.0 metre wide vehicle bridge is a light steel structure similar in appearance to the existing pedestrian airbridge across Rotherham Street built in 2004, with two supports on the footpath area.
6. This proposal will provide alternatives for shoppers in accessing Dilworth Street while searching and exiting car-parking spaces. This will result in a reduction of vehicle movements at ground level.
7. In addition to this proposal, Westfield (NZ) Limited has included in the Resource Consent Application the following proposed changes to the Council's Transport Assets:
 - (a) Installation of a new traffic signal at the intersection of Dilworth and Clarence Streets to provide safer right turn traffic movement from Dilworth Street).
 - (b) Upgrading of the existing flushed roundabout at Rotherham Street to cater for the higher traffic movements generated with the extension.
8. The proposed extension has a building set back one metre from the timber-lined Riccarton Drain, and staff have required the Company to pipe the drain at no cost to Council. The piping of this part of Riccarton Drain is not in the Council's future work programme.

FINANCIAL AND LEGAL CONSIDERATIONS

9. There will be a financial return to the Council for the Deed of Licence to Occupy Legal Road Airspace. The licence fee has yet to be determined by the Corporate Support Manager.
10. Local Government Act 1974 Rec 341 Leases of Airspace of Subsoil of Roads provides the Council with the authority to permit the Construction of this proposed airbridge above Rotherham Street. Consequently a Deed of Licence will be required to be entered into by Westfield (NZ) Limited to formalise its occupation of the legal road by the airbridge.

BACKGROUND ON PROPOSED VEHICLE AIRBRIDGE ACROSS ROTHERHAM STREET – WESTFIELD RICcarton MALL DEVELOPMENT

11. Westfield (NZ) Limited has lodged a Resource Consent Application for the extension of the shopping complex in Riccarton. The proposed extension consists of:
 - (a) Additional 8575 m² of new retail floor area (existing 41, 645 m²).
 - (b) Two new cinemas providing 500 additional seats (existing 1,454 seats).
 - (c) An additional 398 car parks with a new four storey parking building east of Rotherham Street (existing 2254 spaces).
 - (d) An 8.0 metre wide vehicle bridge above Rotherham Street connecting the parking buildings on either side of the street.

11 Cont'd

12. This proposal has been presented to the Board by Westfield's representative on 28 April 2006, prior to the Reserve Consent being lodged.

STAFF RECOMMENDATIONS

That the Board recommends to the Council:

- (a) That as Landowner of the legal road only (and not as the regulatory authority under the Resource Management Act 1991) the Council approve the construction of the 8.0 metre wide vehicle airbridge across Rotherham Street in principle, subject to the engineering plans being approved by the Transport and Greenspace Manager prior to the Building Consent being lodged and a formal Deed of Licence being entered into by Westfield (NZ) Limited prior to the commencement of the work to construct the Airbridge.
- (b) That the Council delegates to the Corporate Support Manager the authority to enter into a Deed of License in respect of the Airbridge over Rotherham Street to be constructed by Westfield (NZ) Limited on terms and conditions and at such rental as shall be acceptable to him.

12. CURRENT ISSUES

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