



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE AGENDA

**FRIDAY 29 SEPTEMBER 2006
AT 8.30AM**

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

To: Transport and Roding Committee

INDEX

- 1. APOLOGIES**
- 2. BRIEFINGS**
2.1 CHRISTCHURCH-LITTLE RIVER RAIL TRAIL
- 3. AVONHEAD ROAD – PROPOSED “NO STOPPING”**
- 4. KLONDYKE DRIVE – PROPOSED P10 PARKING RESTRICTION**
- 5. HAYTONS ROAD/PARKHOUSE ROAD – PROPOSED “GIVE WAY” CONTROL AND NO STOPPING RESTRICTION**
- 6. ROAD NAMING**
- 7. CHRISTCHURCH CITY PROPOSED NEW SPEED LIMITS**
- 8. BUS STOP AT NO. 1 STAVELEY STREET**
- 9. TRANSPORT & ROADING COMMITTEE FUNDS UPDATE**
- 10. MEMBERS’ INFORMATION EXCHANGE**
- 11. CURRENT ISSUES**

1. APOLOGIES

2. BRIEFINGS

2.1 CHRISTCHURCH-LITTLE RIVER RAIL TRAIL

Michael Fergio, Transport Planner and Craig Mason, Trust Secretary, will be present to update the Committee on the overall progress of the Christchurch-Little River Rail Trail. Information on progress has been separately circulated.

3. AVONHEAD ROAD – PROPOSED “NO STOPPING”

General Manager responsible:	General Manager City Environment, DDI: 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Paul Burden & Andrew Hensley, Consultation Leader, Capital Programmes

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to extend a single section of broken yellow "no stopping" line on the east side of Avonhead Road immediately south of the Staveley Street intersection (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Council has received a request from the Avonhead Baptist Church to extend a length of broken yellow line along the frontage of their Church located at 102 Avonhead Road. Concerns have been raised regarding poor visibility when exiting the Church's car park due to parked vehicles.
3. The Staveley Street intersection is located immediately north-west of the Church, and there is a "Give Way" control against Staveley Street. Currently on Avonhead Road there is a length of broken yellow "no stopping" line measuring 29 metres directly opposite the Staveley Street intersection. This length of broken yellow line covers the majority of the Church frontage but does not extend to their vehicle entrance.
4. The Church has requested that the length of broken yellow line be extended up to their vehicle entrance covering approximately two spaces. The Church has expressed concerns over the lack of visibility when exiting their car park, specifically regarding south bound vehicles on Avonhead Road and vehicles turning right out of Staveley Street. An on-site inspection has confirmed this.
5. Avonhead Road is classified as a Collector Road in the City Plan. Adjacent land use is residential.
6. To improve road safety, it is proposed that the length of broken yellow "no stopping" line be extended covering approximately two spaces. This is considered the most cost effective and practical solution to the problem.
7. The Avonhead Baptist Church is the only directly affected party. No other persons are considered to be affected by the proposal.

FINANCIAL AND LEGAL CONSIDERATIONS

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

3 Cont'd**STAFF RECOMMENDATION**

It is recommended that the Board agrees that the stopping of vehicles be prohibited at any time on the eastern side of Avonhead Road commencing at a point 7.5 metres south of the Staveley Street intersection and extending in a southerly direction for a distance of 16.5 metres.

4. KLONDYKE DRIVE – PROPOSED P10 PARKING RESTRICTION

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 to install a 10 minute parking restriction, covering a total of three spaces, in Klondyke Drive (refer to **attached** plan).

EXECUTIVE SUMMARY

2. A request has been made by the owner of "Tummy Times" take away food bar, located at 20 Klondyke Drive, for the installation of a short term (10 minute maximum) parking restriction directly outside the premises to service customers. The owner of the food bar has expressed concern over the amount of longer term parking occurring outside the premises, resulting in the lack of available on-street car parking for customers. The surrounding land use in the area is predominantly industrial, creating a demand for on-street parking. Visits to the site at various times of the day have shown there to be sufficient available on-street parking in the immediate vicinity of the food bar for long term parking but a shortage of space for short term parking, particularly spaces capable of accommodating trucks.
3. The large majority of the food bar's customers are truck drivers. If there is insufficient on-street car parking spaces to accommodate these trucks outside the food bar, then they continue on to the next food bar located on the corner of Mountview Place and Edmonton Road (Mighty Bites). "Mighty Bites" has a short term (10 minutes maximum) parking restriction covering approximately four spaces located outside the premises on the Edmonton Road frontage.
4. It is likely that the economic vitality of the "Tummy Times" take away food bar is being adversely affected by the lack of available customer parking particularly for trucks. This problem can be overcome through the installation of a short term (10 minute maximum) parking restriction covering a total of three spaces.
5. The food bar is the only directly affected party and is in full support of the proposed changes.

FINANCIAL AND LEGAL CONSIDERATIONS

6. Installation of signs, posts and markings is within existing budgets.
7. The Land Transport Rules provide for the installation of parking restrictions.

STAFF RECOMMENDATION

It is recommended that the Board agrees that the parking of vehicles be limited to a maximum of 10 minutes on the south side of Klondyke Drive from a point 50 metres west of the Canada Crescent intersection and extending 19 metres in a westerly direction.

5. HAYTON ROAD/PARKHOUSE ROAD – PROPOSED “GIVE WAY” CONTROL AND NO STOPPING RESTRICTION

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 a “Give Way” control against Hayton Road at the Parkhouse Road intersection, and for the installation of two lengths of broken yellow “no stopping” line (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Council has received complaints from road users regarding the level of safety at the intersection of Hayton Road and Parkhouse Road. Located on the outside of a bend, the intersection is currently an uncontrolled “T” intersection and as such the normal “give way to the right” rule applies.
3. Parkhouse Road and the section of Hayton Road which merges with Parkhouse Road at the intersection are both classified as Collector roads in the City Plan and carry significant volumes of heavy vehicles. Adjacent land use is predominantly industrial.
4. There are several factors that cause concern at this intersection. Motorists waiting to turn right into Hayton Road are currently afforded the protection of a painted median strip, but due to the location of the intersection on the bend, motorists still have a perception of being vulnerable and exposed to through traffic travelling along Parkhouse Road/Hayton Road. The delay associated with being required to give way to vehicles turning right out of Hayton Road compounds this. Observations of the behaviour of motorists at the intersection reveal some confusion as to priority.
5. A search of reported crashes within 30 metres of the intersection over the last five years has shown there has been one reported crash involving a vehicle failing to give way to approaching traffic.
6. The preferred option to address the issues of concern is the installation of a “Give Way” sign and markings against Hayton Road at the Parkhouse Road intersection. This option would resolve the priority and confusion issues and will be cost effective.
7. Currently there are plans to install two new lengths of kerb and channel at this intersection along with a dedicated left turning lane on Parkhouse Road. To accommodate these improvements it is proposed that two lengths of broken yellow “no stopping” line be installed on both corners of the intersection. The proposed “no stopping” lines will improve visibility allowing for the safe operation of the intersection resulting in only the minimum number of stops necessary at the proposed “Give Way” control.

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 RECOMMENDATIONS

It is recommended that the Board agrees that:

- (a) A “Give Way” control is placed against Hayton Road at the Parkhouse Road/Hayton Road intersection.

5 Cont'd

- (b) The stopping of vehicles be prohibited at any time on the south side of Parkhouse Road commencing at the Hayton Road intersection and extending in an easterly direction for a distance of 58.5 metres.
- (c) The stopping of vehicles be prohibited at any time on the east side of Hayton Road commencing at the Parkhouse Road intersection and extending in a southerly direction for a distance of 36.5 metres.
- (d) The stopping of vehicles be prohibited at any time on the south side of Hayton Road commencing at the Parkhouse Road intersection and extending in a westerly direction for a distance of 20.0 metres.
- (e) The stopping of vehicles be prohibited at any time on the west side of Hayton Road commencing at the Parkhouse Road intersection and extending in a southerly direction for a distance of 54.0 metres.

(Note – The recommendations may appear confusing as Hayton Road forms a continuation of Parkhouse Road, as well as intersects with Parkhouse Road.)

6. ROAD NAMING

General Manager responsible :	General Manager Regulation & Democracy Services, DDI 941-8549
Officer responsible :	Environmental Policy & Approvals Manager
Author :	Bob Pritchard, Subdivision Officer

PURPOSE OF REPORT

- 1. The purpose of this report is to obtain the Board's approval to two new right of way names (refer to **attachments**).

EXECUTIVE SUMMARY

- 2. The approval of proposed road and right of way names is delegated to Community Boards.
- 3. The Subdivision Officer has checked all proposed names against the Council's road name database to ensure they will not be confused with names currently in use. The names have also been discussed with staff at Land Information New Zealand who act on behalf of the emergency services in respect to road naming.

(a) WILCO DEVELOPMENTS LIMITED, 59D TREVOR STREET

This application will create ten new residential units to be served by a common property access. The applicant wishes to name the access, as there are no spare property numbers available. If the access is not named, the units will be numbered 59D to 59M.

This is a residential complex; it should be named "Courts". Three names have been proposed by the applicant; the first, "Cris Lodge Courts" takes the name from the third homestead erected in Hornby in 1875. Hornby Mall is situated on the land where Cris Lodge stood. Two other names have been proposed, however neither comply with the Council's road naming policy, having no connection with the locality. They are Fairbanks and Madagascar.

(b) LATITUDE GROUP, 39 – 55 PRINCESS STREET

This is a business zone subdivision that is nearing completion. The last stage is under way at present. There are numerous warehouse/office buildings under construction. The access is provided by a fully formed and sealed right of way which was completed at least a year ago. The right of way has been unofficially named as Barry Hogan Place for some time, with a standard name plate erected. Property numbers have been allocated

6 Cont'd

as Barry Hogan Place numbers, and the name appears on cadastral maps. The applicant company has been requested to formalise the use of the name, or revert to addresses off Princess Street. They have chosen to continue the use of Barry Hogan Place, and have now formally applied for approval for the name. Barry Hogan was a shareholder in Swichtec Power Systems Limited (an electronics company, now known as EATON Power Quality Limited.) He was an early investor when the company was trying to grow and cash strapped. He was also a partner in Princess Partnership Limited which owned the land and buildings at 39-55 Princess Street. Barry Hogan died of cancer in the mid 1990s, and as a mark of respect, and in memory of him, the right of way was named after him.

FINANCIAL AND LEGAL CONSIDERATIONS

4. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plates is charged to the developer. There is no financial cost to the Council. Local Authorities have a statutory responsibility to approve road names.

STAFF RECOMMENDATION

It is recommended that the Board approves the name "Cris Lodge Courts" for the access at 59 Trevor Street, and "Barry Hogan Place" for the right of way at Princess Street, as proposed.

7. CHRISTCHURCH CITY PROPOSED NEW SPEED LIMITS

General Manager responsible:	General Manager City Environment, DDI: 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Malcolm Taylor, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's support to set new speed limits on the roads described in this report (refer to **attached** plans).

EXECUTIVE SUMMARY**Jones Road**

2. It is proposed to shift the 100/50 km/h speed limit threshold on Jones Road, in Templeton west. (further away from Kirk Road by 150 metres.) The proposal is also being considered by the Selwyn District Council.
3. Reasons for change:
 - A previous assessment of the speed limit of Jones Road in 2003 recommended that a threshold be constructed at the present location (600 metre from Kirk Road) to slow drivers as they enter Templeton from the west along Jones Road.
 - To relocate the existing speed limit threshold on Jones Road to a point west of the new subdivision entranceway.
 - This is a boundary road with the Selwyn District Council.

Hayton Road and Wigram Road

4. It is proposed that the speed limit be changed from 80 to 50 km/h on Hayton Road and Wigram Road from Hayton Road to Treffers Road.

7 Cont'd

5. Reasons for change:

- The intersection of Hayton Road and Wigram Road forms an effective urban/rural boundary.
- There is a clear change of development density and the speed limit should reflect this.
- There is a demand for building in this area and both roads may soon have fully developed industrial frontages.

John Paterson Drive

6. It is proposed that the speed limit on John Paterson Drive, from Springs Road to the end, be posted as a 80 km/h speed limit.

7. Reasons for change:

- Recent rural residential subdivision with a small number of established properties.
- The default speed limit for the Drive is 50 km/h, which does not meet the Speed Limit New Zealand requirements.
- If further subdivision occurs on John Paterson Drive that results in more access, the speed limit will be reviewed.

Quaifes Road

8. It is proposed that the section of Quaifes Road from Sabys Road to a point 600 metres west from Sabys Road be reduced from 100 km/h to 80 km/h.

9. Reasons for change:

- Residential development at the south east end of Quaifes Road.
- Grassed shoulders used for recreation purposes, especially by horse riders.
- Street lighting exists in this area.

Old Taitapu Road and Early Valley Road

10. It is proposed that Old Taitapu Road from State Highway 75 to the boundary with Selwyn District Council and Early Valley Road from Old Taitapu Road to end (boundary road with Selwyn District Council) be changed from 100 km/h to 80 km/h. The proposed speed limit change is also being considered by the Selwyn District Council.

11. Reasons for change:

- To reflect the road side development and recreation use of both these roads including cyclists, and horse riders.
- There are a number of significant developments along Old Taitapu Road including a restaurant, vineyards and commercial glasshouses.
- Early Valley Road has a number of properties fronting the road and appears to be a lifestyle area with fruit stalls.

Foremans Road

12. It is proposed that the section of Foremans Road from a point 200 metres west of Halswell Junction Road westerly along Foremans Road to the end and to the Main South Road (State Highway 1) be changed from 80 km/h to 50 km/h.

13. Reasons for change:

- Due to the industrial development along Foremans Road.
- Recent speed limit changes on the adjoining Main South Road (State Highway 1) from 80 to 70 km/h.

7 Cont'd

Springs Road

14. It is proposed that the section of Springs Road from Marshes Road to Hodgens Road (boundary road with Selwyn District Council) be changed from 100 km/h to 80 km/h. The proposed speed limit change is also being considered by the Selwyn District Council.
15. Reasons for change:
 - To extend the existing 80 km/h speed limit on Springs Road from Halswell Junction Road to the 50 km/h speed limit change at Prebbleton.
 - The section of Springs Road from Halswell Junction Road to Marshes Road was changed to 80 km/h in 1 February 2004 (Christchurch City Road).
 - The section of Springs Road from Marshes Road to Hodgens Road is a boundary road with Selwyn District Council.

Blenheim Road Deviation

16. It is proposed that the speed limit on Blenheim Road from the Mandeville Street intersection along the Blenheim Road deviation to Deans Avenue and Moorhouse Avenue from Deans Avenue to the intersection of Lincoln Road, be posted as a 60 km/h speed limit. The proposed speed limit will also be presented to the Hagley/Ferrymead and Spreydon/Heathcote Community Boards for their support.
17. Reasons for change:
 - To set a speed limit on Blenheim Road deviation to be consistent with the existing section of Blenheim Road.
 - The design speed for the Blenheim Road deviation is 60 km/h.
 - The existing section of Moorhouse Road west from Lincoln Road (Speed Limit NZ) rating is for a speed limit of 70 km/h.
 - It is suggested that the speed limit on Moorhouse Avenue from Deans Avenue to Lincoln Road be made 60 km/h to maintain the consistency along this route.

Deans Avenue

18. It is proposed that the speed limit on Deans Avenue from Harper Avenue to Riccarton Road be posted as a 60 km/h speed limit. The proposed speed limit change will also be presented to the Hagley/Ferrymead Community Board for their support.
19. Reasons for change:
 - To clarify the arterial nature of this road.
 - Deans Avenue between Harper Avenue and Riccarton Road is a four lane median divided road.
 - The recommended rated speed limit of 80 km/h is a rural speed limit and a maximum speed limit of 60 km/h is suggested for Deans Avenue in a urban environment.
20. The proposed speed limits for these nine changes have been evaluated as prescribed by Speed Limits New Zealand by a consultant, namely Antoni Facey of Facey Consultants.
21. No additional roads are to be considered in this round of consultation. Additional roads can be considered in subsequent reviews once they have been evaluated against the Speed Limits New Zealand guidelines. It is intended that speed limits be reviewed on a biannual cycle.

7 Cont'd

24. The proposed time table for the process is:

- 1 August 2006 - Council Seminar.
- 21 September 2006 – Report to Council seeking consent to consult.
- October 2006 – Report to Community Boards seeking support for proposed changes.
- October 2006 – Consultation with;
 - the required parties
 - directly affected properties owners
 - Residents Groups
 - News media
- 20 October 2006 – Closing date for consultation responses.
- 30 November 2006 – Report to Council on consultation feed back and request that the new speed limits be set.
- December 2006 – Arrange for sign changes and to update Speed Limit Register, Map and Council Web site.

FINANCIAL AND LEGAL CONSIDERATIONS

25. The cost of new signs and the relocation of existing speed limit signs are within existing budgets.
26. The Land Transport Rule: Setting of Speed Limits 2003, Rule 5004 requires the Council to apply the guidelines of Speed Limits New Zealand for the setting of speed limits and the procedures for calculating speed limits.

BACKGROUND ON CHRISTCHURCH CITY PROPOSED NEW SPEED LIMITS

27. Board members may recall that at the Council seminar on 1 August 2006 they were briefed on proposals to change certain speed limits on roads within the City.
28. The Council is responsible for setting speed limits on those roads within its district in respect of which it is the road controlling authority. The authority for the Council to do this is contained in the Land Transport Rule: Setting of Speed Limits 2003, Rule 5004 ("the Rule") and the Christchurch City Speed Limit Bylaw 2005 ("the Bylaw").
29. In setting speed limits the Council must comply with the requirements of the Rule. It requires the Council to apply "Speed Limits New Zealand" for the setting of speed limits. "Speed Limits New Zealand" contains guidelines for setting speed limits and procedures for calculating speed limits. They are set out in Schedule 1 of the Rule. The Rule also prescribes the consultation that is required to be carried out for any proposed speed limit change.
30. The Council may set a speed limit that differs from the calculated speed limit under Speed Limits New Zealand. However, in this case there is provision in the Rule that must be complied with.
- "A speed limit different from the calculated speed limit is the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is an urban traffic area or a rural area".*
31. Once the provisions of the Rule have been complied with in relation to determining an appropriate speed and undertaking the necessary consultation the Council may set that speed limit by passing a resolution under Clause 5 of the Bylaw. The new speed limit will then be recorded in the Council's Speed Limit Register.
32. At the Council meeting of 21 September 2006 consent was given to carry out the consultation process as required by the Rule.
33. This report forms part of the consultation process which will be reported back to the Council.

7 Cont'd

STAFF RECOMMENDATIONS

It is recommended that the Board supports the following speed limit changes:

- (a) That the speed limit on Jones Road on the city side of the centreline from a point measured 750 metres from Kirk Road, westerly generally, to Dawsons Road (boundary with Selwyn District Council) remain at 100 km/h.
- (b) That the speed limit of 100 km/h on the city side of Jones Road from a point 600 metres from Kirk Road to a point 750 metres, be uplifted.
- (c) That the speed limit on Hayton Road from Parkhouse Road, south easterly generally, to Wigram Road, be uplifted.
- (d) That the speed limit on Wigram Road from Treffers Road, south westerly generally, to Hayton Road, be uplifted.
- (e) That the speed limit on Wigram Road, from Hayton Road, south westerly, generally, to a point measured 100 metres north easterly, generally from Dunbars Road, remain at 80 km/h.
- (f) That the speed limit on John Paterson Drive from Springs Road south easterly, generally along John Paterson Drive to end, be set at 80 km/h.
- (g) That the speed limit on Quaifes Road from Whincops Road/Marshs Road south easterly, generally, to a point measured 600 metres north westerly generally, from Sabys Road, remain at 100 km/h.
- (h) That the speed limit on Quaifes Road from Sabys Road north westerly generally, to a point measured 600 metres north westerly from Sabys Road, be set at 80 km/h.
- (i) That the speed limit on Old Taitapu Road from State Highway 75, along Old Taitapu Road south easterly generally, to Early Valley Road (boundary with Selwyn District Council) be set at 80 km/h.
- (j) That the speed limit on Early Valley Road on the city side of the centre line from Old Taitapu Road north easterly generally, to end (boundary road with Selwyn District Council) be set at 80 km/h.
- (k) That the speed limit on Foremans Road from Halswell Junction Road westerly generally, along Foremans Road to the end, and to the Main South Road (State Highway 1) be uplifted.
- (l) That the speed limit on Springs Road on the city side of the centre line from Marshs Road south westerly, generally to Hodgens Road (boundary road with Selwyn District Council) be set at 80 km/h.
- (m) That the speed limit on Blenheim Road from Moorhouse Avenue westerly, generally, along Blenheim Road to Curletts Road, be set at 60 Km/h.
- (n) That the speed limit on Moorhouse Avenue from Blenheim Road easterly, generally, along Moorhouse Avenue to Lincoln Road be set at 60 km/h.
- (o) That the speed limit on Deans Avenue from Harper Avenue south generally, along Deans Avenue to Riccarton Road, be set at 60 km/h.

8. BUS STOP AT NO 1 STAVELEY STREET

General Manager responsible:	General Manager City Environment Group, DDI 941-941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Lindsay Eagle, Maintenance Engineer

PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of a review of the bus stop located at number 1 Staveley Street and also seek that the Board reaffirms the current location of this stop.

BACKGROUND ON BUS STOP AT NO 1 STAVELEY STREET

2. A group of residents from a new development at 3 Staveley Street have expressed concern that the location of the bus stop beside their driveway generates safety issues.
3. The bus stop sign is mounted on a lamp-post at the boundary between numbers 1 and 3 and has been in this position for several years. When the new units were constructed at 3 Staveley Street, the driveway to the site was changed from the western side of this property to the eastern side.

BUS STOPS

4. The Land Transport Rules 2004 allow a bus to stop to load or unload passengers across a property vehicle entrance. This situation is used in many situations throughout the City. [603 Pages Road, 61 Rossall Street].
5. The stops are located to maximise access to the surrounding catchments area while allowing busses to travel as freely as possible and to stop a minimum number of times. The distance between the stops is to be convenient for bus patrons.
6. Staff have been asked to investigate relocating the bus stop. An alternative site considered was for it to be relocated back onto Avonhead Road but this would introduce difficult turning manoeuvres for the bus drivers. An extension of the no stopping lines in this area of Avonhead Road is also currently being sought as an access and intersection safety issue.

CONSULTATION

7. It was considered that there is only one other reasonably suitable site in the immediate area and that is in the middle of the next block west along Staveley Street. The residents of the two houses in this location were approached with a view to the Council relocating the stop there, however they were strongly opposed to the move.
8. It is increasingly difficult for staff to gaining approval for a new bus stop site in any location. To provide an amenity which is practical and in a location which is efficient for the patrons requires the expenditure of much time, planning and consultation.

DISCUSSION

9. Council officers have visited and observed the circumstances with respect to the operation of the bus stop. We have considered that the present location operates satisfactorily, however, there is clearly a problem with the area available for bus patrons to dismount on to. Marking the extent of the bus stop on the road back from the entrance to 3 Staveley Street was also considered but this is unlikely to have any desirable effect as bus drivers are not required to stop within the marked area. Marking is only effective for keeping other parked vehicles clear of the stop area.
10. As this is an out-stop, when passengers alight the bus will be stopped for only a few seconds. It is appreciated that at a time when a bus has stopped entering or exiting the driveway to the residential units at 3 Staveley Street, this may be impracticable. The possibility of this event occurring coincidentally is very minimal. Dangerous situations will not arise if the road rules are observed.

8 Cont'd

11. There is a strong and increasing demand for public transport from residents in this area and the Council is endeavouring to provide bus stops in locations which strategically will offer the optimum service. This particular bus stop provides for patrons from a large catchment from all directions. Staff cannot recommend an alternative location for this bus stop.
12. An effective solution is to reconstruct the footpath and grassed berm along the frontage to 1 Staveley Street, so that the bus can drop-off passengers safely at a paved landing point some way back from the vehicle crossing into 3 Staveley Street. The existing street tree would be retained in a garden plot.

FINANCIAL AND LEGAL CONSIDERATIONS

13. To provide and install a new bus stop pole and sign, and to reconstruct the footpath area, would cost approximately \$1,800 which can be met within the existing budget.
14. The Land Transport Rules – Traffic Control Devices 2004 regulation provides for the erection of bus stop signs and road marking.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Endorses retaining the bus stop at the present location.
- (b) Approves the reconstruction of the footpath area along the frontage of 1 Staveley Street to provide a safe dismounting platform so that buses may stop away from the entrance to 3 Staveley Street.

9. TRANSPORT AND ROADING COMMITTEE FUNDS UPDATE

Attached is a schedule with up-to-date information on the 2006/07 Transport and Rounding Committee Fund (this excludes all financial recommendations contained within the agenda).

10. MEMBERS INFORMATION EXCHANGE

Members will have an opportunity to provide updates on community activities/Council issues.

11. CURRENT ISSUES

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