



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE AGENDA

FRIDAY 27 APRIL 2007

AT 8.30AM

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

To: Transport and Roding Committee

INDEX

- 1. APOLOGIES**
- 2. HARAKEKE STREET – KERB AND CHANNEL REPLACEMENT PROJECT**
- 3. RATTRAY STREET – STREET RENEWAL PROJECT**
- 4. KATHLEEN CRESCENT – PROPOSED “NO STOPPING” RESTRICTION**
- 5. KINSELLA CRESCENT – PROPOSED “NO STOPPING” LINES**
- 6. PRINCESS STREET – LOADING ZONE AND P60 AT MINISTRY OF EDUCATION**
- 7. LANCEWOOD DRIVE – PEDESTRIAN FACILITY**
- 8. UPDATE ON CURRENT TRANSPORT ISSUES**
- 9. TRANSPORT AND ROADING COMMITTEE FUNDS UPDATE**
- 10. MEMBERS’ INFORMATION EXCHANGE**

SEMINAR TO PRECEDE AT 8.15AM

1. APOLOGIES

2. HARAKEKE STREET – KERB AND CHANNEL REPLACEMENT PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Kirsty Ferguson, Consultation Leader Capital Programme

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Riccarton/Wigram Community Board to proceed to final design, tender and construction for the Harakeke Street kerb and channel replacement project, as shown on the **attached** plan.

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 replacements in these streets were grouped together to form a cluster for planning and design purposes.
3. Initial consultation was undertaken with the residents of Matai Street West in September 2004. A joint seminar was held with the Riccarton/Wigram Community Board and the Fendalton/Waimairi Community Board in October 2005 to discuss the concept plan for Matai Street West and the initial consultation proposed for Daresbury lane and Rochdale Street. At this seminar both 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.
4. The primary aim of the project is to renew the kerb and dish channel and replace it with kerb and flat channel. Harakeke Street also has specific objectives relating to safety, parking, traffic movement and street enhancement.
5. The community was consulted on concept plans for the Harakeke Cluster in May 2006. Approximately 800 consultation newsletters were distributed to landowners/occupiers and an open evening and street meetings were held. Two options were developed for Harakeke Street and distributed for consultation.
6. For Harakeke Street, Option 1 comprises a 9-metre wide carriageway the full length of Harakeke Street between traffic calming devices, a 9-metre wide intersection of Harakeke Street, Rochdale Street and Daresbury Lane, which is offset to align with the recently reconstructed north section of Harakeke Street. A pedestrian refuge island south of the Rochdale Street intersection is also included to assist in reducing the speed of vehicles using this intersection, thus making it safer for pedestrians and providing a refuge island for pedestrians crossing the street. The proposal also includes provision for narrowing the Harakeke Street bridge to one lane. The proposal has raised platforms and narrowing to 7 metres on Harakeke Street on either side of the Matai Street West intersection and the Kilmarnock Street intersection. Option 1 also comprises further narrowing of the existing narrowing and road hump, 70 metres north of Riccarton Road, to 6 metres width and a raised platform. The purpose of this is to maintain consistency of traffic calming devices within the cluster.
7. Option 2 comprises a 9 metre wide carriageway from 15 metres south of the Rochdale Street intersection to the Kilmarnock Street intersection, and a 10 metre wide carriageway from Kilmarnock Street south to the narrowing, and existing kerb and flat channel 70 metres north of the Riccarton Road intersection. Each of the intersections of Rochdale Street, Harakeke Street and Daresbury Lane are narrowed to 7 metres width. The proposal also includes provision for narrowing the Harakeke Street bridge to one lane, which has been extended to 30 metres in length. The proposal has raised platforms and narrowing to 7 metres on Harakeke Street on either side of the Matai Street West intersection and the Kilmarnock Street intersection. Option 2 also comprises further narrowing of the existing narrowing and road hump, 70 metres north of Riccarton Road, to 6 metres width. The purpose of this is to maintain similarity with other traffic calming devices.

2 Cont'd

8. Both options create a low-speed environment, with the extension of the one lane bridge and raised platforms at intersections that will assist in retaining the already low vehicle speeds. Both options involve full reconstruction of the pavement and lowering of the carriageway crown to improve the cross section.
9. Approval is now sought from the Fendalton/Waimairi Community Board and the Riccarton/Wigram Community Board to progress the preferred option for Harakeke Street to final design, tender and construction, as it appears in the 2007/08 Capital Programme. Harakeke Street is located across the boundary of both Community Board areas, and therefore falls within the jurisdiction of both Community Boards as decision-makers.

FINANCIAL IMPLICATIONS

10. The kerb and channel replacement works for Harakeke Street are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2007/08 financial year. The estimated cost for Harakeke Street is \$1,347,100.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

11. As above.

LEGAL CONSIDERATIONS

12. There are 11 properties along Harakeke Street with notable/heritage trees as shown in the City Plan. Any construction works carried out within 10 metres of these trees will require resource consent. There is no heritage/historic buildings, places or objects listed in the City Plan in relation to Harakeke Street.

Have you considered the legal implications of the issue under consideration?

13. There appear to be no legal implications for this project. Community Board resolutions are required to approve the new traffic restrictions. The Fendalton/Waimairi Community Board will consider this report at its meeting of 8 May 2007.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Projects of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

15. As above.

ALIGNMENT WITH STRATEGIES

16. This project is consistent with key Council strategies including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. A seminar was held with the Fendalton/Waimairi and Riccarton/Wigram Community Board on 11 April 2006, prior to the preferred concept plan for Harakeke Street being presented to the public for consultation. Community consultation was undertaken in May 2006 on the preferred concept plans.

2 Cont'd

19. Approximately 130 households in Harakeke Street and other interested parties were consulted, of which 37 responded. The majority of respondents (54%) were in general support of the proposal.

STAFF RECOMMENDATIONS

It is recommended that the Riccarton/Wigram Community Board:

- (a) Approves the Harakeke Street kerb and channel replacement project to proceed to final design, tender and construction, as shown in the **attached** plan for Board approval.
- (b) Approve the following “no stopping” restrictions:

New No Stopping – Harakeke Street

- (i) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at a point 56 metres north of its intersection with Riccarton Road and extending 20 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at a point 56 metres north of its intersection with Riccarton Road and extending 20 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at its intersection with Kilmarnock Street and extending 14 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at its intersection with Kilmarnock Street and extending 20 metres in a southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at its intersection with Kilmarnock Street and extending 17 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at its intersection with Kilmarnock Street and extending 20 metres in a northerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at its intersection with Matai Street and extending 18 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at its intersection with Matai Street and extending 18 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at its intersection with Matai Street and extending 20 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at its intersection with Matai Street and extending 20 metres in a northerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at a point 168 metres north of its intersection with Matai Street and extending 25 metres in a northerly direction.

2 Cont'd

- (xii) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at a point 150 metres north of its intersection with Matai Street and extending 45 metres in a northerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at its intersection with Daresbury Lane and extending 48 metres in a southerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at its intersection with Rochdale Street and extending 25 metres in a southerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at its intersection with Daresbury lane and extending 15 metres in a northerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at its intersection with Rochdale Street and extending 35 metres in a northerly direction.

BACKGROUND (THE ISSUES)

- 20. Harakeke Street is part of the Harakeke Cluster kerb and channel replacement project. This cluster includes Daresbury Lane, Rochdale Street, Harakeke Street, Matai Street West and Nikau Place.
- 21. 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, both Boards asked whether the project team could consider Daresbury Lane, Rochdale Street, Harakeke Street, Matai Street West and Nikau Place as a cluster for street renewal, as works on one street could potentially affect traffic movements on the other streets. At that time, Daresbury Lane and Rochdale Street were scheduled in the capital programme for the 2006/2007 financial year, Matai Street West and Nikau Place for the 2005/2006 financial year and Harakeke Street for the 2008/2009 financial year. These streets were then clustered for planning and design purposes to form the Harakeke Cluster.
- 22. In July 2006 the Transport and Greenspace Unit's Capital Programme was reviewed to maximise Land Transport New Zealand subsidy levels. As a result of this review, Matai Street West and Nikau Place were recommended on the capital programme for construction in the 2007/2008 financial year. Daresbury Lane, Rochdale Street and Harakeke Street were reprogrammed to future years at that time.
- 23. Approval was sought to proceed to final design, tender and construction for Matai Street West and Nikau Place in November 2006. The Riccarton/Wigram Community Board resolved to approve the kerb and channel renewal for these two streets at an extraordinary meeting held on 8 November 2006.
- 24. In November 2006, as the capital programme review continued, Daresbury Lane, Rochdale Street and Harakeke Street were recommended for inclusion in the capital programme for construction in the 2007/2008 financial year. This report seeks approval to proceed to final design, tender and construction for kerb and channel renewal along Harakeke Street (from Daresbury Lane to Riccarton Road). Daresbury Lane and Rochdale Street are addressed in a separate report to the Fendalton/Waimairi Community Board.
- 25. The primary aim of the Harakeke Street project is to replace the existing kerb and dish channel along both sides of Harakeke Street (between Daresbury Lane and Riccarton Road) with new kerb and flat channel.

2 Cont'd

26. Harakeke Street links Daresbury Park with Riccarton Road and is intersected by Rochdale Street, Daresbury Lane, Matai Street West, Kilmarnock Street, Jane Deans Close and Riccarton Road. Harakeke Street is classified as a local road in the Council's roading hierarchy. The surrounding area is generally residential in nature, although there is a kindergarten, retirement home and Christchurch Boys' High School hostel along this street. The existing carriageway width of Harakeke Street is 14 metres.
27. 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 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 berm and landscaping/no grass berm and landscaping.
 - Improve drainage.
28. The Land Transport New Zealand Crash Analysis System shows that there have been five crashes reported along Harakeke Street for the 5-year period between 2002-2007. One crash was a manoeuvring crash where a driver did not check behind when reversing, and one was a loss of control crash where an inexperienced driver hit the bridge showing off. It is not expected that the street renewal works will reduce this type of crash.
29. One of the crashes reported occurred at the intersection of Harakeke Street with Matai Street where a car failed to stop at the stop sign on Harakeke Street, while the remaining two crashes were at the intersection of Harakeke Street with Kilmarnock Street where vehicles on Harakeke Street failed to give way. These types of crashes will be reduced by the incorporation of raised platforms and narrowing of the carriageway, which highlights the presence of the controlled intersections.
30. In May 2006 concept plans for the Harakeke Cluster were distributed to the community for consultation. Approximately 800 consultation newsletters were distributed to landowners and occupiers in the area and an open evening and street meetings were held. At the open evening and street meeting, 115 responses were received as well as other verbal feedback. A summary of the feedback received for the Harakeke Cluster is **attached**, and is summarised below.
31. 37 specific responses were received for the Harakeke Street concept plan (i.e. feedback forms that indicated they relate to Harakeke Street). Of these responses 30% indicated support for Option 1, 24% indicated support for Option 2, 16% did not support either concept plan and 12% did not specify a preference. The main issues raised were:
- **Parking** – heavy parking demand and request for parking bays; request for increased street parking for the kindergarten; no stopping on Kilmarnock Street creates problems; 10-metre road width near the kindergarten; 2-hour parking from Kilmarnock Street to Riccarton Road.
 - **Landscaping** – bridge area slippery and poorly maintained; plants in Harakeke Street; landscape planting instead of berms; prefer Dogwood tree at 32 Harakeke Street; trees at Harakeke Street/Rochdale Street will limit visibility; landscaping will be damaged by people; who will maintain the grass berms and landscaping; and prefer footpath on kerb edge.
 - **Traffic Calming** – Don't narrow the street; speeding cars are a problem; extra narrowing of bridge too long; further restrict entrance to Rochdale Street/Harakeke Street; don't put 4-way stop at Matai Street West/Harakeke Street intersection; "No Heavy Truck" sign near Rochdale Street intersection; pedestrian island should not restrict turning.

2 Cont'd

32. A seminar was held with the Riccarton/Wigram Transport and Roding Committee on 25 August 2006 to update the Committee on the outcomes of consultation, and with the Fendalton/Waimairi Works and Traffic Committee on 28 August 2006.

THE OBJECTIVES

33. The primary objective of this project is to replace the existing kerb and dish channel with new kerb and flat channel along both sides of Harakeke Street (between Daresbury Lane and Riccarton Road).
34. The secondary objectives for the Harakeke Street are to:
- Replace the existing kerb and dish channel with kerb and flat channel.
 - Reduce speeding and "rat running".
 - Maintain or improve safety for pedestrians, cyclists and vehicles.
 - Provide additional parking for the kindergarten and retirement home while keeping with the residential nature of the street.
 - Discourage tour bus operators and heavy vehicles using Harakeke Street as a short cut.
 - Install appropriate landscaping to further enhance Harakeke Street.
 - Maintain and enhance the character of the street environment.

THE OPTIONS

35. Five options were developed for the kerb and channel renewal of Harakeke Street, which all involved full reconstruction of the pavement. Shoulder reconstruction is not appropriate for this street due to high deflections and thick pavement. The carriageway crown will be lowered to improve the cross section.

Option 1

36. Option 1 features a 10 metre wide carriageway from 15 metres south of the Rochdale Street intersection to the existing narrowing and kerb and flat channel 70 metres north of the Riccarton Road intersection. There is an island across the Rochdale Street intersection to create a left turn and u-turn movement for vehicles eastbound on Rochdale Street turning right. This has been incorporated to discourage tour bus operators using Rochdale Street and Harakeke Street as a short-cut. This is considered to be a high level of restriction to vehicle movements.
37. Option 1 also includes a proposal for narrowing the Harakeke Street bridge to one lane. At the intersections, it is proposed to include raised platforms and narrowing to 7 metres on Harakeke Street either side of the Matai Street intersection and the Kilmarnock Street intersection.
38. There is a pedestrian crossing point and narrowing to 6 metres width mid-block near the kindergarten to provide a safe crossing point. Alterations of the existing narrowing and hump to a raised platform located 70 metres north of Riccarton Road are proposed to maintain similarity with the other traffic calming devices in the Cluster. The exception is that the platform has been narrowed to 6 metres width to deter vehicles from the business district on Riccarton Road entering the local residential street.

Option 2

39. The features of Option 2 include a 9 metre wide carriageway along the full length of Harakeke Street between traffic calming devices and narrowing of the intersections of Harakeke Street, Rochdale Street and Daresbury Lane to 7 metres.
40. Option 2 also includes a proposal for narrowing the Harakeke Street bridge to one lane. At the intersections, it is proposed to include raised platforms and narrowing to 7 metres on Harakeke Street either side of the Matai Street intersection and the Kilmarnock Street intersection.

2 Cont'd

41. Alterations of the existing narrowing and hump to a raised platform located 70 metres north of Riccarton Road are proposed to maintain similarity with the other traffic calming devices in the Cluster. The platform has been narrowed to 7 metres to deter vehicles from the business district on Riccarton Road entering the local residential street.

Option 3

42. Option 3 features a 9 metre wide carriageway along the full length of Harakeke Street between traffic calming devices and a 9 metre wide intersection of Harakeke Street, Rochdale Street and Daresbury Lane, which is offset to align with the recently constructed north section of Harakeke Street.
43. Option 3 also includes a proposal for narrowing the Harakeke Street bridge to one lane. At the intersections, it is proposed to include raised platforms and narrowing to 7 metres on Harakeke Street either side of the Matai Street intersection and the Kilmarnock Street intersection.
44. There is provision for 90 degree parking outside the kindergarten, which creates a narrowed carriageway and reduces parking on the east side of the street. There is further narrowing of the existing narrowing and hump to 7 metres, 70 metres north of Riccarton Road.

Option 4

45. The features of Option 4 include a 9 metre wide carriageway along the full length of Harakeke Street between traffic calming devices and a 9 metre wide intersection at Harakeke Street, Rochdale Street and Daresbury Lane, which is offset to align with the recently constructed north section of Harakeke Street.
46. There is a pedestrian refuge island south of the Rochdale Street intersection, which will assist in reducing the speed of the vehicles using this intersection, making it safer for pedestrians and providing a refuge island for pedestrians crossing the street.
47. Option 4 also includes a proposal for narrowing the Harakeke Street bridge to one lane. At the intersections, it is proposed to include raised platforms and narrowing to 7 metres on Harakeke Street either side of the Matai Street West intersection and the Kilmarnock Street intersection.
48. There is further narrowing of the existing narrowing and road hump, to 6 metres and a raised platform, 70 metres north of Riccarton Road, which will maintain consistency of traffic calming devices within the Cluster area.

Option 5

49. The features of Option 5 include a 9 metre wide carriageway from 15 metres south of the Rochdale Street intersection to the Kilmarnock Street intersection, and a 10 metre wide carriageway from Kilmarnock Street south to the narrowing and existing kerb and flat channel, 70 metres north of the Riccarton Road intersection. The intersection of Rochdale Street, Daresbury Lane and Harakeke Street will be narrowed to 7 metres.
50. Option 5 also includes a proposal for narrowing the Harakeke Street bridge to one lane. At the intersections, it is proposed to include a raised platform and narrowing to 7 metres on Harakeke Street on either side of the Matai Street West intersection and the Kilmarnock Street intersection.
51. There is further narrowing of the existing narrowing and road hump to 6 metres and a raised platform, 70 metres north of Riccarton Road, which will maintain consistency of traffic calming devices within the Cluster area.
52. Options 4 and 5 were presented to the community in May 2006, as part of the Harakeke Cluster consultation newsletter.

2 Cont'd

THE PREFERRED OPTION

53. As a result of the feedback received during consultation, the following changes were made to Option 4 (i.e. presented as Option 1 in the consultation newsletter), which was chosen as the preferred option for Harakeke Street:
- Harakeke Street at the Kilmarnock Street intersection is to be 8 metres wide, 3 metre wide entry and 5 metre wide exit.
 - Harakeke Street between Kilmarnock Street and the north end to be 9 metres wide.
 - Harakeke Street between Kilmarnock Street and Riccarton Road to be 10 metres wide.
 - Retain P10 parking outside the Kindergarten.
 - Footpath outside the Kindergarten to be against the kerb and wider.
 - Driveway at No. 31 Harakeke Street to be shown on the plan.
 - Driveway at No. 41 Harakeke Street no longer needed.
 - Check turning circle at pedestrian island at Rochdale Street intersection.
 - Landscaping outside No. 99 Harakeke Street on the corner of Rochdale Street.
 - Kindergarten to be consulted on Tree Species outside the Kindergarten.
54. Thus the key features of the preferred option for Harakeke Street are:
- A 9 metre wide carriageway north of Kilmarnock Street.
 - A 10 metre wide carriageway south of Kilmarnock Street.
 - A 9 metre wide intersection of Harakeke Street, Rochdale Street and Daresbury Lane, which is offset to align with the recently constructed north section of Harakeke Street.
 - A pedestrian island south of the Rochdale Street intersection.
 - Narrowing of the Harakeke Street bridge to one lane.
 - The Matai Street proposal that has raised platforms and narrowing to 7 metres on Harakeke Street on either side of the Matai Street intersection.
 - Narrowing to 8 metres and road humps on Harakeke Street each side of the Kilmarnock Street intersection.
 - Further narrowing of the existing narrowing and hump 70 metres north of Riccarton Road to 6 metres and a platform.

ASSESSMENT OF OPTIONS**The Preferred Option**

55. Option 4 (i.e. shown as Option 1 in the consultation newsletter) has been selected as the preferred option for Harakeke Street, as described in paragraphs 53 and 54 above.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental and economic wellbeing of community.	
Cultural	As above.	
Environmental	As above.	
Economic	As above.	Cost estimate \$1,347,100 (Harakeke)
Extent to which community outcomes are achieved:		
Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.		
Impact on the Council's capacity and responsibilities:		
Minimal impact on the Council's capacity and responsibilities to undertake its functions.		
Effects on Maori:		

Nil – no specific effects on Maori identified.

Consistency with existing Council policies:

Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.

Views and preferences of persons affected or likely to have an interest:

As stated in paragraphs 30 and 31 above and as detailed in Attachment 2 to this report.

Other relevant matters:

No other relevant matters identified.

Maintain the Status Quo

56. 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 Unit's Capital Programme.

	Benefits (current and future)	Costs (current and future)
Social	No short-term disruption during construction.	
Cultural	N/A	
Environmental	No improvement in amenity value.	
Economic	No outlay of capital cost.	Increasing maintenance costs.

Extent to which community outcomes are achieved:

N/A

Impact on the Council's capacity and responsibilities:

Increase in maintenance responsibilities for deteriorating kerb and channel asset.

Effects on Maori:

Nil.

Consistency with existing Council policies:

Inconsistent with the street renewal aspect of the capital programme works outlined in the LTCCP 2006-2016.

Views and preferences of persons affected or likely to have an interest:

As detailed in Attachment 2 to this report.

Other relevant matters:

No other relevant matters.

Alternative Option

57. Option 5 (i.e. shown as Option 2 in the consultation newsletter) was presented to the community in May 2006, as an alternative option for the Harakeke Street kerb and channel replacement project. This option is described in paragraphs 49-51 above.

2 Cont'd

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental and economic wellbeing of community.	Not preferred option for community.
Cultural	As above.	
Environmental	As above.	
Economic	As above.	
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>Nil – no specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 30 and 31 above and as detailed in Attachment 2 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

3. RATTRAY STREET – STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Christine Toner, Consultation Leader 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 Rattray Street - street renewal project, as shown in the **attached** plan.

EXECUTIVE SUMMARY

2. Rattray Street runs between Riccarton Road and Peverel Street, and is 340 metres long. The road reserve is 20 metres wide, and the existing carriageway is approximately 13-14 metres wide, with kerb and deep dish channel, and footpaths. The carriageway in the southern half of the street is badly crazed, indicating the need for full reconstruction.
3. The surrounding area is primarily residential in nature. There is a church on the corner of Peverel St, and a Kidsfirst Kindergarten at No 107. There is a walkway between No 97 and No 99 through to the Shands Crescent Reserve to the west.

3 Cont'd

4. The street is not part of a NIP but there is a SAM for Shands Crescent that includes the property on the Riccarton Road corner.
5. In accordance with the aims and objectives of the project, three options were developed for comparison for Rattray Street, and a preferred option was presented in a seminar to the Board on 13 February 2007. Concerns were raised about the width of the chicane and the need for a service strip.
6. The preferred option was presented to the community via a leaflet distributed to residents, absentee owners and other key stakeholders. At the close of consultation on 5 March 2007 there were only 5 responses received, all of which were generally supportive of the project.
7. No changes have been made to the Rattray Street plan as a result of the feedback received.
8. The key aspects of the preferred option are outlined in paragraph 32 below, and shown on the **attached** plan for approval.

FINANCIAL IMPLICATIONS

9. The street renewal works for Rattray Street are recommended in the Transport & Greenspace Unit's Capital Programme for implementation in the 2007/2008 financial year. The estimated cost of this project is \$784,300. The cost of this work will be covered in the overall kerb and channel programme for 2007 through the re-prioritisation of works city wide.
10. It is expected that the project works will be carried out in August – November 2007.

LEGAL CONSIDERATIONS

11. There are a number of land ownership issues associated with this project but none of these affect the proposed scheme design.
12. One existing street tree (Elm) at the Riccarton Road intersection will remain as part of the design. There are no notable or heritage trees, and no heritage or historic buildings, places and objects, shown in the City Plan or on Webmap2 on the intranet.
13. The City Plan defines minimum roadway widths for different road classifications. The proposed plan for Rattray Street has the carriageway reduced to 10 metres (9 metres is the minimum for a local road).
14. Where kerb build-outs are introduced along a street, the length of roadway subject to a width of less than 9 metres that is less than 60 metres in length, permits a waiver of the need to obtain resource consent. The proposed plan for Rattray Street includes a raised threshold and narrowing to 7 metres at the Riccarton Road and Peverel Street intersections. At the midway point, beside the existing culvert, the proposal includes an angled chicane with a raised platform and narrowing to 4 metres outside Nos 97 and 98. No resource consent is required, and there appear to be no legal implications for this project.
15. No stopping areas are required at both intersections and the chicane. Community Board resolutions are required to approve the new traffic restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. This project aligns with the street renewal capital works programme, as detailed on page 85 of the LTCCP (2006-2016).

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

17. The recommendations of this report support the capital programme in the 2006-2016 LTCCP.

3 Cont'd

Do the recommendations align with the Council's strategies?

18. This project aligns with the Council's parking strategy, road safety strategy, cycling strategy and pedestrian strategy.

CONSULTATION FULFILMENT

19. Initial Issues consultation was carried out in July/August 2006. Issues raised were incorporated in this concept proposal.
20. **Initial external consultation** was undertaken with the community in July/August 2006. A survey was distributed to all owners and residents of Rattray Street and extended around the corner to a few houses in Peverel Street and Riccarton Road. The survey requested feedback about the issues the Council needs to consider in the reconstruction of their street. The key issues arising from the 9 responses received were:
- **Parking** – at the church, kindergarten and at some rented properties.
 - **Speed reduction** – residents say that boy racers and other drivers speed in the street.
 - **Cyclists** – cycle lanes and/or cycle safety measures requested.
 - **Road surface** – smooth road surface requested.
 - **Footpath** – wide enough footpaths for mobility scooters requested.
 - **Landscaping** – a few comments requesting trees and landscaping.
 - **Street lighting** – better street lighting requested by two people.
 - **Drainage issues** – some flooding reported but no specific areas mentioned.
 - **Vandalism** – one respondent reported moderate vandalism.
21. In relation to the resident's feedback about traffic speed, the traffic volume along Rattray Street has been measured at a daily average of 751 vpd (vehicles per day) for 4 days and 716 vpd for 7 days. When traffic speeds were measured in October 2006 a maximum speed of 102.3 km/h and a minimum speed of 1.3 km/h were measured, giving a mean speed of 43.9km/h. The 85th percentile speed was measured at 54.0km/h with a mean speed of 44.6km/h. A parking survey showed a need for on-street parking outside the kindergarten at the beginning and end of both daily sessions, some outside rented properties mid-block and at the church. The Land Transport New Zealand Crash Analysis System shows that there have been three crashes recorded in the vicinity of Riccarton Road/Rattray Street, during the five year period between 2001 and 2005, but none of these occurred in Rattray Street itself.
22. The **Preferred Option** was presented in a seminar to the Riccarton/Wigram Community Board on 13 February 2007. Concerns were raised there about the width of the chicane and the need for a service strip. This is required because there are existing Telstra service boxes protruding from the fence line along the length of the street.
23. The Preferred Option was then circulated to the community via a leaflet distributed to residents, absentee owners and other key stakeholders.
24. There were only five responses received at the close of consultation on 5 March 2007, of which two were completely supportive, and three were generally supportive with comments.
25. The comments were about:
- The impact on left turners of narrowing the Riccarton Road threshold.
 - Potential problems doing a U-turn in the narrowed street especially outside the kindergarten.
 - Potential damage to new trees in the street if they were small like those planted in Wainui Street.
26. No changes have been made to the Rattray Street plan as a result of the feedback.

3 Cont'd

STAFF RECOMMENDATIONS

That the Board approves:

- (a) The Rattray Street renewal project to proceed to final design, tender and construction, as shown in the **attached** plan
- (b) The following traffic restrictions:
 - (i) That the stopping of vehicles be prohibited at any time on the eastern side of Rattray Street commencing at its intersection with Riccarton Road and extending 17 metres in a southerly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the western side of Rattray Street commencing at its intersection with Riccarton Road and extending 16 metres in a southerly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the eastern side of Rattray Street commencing at a point 157 metres south of its intersection with Riccarton Road and extending 28 metres in a southerly direction.
 - (iv) That the stopping of vehicles be prohibited at any time on the western side of Rattray Street commencing at a point 150 metres south of its intersection with Riccarton Road and extending 33 metres in a southerly direction.
 - (v) That the stopping of vehicles be prohibited at any time on the eastern side of Rattray Street commencing at its intersection with Peverel Street and extending 12 metres in a northerly direction.
 - (vi) That the stopping of vehicles be prohibited at any time on the western side of Rattray Street commencing at its intersection with Peverel Street and extending 12 metres in a northerly direction.
 - (vii) That the stopping of vehicles be prohibited at any time on the southern side of Riccarton Road commencing at its intersection with Rattray street and extending in a westerly direction to its intersection with Shand Crescent.
 - (viii) That the stopping of vehicles be prohibited at any time on the northern side of Peverel Street commencing at its intersection with Rattray Street and extending 12 metres in a westerly direction.
 - (ix) That the stopping of vehicles be prohibited at any time on the northern side of Peverel Street commencing at its intersection with Rattray Street and extending 9 metres in a easterly direction.

BACKGROUND (THE ISSUES)

- 27. Rattray Street runs between Riccarton Road and Peverel Street, and is 340 metres long. The road reserve is 20 metres wide, and the existing carriageway is approximately 13-14 metres wide, with kerb and deep dish channel, and footpaths.
- 28. Rattray Street is located in the Riccarton ward, which falls within the jurisdiction of the Riccarton/Wigram Community Board. It is classified as a local road in the Council's roading hierarchy.

THE OBJECTIVES

- 29. The objectives for the Rattray Street kerb and channel replacement project are as follows:

3 Cont'd

- (a) To reflect the local road nature of the street.
- (b) To address the issue of the speed of vehicles in the street.
- (c) To improve or maintain safety for pedestrians, cyclists and vehicles.
- (d) To ensure the design meets the demand for on street parking.
- (e) To improve amenity of the street.
- (f) To upgrade street lighting if appropriate.
- (g) To ensure adequate drainage design.

THE OPTIONS

30. In accordance with the aims and objectives of the project, three options were developed for comparison for Rattray Street. The preferred option was presented in a seminar to the Riccarton/Wigram Community Board on 13 February 2007 and circulated to the residents and owners of Rattray Street and its immediate vicinity in February 2007, for their comments. The other options are outlined later in this report.

The Preferred Option (Option 2)

31. This preferred option comprises full pavement reconstruction of Rattray Street and the replacement of the existing kerb and deep dish channel. It incorporates:
- (a) Reduced carriageway width from the existing 14m to 10m.
 - (b) Kerb build outs as a threshold treatment (Type C 'Modified' treatment – 75mm raised platform) at the Riccarton Road intersection, reducing the carriageway width from 11m to 7m on Rattray Street for the first 15m.
 - (c) Kerb build-outs as a threshold treatment (Type B treatment – 75mm raised platform) at the Peverel Street intersection, reducing the carriageway on Rattray Street from 14m to 7m for the first 15m and reducing the corner radii.
 - (d) An angled chicane, 4.0m wide, outside No. 97/98, where an existing culvert crosses the carriageway, with a 75mm raised platform along the length of the angled chicane, corresponding to the existing natural rise in the road due to the existing culvert height. A width of 4.0m is proposed rather than the 3.0m recommended by the Austroads Local Area Traffic Management Guide. This width has been used due to it being an angled chicane with a large deviation.
 - (e) New footpaths on both sides of the carriageway. This path will be 1.65m wide and will be located between a 0.8m wide grass service strip and a 2.5 – 3.0m wide grass berm. The path has been located so the existing lighting poles are located within the berm area. The grass service strip is required, as there are green Telstra service boxes located outside every second property on both sides of the street.
 - (f) Street trees in the berm areas on both sides of the carriageway and landscaping is proposed within the threshold areas and at the angled chicane.
 - (g) 'No Stopping' areas at the following locations for the extent of the narrowing:
 - (i) Riccarton Road intersection,
 - (ii) Narrowing at the existing culvert (No. 97/98) and
 - (iii) Peverel Street intersection.
 - (h) A street lighting upgrade has been investigated as part of this option.
 - (i) Narrow vehicle crossing will be increased to 3.5m as part of the works.
 - (j) A new vehicle crossing as part of a new development proposed on the south-western corner of the Rattray Street and Riccarton Road intersection.

3 Cont'd

Other Options:

Maintain the Status Quo (not preferred option)

32. The existing street width is 14m wide with kerb and deep dish/covered dish channels. No landscaping is provided along the street except at the Riccarton Road intersection. This option would be inconsistent with the Community Outcomes outlined in the LTCCP and with Council Strategies including the pedestrian strategy, the cycling strategy, road safety strategy and parking strategy, as well as the Council's asset management plan.

Option 3 – 7.5m wide carriageway with alternating parking bays

33. This option would be aligned moving east and west along the street, similar to Wainui Street, with alternating parking bays along the length of the street. Option 3 also incorporates:
- (a) Kerb build outs as for Option Two.
 - (b) Threshold treatment at Peverel Street similar to Option 2 except the carriageway would be reduced to 7.5m for the first 15m.
 - (c) A paved raised platform 7.5m wide at the existing culvert so the natural rise (formed due to the height of the culvert) in the road can remain.
 - (d) 90 degree angled parking outside the preschool and opposite the church.
 - (e) New footpaths on both sides of the carriageway, 1.65m wide and will be located between a grass service strip and a grass berm in the areas without parking bays, and between a wide service strip and the parking bays in the areas with parking bays. The path has been located so the existing power poles are located within the berm area. The grass service strip is required, as there are green Telstra service boxes located outside every second property on both sides of the street.
 - (f) Street trees in the berm areas and at the end of some of the parking bays depending on the length of the parking bay.
 - (g) Landscaping within the threshold areas, where the carriageway moves alignment and at the culvert.
 - (h) 'No Stopping' areas at the following locations for the extent of the narrowing:
 - (i) Riccarton Road intersection,
 - (ii) Where the carriageway changes alignment outside No. 103 and No. 88, and
 - (iii) Peverel Street intersection.
 - (i) A street lighting upgrade.
 - (j) Narrow vehicle crossing will be widened to 3.5m as part of the works.

ASSESSMENT OF OPTIONS FOR RATTRAY STREET – STREET RENEWAL PROJECT

Maintain the Status Quo

34. The option to maintain the status quo essentially means to undertake no capital works along Rattray Street. This would retain the street and road environment in its existing condition, including deep-dish kerb and channel.
35. This option would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with Council strategies, including the pedestrian strategy, cycling strategy, road safety strategy and parking strategy, as well as the Council's asset management plan.

3 Cont'd

36. Therefore, it is considered inappropriate to maintain the status quo because of the opportunity to contribute to an efficient, safe and sustainable transport system within this area of the City, whilst providing for all modes of transportation.

The Preferred Option

37. Option 2 is the preferred option and satisfies all of the project objectives as follows:

Replace the existing kerb and dish channel with kerb and flat channel

38. The existing kerb and dish channel will be replaced with kerb and flat channel for the full length of Rattray Street.

To reflect the local road nature of the street

39. The reduction in carriageway width from 14m to 10m, the inclusion of threshold treatments at each end of the street, and the planting of street trees and landscaping will highlight the local road nature of the street.

To address the issue of the speed of vehicles in the street

40. The current 85th percentile vehicle speed along Rattray Street is 54km/h, which does not highlight a significant speed issue along the street. However the public consultation highlighted concerns with boy racers and through traffic. It is expected that the inclusion of threshold treatments at each end of the street and the angled chicane in the centre of the street will reduce speeds along the street and reduce the amount of through traffic and boy racers.

To improve or maintain safety for Pedestrians, cyclists and vehicles

41. The threshold treatments at each end of the street, and the inclusion of an angled chicane midway along the street are expected to reduce the vehicle speeds along Rattray Street. A speed reduction will reduce the likelihood and severity of future accidents thereby improving safety for road users.
42. The width of the angled chicane is 4.0m to provide sufficient space for a vehicle to safely pass a cyclist. The expected reduction in vehicle speeds along the street will also improve safety for cyclists by providing a slower speed environment.
43. Pedestrian facilities along Rattray Street will be improved in the following ways:
- The existing footpaths are only 1.2m wide. This width will be increased to 1.65m on both sides of the carriageway.
 - The paths will be located between a 0.8m wide service strip and grass berms and will run along the full length of the street. The new paths have been located so the existing lighting poles, and Telstra service boxes are located within either the berm area or service strip.
 - The crossing width at the Riccarton Road intersection will reduce from 11m to 7m.
 - The crossing width at the Peverel Street intersection will reduce from 14m to 7m.
 - The angled chicane will provide a location for pedestrians to cross the road in the centre of the street, which is situated adjacent to the path through to the reserve in Shand Crescent.
 - Improved lighting along the street will improve pedestrian safety during night time.

3 Cont'd

To ensure the design meets the demand for on street parking

44. This scheme will see the removal of approximately eight on-street parking spaces. Currently both the Riccarton Road and Peverel Street intersections have no stopping restrictions in place and these will be extended slightly further, reducing the amount of parking. Although the on street parking demand is quite high in certain areas along the street the proposed parking supply will still be sufficient to cater for the parking demand.

To improve amenity of the street

45. The amenity of the street will be improved by the reduction in sealed areas, the inclusion of street trees, and the additional landscaping areas at the Riccarton Road intersection, at the angled chicane near the culvert, and at the Peverel Street intersection.

To upgrade street lighting

46. A street lighting assessment has been completed for the proposed scheme. A number of street lighting improvements are proposed as part of the scheme.

To ensure adequate drainage design

47. The City Solutions Drainage Engineer has completed a drainage review for Rattray Street. There are minimal drainage issues along Rattray Street. The proposed changes to the street have been reviewed by the drainage engineer and adequate drainage design has been allowed for during the scheme design process.

Alternative Options

48. Option 1 only partially meets the objective to maintain or improve safety for pedestrians, cyclists and vehicles, by maintaining the existing arrangement. It also meets the objective for on-street parking, because no changes are proposed and therefore the parking supply is unchanged. Otherwise this option does not meet any of the remaining objectives of the project, as stated above, and was therefore not selected as the preferred option.
49. Option 3 has not been selected as the preferred option due to it providing less speed reduction benefits, it being a higher cost option, and the uncertainty regarding resource consenting requirements for a below minimum width carriageway.

4. KATHLEEN CRESCENT – PROPOSED “NO STOPPING” RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Michael Thomson, Senior Traffic Engineer Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for a “no stopping” restriction in Kathleen Crescent at the Denton Park entrance (refer to **attached** plan).

EXECUTIVE SUMMARY

2. A pathway crosses Denton Park on the south side of the cycle track from Chalmers Street to Kathleen Crescent. This pathway is a shared footpath/cycleway.
3. A resident has advised that vehicles are often parked across the entrance to this path at the Kathleen Crescent entrance. The resident has observed difficulties for a person in a mobility scooter, trying to access the path due to parked vehicles. While the path entrance, with associated kerb cut down is obvious, it is not an infringement for motorists to park at this location. A “no stopping” restriction at this entrance will resolve this issue.

4 Cont'd

FINANCIAL IMPLICATIONS

4. The cost is minimal and can be installed using the existing road marking budget.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. N/A.

LEGAL CONSIDERATIONS

6. Land Transport Rule, Road User Rule 2004, provides for this.

Have you considered the legal implications of the issue under consideration?

7. Yes see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. N/A.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. N/A.

ALIGNMENT WITH STRATEGIES

10. Yes.

Do the recommendations align with the Council's strategies?

11. Aligns with the Parking Strategy.

CONSULTATION FULFILMENT

12. Adjoining residents are requesting the restriction and are aware of this report.

STAFF RECOMMENDATION

That the Board approves that the stopping of vehicles be prohibited at any time on the eastern side of Kathleen Crescent commencing at a point 198 metres easterly and then southerly (following the kerb line) from its northern intersection with Parker Street and extending in a southerly direction for a distance of 5 metres.

5. KINSELLA CRESCENT – PROPOSED “NO STOPPING” LINES

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Michael Thomson, Senior Traffic Engineer Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a section of broken yellow “no stopping” lines on the corner of Kinsella Crescent adjacent to the ABC Development Learning Centre Aidanfield at 54 Kinsella Crescent (refer to **attached** plan).

5 Cont'd

EXECUTIVE SUMMARY

2. The Council has received a request from a resident regarding safety, parking and access problems at the ABC Learning Centre in Kinsella Crescent. Concerns have been raised about the presence of vehicles parked on both sides of the road blocking traffic getting through.
3. The Child Care Centre is located on Kinsella Crescent. The parking on the street is currently unrestricted but due to the narrowness of the street (6m) parking should only be allowed on one side otherwise traffic flow is disrupted. There is on-site parking present; however this is reserved for staff.
4. To improve road safety and access it is proposed that a 41 metre length of broken yellow "no stopping" lines be installed opposite the child care centre. This is considered the most cost effective and practical solution to the problem.

FINANCIAL IMPLICATIONS

5. Cost is minimal and provided for in the operational road marking budget.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. The operational road marking budget is provided in the 2006-16 LTCCP.

LEGAL CONSIDERATIONS

7. Land Transport Rule, Road User 2004 provides for this under Section 12- Parking related road marking.

Have you considered the legal implications of the issue under consideration?

8. Clause 7 of this report covers the legal implications of this issue.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. N/A.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

10. The recommendation supports the reinstatement of a level of service appropriate for this road.

ALIGNMENT WITH STRATEGIES

11. Yes.

Do the recommendations align with the Council's strategies?

12. The recommendation aligns with the Council's Parking Strategy.

CONSULTATION FULFILMENT

13. Consultation has been carried out with the Child Care Centre and the affected residents across from the centre where the parking restriction would apply and there are no issues with the proposal. The Team Leader, Parking Enforcement has no objection to this restriction.

STAFF RECOMMENDATION

That the Board approves that the stopping of vehicles be prohibited at any time on the south side of Kinsella Crescent, commencing at a point 58 metres west from its intersection with Antonia Place and extending in a South westerly direction for a distance of 41 metres.

6. PRINCESS STREET – LOADING ZONE AND P60 AT MINISTRY OF EDUCATION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Michael Thomson, Senior Traffic Engineer Community

PURPOSE OF REPORT

1. The purpose of this report is seek the Board's approval to replace part of the existing parking restriction (P5 Goods Loading Zone) outside the Ministry of Education premises in Princess Street in response to that organisation's request, to a P60 parking restriction (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Ministry of Education occupies a premises at 39 Princess Street with a frontage width of 52 metres between driveway entrances either side of the Ministry building. A 37 metre long Goods Loading zone is situated outside this building with the remainder of the kerbside being unrestricted parking.
3. Ministry of Education staff advise that the length of this Goods loading zone is much longer than required. They also advise that they have clients who visit the premises, with their children. These clients find parking difficult as virtually all unrestricted parking is occupied by all day parkers. The Ministry staff are requesting a P60 park on part of the goods loading zone. Surveys by council staff of the Loading Zone use, confirm that the zone can be reduced in size.

FINANCIAL IMPLICATIONS

4. There are no direct financial implications.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. The modification of the Loading zone and installation of time limited parking can be provided using an existing approved operational budget.

LEGAL CONSIDERATIONS**Have you considered the legal implications of the issue under consideration?**

6. Any resolutions are pursuant to:
 - Local Government Act 1974 (those sections relating to public roads which were not repealed).
 - Local Government Act 2002
 - Land Transport Rule-Traffic Control Devices 2004, Rule 54002.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

7. N/A.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**ALIGNMENT WITH STRATEGIES**

8. This proposed change aligns with the Council's Parking Strategy.

Do the recommendations align with the Council's strategies?**CONSULTATION FULFILMENT**

9. Council Staff have discussed this proposal with businesses adjacent, with no objection received. The Team leader, Parking Enforcement agrees with this recommendation.

6 Cont'd

STAFF RECOMMENDATIONS

That the Board resolves:

- (a) That the Goods loading zone on the south side of Princess street, which commences at a point 257 metres west of the Whiteleigh avenue intersection, and extending in a westerly direction for a distance of 37 metres, be revoked.
- (b) That the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Princess street commencing at a point 257 metres from its intersection with Whiteleigh Avenue and extending in a westerly direction for a distance of 30 metres.
- (b) That a Loading Zone (Goods Vehicles only) time limit 5 minutes be created on the south side of Princess Street commencing at a point 287 metres from its intersection with Whiteleigh Avenue and extending in a westerly direction for a distance of 20 metres.

7. **LANCEWOOD DRIVE PEDESTRIAN FACILITY**

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Lorraine Wilmshurst, Project Manager & Andrew Hensley, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval of \$27,000 from its Transport & Roading Committee Fund for the installation of island build outs in Lancewood Drive to create a pedestrian facility (see **Attachment A**).

EXECUTIVE SUMMARY

2. A number of concerns from the community have been expressed regarding the safety of children crossing Lancewood Drive at the pedestrian access near Rowanwood Close.
3. In July 2003 the site was assessed for a Neighbourhood Improvement Project (NIP). The investigation resulted in the site receiving a relatively low ranking when prioritised with other NIP's across the city, and being added to a list of possible future projects.
4. A review of the site was undertaken in July 2004 which resulted in recommendations for remedial improvements. These included the construction of kerb build outs on both sides of the road, signage, road markings, no stopping lines, school education programme, and the trimming of vegetation. The majority of these works are dependent on a relatively high NIP prioritisation to achieve capital programme funding.
5. At present the Lancewood Drive NIP does not rank high enough for construction in the current financial year, and currently sits in the 2010/11 financial year with a budget of \$55,000. This position in the programme may change however as other projects of a higher priority are added to the list over time.
6. As requested by the Board the issue has been revisited and a number of options investigated. The preferred treatment to address the issue is the installation of 'island build outs' and associated signage and markings. Revised estimates for this project now indicate a cost of \$27,000. A concept plan for this treatment is shown in Attachment A.
7. Following the Board's committee meeting on 2 March 2007, the properties in Lancewood Drive that are considered to be immediately affected have been consulted and two of the three properties are generally supportive (see **Attachment B**).

7 Cont'd

8. Before proceeding further with wider consultation and possible implementation, funding of the project needs to be allocated by the Board.

FINANCIAL IMPLICATIONS

9. An estimated cost for this work is \$27,000

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

10. Currently sits in the 2010/11 financial year with a budget of \$55,000, refer paragraphs 5 and 8.

LEGAL CONSIDERATIONS

11. There are no land ownership implications, the project is between the existing kerbs, and the Community Board will be required to approved the proposed parking restrictions.

Have you considered the legal implications of the issue under consideration?

12. As noted in paragraph 11.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. This project aligns with the Capital Programme, as detailed on page 85 of the LTCCP (2006-16).

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

14. Not in the current financial year, as stated in paragraph 5.

ALIGNMENT WITH STRATEGIES

15. The project aligns with the Council's Road Safety Strategy and the Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

16. The recommendations of this report align with the above mentioned Council Strategies.

CONSULTATION FULFILMENT

17. As requested by the Community Board, the properties in Lancewood Drive that are considered to be immediately affected have been consulted (see Attachment B).

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board approves the allocation of \$27,000 from its Transport & Roothing Committee Fund for the installation of island build outs in Lancewood Drive to create a pedestrian facility.

8. UPDATE ON CURRENT TRANSPORT ISSUES

Staff will provide a verbal update on other current traffic/streets issues in the Riccarton/Wigram ward.

9. TRANSPORT AND ROADING COMMITTEE FUNDS UPDATE

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

27. 4. 2007

-24-

10. MEMBERS INFORMATION EXCHANGE

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