



**Christchurch City Council**

## **RICCARTON/WIGRAM COMMUNITY BOARD**

# **TRANSPORT AND ROADING COMMITTEE AGENDA**

**FRIDAY 31 AUGUST 2007**

**AT 8.00AM**

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

**To: Transport and Roding Committee**

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**1. APOLOGIES**

Lesley Keast.

**2. DEPUTATIONS BY APPOINTMENT**

**2.1 Athol Terrace/Waimairi Road Proposed No Stopping Lines**

Kathie Watson will be in attendance to speak to the Committee on the above matter.

**2.2 Lancewood Drive Pedestrian Facility**

Michael Shears will be in attendance to speak to the Committee on the above matter.  
**(To be confirmed.)**

**3. CORRESPONDENCE**

The following items of correspondence were tabled at the 14 August 2007 Board meeting and referred to the Transport and Roading Committee for consideration:

- 3.1 A letter from Templeton Primary School regarding safety concerns about children crossing Banks Street outside the school.
- 3.2 Two letters from the Halswell Residents' Association regarding damage to Sabys Road bridge and concerns about a boundary fence on Halswell Road.
- 3.3 A letter from the Hornby Working Men's Club registering the Club's interest in any future work carried out on Chalmers Street, Hornby.

The letters are **attached**.

#### 4. BRIEFINGS

##### 4.1 Bus Priority Measures

Mike Tottman, Project Manager for Transit NZ and Cathy Forrest, Team Leader from Maunsell Ltd, will be in attendance to discuss proposals under consideration for Bus Priority Measures along Main South Road (between Parker Street and Curletts Road). Measures that are being considered for parts of the route include:

- Bus lanes, which will involve reduced parking in some areas during peak periods.
- Special traffic signal controls and layouts for buses, such as b-signals to give buses pre-emption at the beginning of green traffic signal phases.
- Repositioning of bus stops.
- Other methods that will safely give buses priority over other vehicles.

The aim of this presentation is to get the Committee's feedback on potential issues along the route so that the presenters can consider all options.

##### 4.2 Curletts Road Cycleway

Andrew Hensley will be in attendance to provide a brief update to the Committee on the Curletts Road cycleway.

## 5. ATHOL TERRACE/ WAIMAIRI ROAD PROPOSED NO STOPPING LINES

<b>General Manager responsible:</b>	Jane Parfitt, General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Michael Aitken, Transport and Greenspace Manager
<b>Author:</b>	Steve Dejong/Barry Cook

### PURPOSE OF REPORT

1. To seek the Board's approval for the installation of "No Stopping" lines on the corners of Athol Terrace at its intersection with Waimairi Road, and at the head of the cul-de-sac (refer attached).
2. To respond to the Board's request of 2 March 2007 for staff to investigate the feasibility of all-day parking restrictions on Waimairi Road and the small portion of Athol Terrace off Waimairi Road.

### EXECUTIVE SUMMARY

3. Earlier this year Mrs Kathie Watson, a resident of Athol Terrace, appeared before the Committee to express her concerns, regarding the all day parking taking place in her street. In response the Board resolved: "To request a report from staff on the feasibility of all day parking restrictions, from Monday to Friday, on the west side of Waimairi Road in the vicinity of Athol Terrace, and on both sides of Athol Terrace".
4. After investigating the request and randomly choosing four residents of this portion of Athol Terrace to interview, and Mrs Watson, it was confirmed that the present all day parking problems were a direct result of the construction of the student units in Waimairi Road. This construction site has some 60 full time employees and all the associated trade's people, who park all day in the vicinity which is the cause of the present parking problems. The construction project, according to the senior site manager is running ahead of schedule and will be completed by mid October.
5. While investigating the Board's request it was identified that there were issues with vehicles parking around the head of the Athol Terrace cul-de-sac making it impossible to turn around without completing a three point turn and that vehicles were also parking close to and right up to the corner at the intersection of Athol Terrace and Waimairi Road on both frontages, making entry and exit of this portion of Athol Terrace difficult, this is exacerbated by the fact that this location is also a natural crossing point for pedestrians to and from the University. These two concerns were also individually voiced by three of the five residents interviewed.
6. The placement of the proposed "No Stopping" lines around the head of the cul-de-sac will make it possible to complete an unimpeded 180 degree turn and negate the need for road users to reverse into private driveways, It will also make it safer for pedestrians and cyclists entering the cul-de-sac from Peer Street through the cycle/pedestrian only access way. The placement of the proposed "No Stopping" lines around both corners at the intersection of Athol Terrace and Waimairi Road will provide greater visibility to both pedestrians crossing Waimairi Road and vehicles entering and exiting this portion of Athol Terrace.
7. With the completion of the student accommodation situated on the university land adjoining Waimairi Road so close, it is believed that the present parking issues will be resolved. If however, when the student accommodation is occupied it is found that the present parking problems return then the streets enduring parking problems at that time can be addressed as a whole and parking restrictions that address this specific issue can be imposed. Mrs Watson is happy with this proposal.

### FINANCIAL IMPLICATIONS

8. The cost of the project is estimated to be \$500.00.

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

9. The installation of road markings is within the LTCCP Street and Transport operational budgets.

## 5. Cont'd

### LEGAL CONSIDERATIONS

10. The Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

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

11. As above.

### ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Aligns with the Streets and Transport activities by contributing to the Council's community outcomes - safety.

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

13. This contributes to improve the level of service and safety.

### ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Council's Parking Strategy 2003.

#### Do the recommendations align with the Council's strategies?

15. As above.

### CONSULTATION FULFILMENT

16. Mrs Kathie Watson has been consulted and supports the installation of the proposed "No Stopping" lines and the deferment of any parking restrictions until problems arise at a later date. The residents whose properties front the proposed "No Stopping" lines are also in favour of their installation.

### STAFF RECOMMENDATIONS

It is recommended that the Committee recommend that the Board:

- (a) Approve the installation of the proposed "No Stopping" lines at the head of the Athol Terrace cul-de-sac, starting from a point 95 metres west of the intersection of Waimairi Road and continuing around.
- (b) Approve the installation of "No Stopping" lines on the west side of Waimairi Road, starting at the intersection of Athol Terrace and extending in a southerly direction for 17 metres.
- (c) Approve the installation of "No Stopping" lines on the west side of Waimairi Road, starting at the intersection of Athol Terrace and extending in a northerly direction for 9.5 metres.
- (d) Approve the installation of "No Stopping" lines on the north side of Athol Terrace, starting at the intersection of Waimairi Road and extending around the corner in a westerly direction for 15.5 metres.
- (e) Approve the installation of "No Stopping" lines on the south side of Athol Terrace, starting at the intersection of Waimairi Road and extending in a westerly direction for 15.5 metres.
- (f) Defer any implementation of further parking restrictions within Athol Terrace and Waimairi Road vicinity until the student accommodation presently under construction along Waimairi Road is completed and fully occupied, when any specific student parking issues identified at that time can be addressed as a whole.

## 6. HAYTON ROAD (SYMES ROAD - DAKOTA CRESCENT) KERB AND CHANNEL RENEWAL PROJECT

<b>General Manager responsible:</b>	Jane Parfitt, General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Michael Aitken, Unit Manager, Transport & Greenspace
<b>Author:</b>	Andrew Hensley, Consultation Leader

### 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 of the Hayton Road (Symes Road - Dakota Crescent) Kerb and Channel Renewal Project, as shown in **Attachment 1** - Plan for Board Approval.

### EXECUTIVE SUMMARY

2. Hayton Road (Symes Road - Dakota Crescent) is part of the kerb and channel renewal programme and is currently programmed for construction in the 2007/08 financial year.
3. The initiating aim of the project is to renew the existing kerb and dish channel and carriageway on Hayton Road from Symes Road to Dakota Crescent. The objectives of the project are as follows:
  - (a) Replace the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway;
  - (b) Improve safety for pedestrians, cyclists and motorists;
  - (c) Ensure adequate drainage;
  - (d) Upgrade street lighting;
  - (e) Reflect the collector road status of Hayton Road;
  - (f) Ensure the design meets demand for on-street parking where possible; and
  - (g) Provide landscape enhancement where possible.
4. Initial issues consultation was undertaken in December 2006 and January 2007, from which the Council recorded 40 written responses. The key issues raised by the community included traffic volume, speed, shortcutting, corner cutting - in particular at the bends, landscaping, pedestrian concerns at Washbournes Road and at the railway footbridge, cyclists, drainage, lighting, and the parking needs of the food bar.
5. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the project were confirmed, and a preferred Consultation Plan was developed. This was presented in a seminar to the Riccarton/Wigram Transport & Roading Committee on 27 April 2007.
6. Consultation on the Plan was undertaken in May 2007 with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter, but also included phone calls, attending Wigram Park Community Association meetings, emails, and the Council's 'Have Your Say' website.
7. Approximately 700 Consultation Newsletters were distributed, of which 42 written responses were received. Some comments were also received verbally. Of the written responses received 30 (71%) were in general support of the Plan.

## 6. Cont'd

8. A summary of consultation can be found in the Consultation Fulfilment section of this report.
9. The Plan for Board Approval shows alterations made following consultation (see Attachment 1).
10. The key features of the Plan include:
  - (a) New kerb and flat channel on the southern side of Hayton Road;
  - (b) New kerb and flat channel and unsealed shoulder on the northern side of Hayton Road;
  - (c) Full carriageway reconstruction;
  - (d) 12 metre wide carriageway;
  - (e) 9 metre wide carriageway at the bends due to constraints such as structures, underground services and property boundaries;
  - (f) 14 metre wide carriageway at the Symes Road/Main South Road intersection due to turning movements;
  - (g) Vickerys Road intersection has a 7 metre wide entrance, cobbled threshold, landscape planting, and a Give Way control against Vickerys Road;
  - (h) Washbournes Road has the existing 14.8 metre wide entrance retained to allow truck access, and a Give Way control against Washbournes Road;
  - (i) Kerb build-outs at railway footbridge to assist pedestrians crossing;
  - (j) Formalised parking area opposite the food bar and opposite 3 Symes Road;
  - (k) No stopping lines on bends, at intersections and along the northern side of Hayton Road (excluding the designated parking areas).

### FINANCIAL IMPLICATIONS

11. Hayton Road (Symes Road - Dakota Crescent) is part of the kerb and channel renewal programme and is currently programmed for construction in the 2007/08 financial year.
12. This project has a budget of \$623,946. The project cost is estimated at \$1,425,000 including fees and contingencies (May 2007).
13. The balance will need to be reprogrammed into the 2007/08 financial year in November 2007 as part of the revision of the overall kerb and channel renewal programme.
14. Once this revision has been carried out, the total budget will be \$1,423,345.

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

15. Yes. See above.

### LEGAL CONSIDERATIONS

16. There are some land ownership issues associated with this project. There are properties which occupy legal road, but no road resumptions as part of this project, as this land is not required for the kerb and channel renewal project.
17. There are no Notable or Heritage trees shown in the City Plan.

**6. Cont'd**

18. There are no Heritage or Historic buildings, places and objects shown in the City Plan.
19. The City Plan, Part 14, Appendix 5, also has minimum roadway widths (that portion of the road devoted particularly to the use of motor vehicles, inclusive of shoulders and auxiliary lanes) for different road classifications. This scheme has a width of 12 metres and the requirement in the City Plan is 12 metres (for a collector road), therefore a consent is not required.
20. Where the kerb build-out has been introduced, the length of the roadway subject to a width less than 12 metres is less than 60 metres in length, which permits a waiver of the need to obtain a consent under clause 4.5.1 of Part 8 of the City Plan. Therefore a consent is not required.
21. The kerb alignment at the bends on Hayton Road results in a carriageway width of 9 metres. However, the kerb and channel is being replaced on the original alignment, and even though less than required by the City Plan, existing use rights apply and a consent is not required for the work.
22. Community Board resolutions are required to approve the proposed parking and traffic restrictions.

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

23. Yes. See above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

24. This project aligns with the Capital 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?**

25. The recommendations of this report support the Capital Programme in the 2006-2016 LTCCP.

**ALIGNMENT WITH STRATEGIES**

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

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

27. As above.

**CONSULTATION FULFILMENT**

28. Initial issues consultation was undertaken in December 2006 and January 2007, from which the Council recorded 40 written responses. The key issues raised by the community included traffic volume, speed, shortcutting, corner cutting - in particular at the bends, landscaping, pedestrian concerns at Washbournes Road and at the railway footbridge, cyclists, drainage, lighting, and the parking needs of the food bar.
29. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the project were confirmed, and a preferred Consultation Plan was developed. This was presented in a seminar to the Riccarton/Wigram Transport & Roading Committee on 27 April 2007.
30. Consultation on the Plan was undertaken in May 2007 with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter, but also included phone calls, attending Wigram Park Community Association meetings, emails, and the Council's 'Have Your Say' website.



## 6. Cont'd

31. Approximately 700 Consultation Newsletters were distributed, of which 42 written responses were received. Some comments were also received verbally. Of the written responses received 30 (71%) were in general support of the Plan.
32. A number of comments in relation to the Consultation Plan have resulted in changes to the Plan for Board Approval. These are identified in Attachment 1.
33. Key issues raised by respondents during the Consultation Plan phase of consultation included the following (Project Team responses in italics).

### Washbournes Road Intersection:

34. Concern regarding the width of the intersection and access for 20 metre articulated trucks turning into the street.
35. Concern that if a vehicle is waiting to exit Washbournes Road there is not enough room for trucks to enter Washbournes Road.
  - (a) *The narrowing of the Washbournes Road intersection has been removed and the existing alignment of 14.8 metres has been retained to allow truck access.*
36. There is a need for a Give Way control at the intersection.
  - (a) *A Give Way control will be installed against Washbournes Road to allow traffic to exit the traffic lane in Hayton Road. This will also provide consistency along the route (see Vickerys Road Intersection (37a) below).*

### Vickerys Road Intersection:

37. There is a need for a Give Way control at the intersection.
  - (a) *A Give Way control will be installed against Vickerys Road to allow traffic to exit the traffic lane in Hayton Road. This will also provide consistency along the route (see Washbournes Road Intersection (36b) above).*

### Parking:

38. Concern that the parking area opposite the Food Bar (30A Hayton Road) is not sufficient for large trucks.
  - (a) *The recessed parking area opposite the Food Bar has been lengthened by three parking spaces to provide 41.5 metres of parking, and this can accommodate a large truck.*
39. Businesses on the bend (near Dakota Crescent) are losing on-street parking. Could they park opposite their businesses on the outside of the bend?
  - (a) *Parking on the outside of the bend is unsafe. The kerb around this bend will provide good definition for traffic. Parking surveys and observations indicate a low demand for on-street parking in this area.*
40. Could parking be provided for the business units at 40 Hayton Road?
  - (a) *The Resource Consent for 40 Hayton Road has parking allocated on-site. Some of the parking is within the units. There is on-street parking either side of the property. The recessed parking bay opposite the Food Bar has been lengthened to allow additional parking. Parking surveys and observations indicate a low demand for on-street parking in this area.*

**6. Cont'd**

**Narrowing of the Road:**

41. Disagree with narrowing the northern bend. How is traffic to flow around vehicles turning into Mainfreight?
- (a) *The road is not being narrowed as the existing 9 metre wide carriageway is being retained, and on-street parking is being removed. Access into the Mainfreight depot is where the road widens to a 14.8 metres wide carriageway allowing space for turning vehicles.*
42. Concern there is not enough space for vehicles and cycles on a blind narrow bend.
- (a) *The 9 metre wide carriageway allows for 4.5 metre wide traffic lanes, and there is no on-street parking in this section of the road.*

**Pedestrian Facility:**

43. Don't throttle Hayton Road with the build-outs, paint a zebra crossing.
- (a) *A zebra pedestrian crossing is not an appropriate treatment in this situation given the level of pedestrians and the large numbers of heavy vehicles.*
44. Pedestrian bridge once served the Sockburn Railway station - is it still needed?
- (a) *The pedestrian bridge is not a Council-owned asset, but the Council has an agreement to maintain this access. It is used and therefore considered warranted.*
45. Pedestrian facility will hinder access to property.
- (a) *The driveway at 28 Hayton Road has been amended to accommodate the development on this property.*

**Speed & Traffic Flow:**

46. Many people use Hayton Road as a short cut and many trucks use the area.
- (a) *Hayton Road is a collector road that acts as an arterial road, and it is not possible as a result of this project to reduce the number of vehicles or add any traffic calming. Hayton Road services a large industrial area.*
47. Suggestion that speed humps be installed in the 9 metre wide carriageway sections.
- (a) *This is not possible due to the collector road status and the number of vehicles using it. It will also cause unnecessary vibrations from the trucks.*

**Construction Phase:**

48. Concerns raised regarding dust during construction, hours of work and possible loss of business.
- (a) *These issues will be clarified in the design brief and with the construction supervisor. There will be a need for communication with the businesses along Hayton Road.*

**Landscaping:**

49. Is the hedge along the railway boundary being removed?
- (a) *The hedge and other vegetation along the railway boundary is not being altered.*

**6. Cont'd**

50. Did not want a tree planted outside 4A Hayton Road.

(a) *The proposed tree will not be planted.*

**Lighting:**

51. Improve lighting at the railway footbridge.

(a) *The lighting at the pedestrian facility will be checked and upgraded. The lighting on the footbridge will remain as it is at present.*

**Cycling:**

52. There has been very little thought given to cyclists.

(a) *This is not a recognised cycle route. The traffic lanes are wide enough to accommodate both vehicles and cyclists - in the narrowest sections there is a 4.5 metre wide lane and no on-street parking.*

**Issues Outside Project Scope:**

53. There were a number of additional issues raised. These included the Symes Road/Main South Road intersection, Symes Road/Vickers Road intersection and the adjoining park, speed, tagging and vandalism.

(a) *These issues are beyond the scope of this project, and where applicable have been referred to the appropriate handling officers within the Council for further investigation.*

**STAFF RECOMMENDATIONS**

It is recommended that the Committee recommend that the Board:

(a) Approve the Plan shown in Attachment 1 - Plan for Board Approval, to proceed to final design, tender and construction.

(b) Approve the following parking restrictions:

**Hayton Road**

(i) That all existing parking restrictions on Hayton Road between Symes Road and Dakota Crescent be revoked.

(ii) That the stopping of vehicles be prohibited at any time on the west side of Hayton Road commencing at its intersection with Symes Road and extending 15 metres in a northerly direction.

(iii) That the stopping of vehicles be prohibited at any time on the north west side of Hayton Road commencing at a point 41.5 metres from its intersection with Symes Road and extending 438 metres in a north easterly direction.

(iv) That the stopping of vehicles be prohibited at any time on the north side of Hayton Road commencing at a point 123 metres from its intersection with Dakota Crescent and extending 134 metres in a westerly direction

(v) That the stopping of vehicles be prohibited at any time on the south western side of Hayton Road commencing at a point 124 metres from its intersection with Dakota Crescent and extending 61 metres in a north westerly direction.

**6. Cont'd**

- (vi) That the parking of vehicles be restricted to a maximum period of ten minutes on the south side of Hayton Road commencing at a point 61 metres from its intersection with Washbournes Road and extending in an easterly direction for a distance of 12 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Hayton Road commencing at its intersection with Washbournes Road and extending 30.5 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Hayton Road commencing at its intersection with Washbournes Road and extending 16 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Hayton Road commencing at its intersection with Vickerys Road and extending 16 metres in an easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Hayton Road commencing at its intersection with Vickerys Road and extending 16 metres in a westerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the south eastern side of Hayton Road commencing at a point 31 metres from its intersection with Symes Road and extending 84 metres in a north easterly direction.

**Symes Road**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Symes Road commencing at its intersection with Hayton Road and extending 14 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Symes Road commencing at its intersection with Hayton Road and extending 15 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Symes Road commencing at its intersection with Hayton Road and extending 12 metres in an easterly direction.

**Vickerys Road**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Vickerys Road commencing at its intersection with Hayton Road and extending 18.5 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Vickerys Road commencing at its intersection with Hayton Road and extending 19 metres in a southerly direction.
- (iii) That a Give Way control be placed against Vickerys Road at its intersection with Hayton Road.

**6. Cont'd**

**Washbournes Road**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Washbournes Road commencing at its intersection with Hayton Road and extending 13 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Washbournes Road commencing at its intersection with Hayton Road and extending 13 metres in a southerly direction.
- (iii) That a Give Way control be placed against Washbournes Road at its intersection with Hayton Road.

**BACKGROUND (THE ISSUES)**

- 54. Hayton Road is located in the Riccarton/Wigram Ward, which falls within the jurisdiction of the Riccarton/Wigram Community Board.
- 55. Hayton Road is classified as a collector road in the Council's roading hierarchy. The section of Hayton Road from Symes Road to Dakota Crescents is part of the kerb and channel renewal programme and is currently programmed for construction in the 2007/08 financial year.
- 56. Hayton Road serves the Parkhouse Road industrial area and the land use surrounding the road is a mix of businesses and residential.
- 57. The Land Transport Safety Crash Analysis System shows there have been ten crashes recorded for the five year period between 2002 and 2007. Eight of the crashes were loss of control and involved either speed and/or alcohol. There were five injuries sustained - three were minor and two serious (one minor and the two serious were all the result of one crash).
- 58. Refer to the Consultation Fulfilment section of this report for consultation details.

**THE OBJECTIVES**

- 59. The initiating aim of the project is to renew the existing kerb and dish channel and carriageway on Hayton Road from Symes Road to Dakota Crescent. The objectives of the project are as follows:
  - (a) Replace the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway;
  - (b) Improve safety for pedestrians, cyclists and motorists;
  - (c) Ensure adequate drainage;
  - (d) Upgrade street lighting;
  - (e) Reflect the collector road status of Hayton Road;
  - (f) Ensure the design meets demand for on-street parking where possible; and
  - (g) Provide landscape enhancement where possible.

**THE OPTIONS**

- 60. Two options including the status quo were considered for comparison.

## 6. Cont'd

### The Preferred Option

61. Option 2 (see Attachment 1 - Plan for Board Approval).
62. Option 2 includes:
  - (a) New kerb and flat channel on the southern side of Hayton Road;
  - (b) New kerb and flat channel and unsealed shoulder on the northern side of Hayton Road;
  - (c) Full carriageway reconstruction;
  - (d) 12 metre wide carriageway;
  - (e) 9 metre wide carriageway at the bends due to constraints such as structures, underground services and property boundaries;
  - (f) 14 metre wide carriageway at the Symes Road/Main South Road intersection due to turning movements;
  - (g) Vickerys Road intersection has a 7 metre wide entrance, cobbled threshold, landscape planting, and a Give Way control against Vickerys Road;
  - (h) Washbournes Road has the existing 14.8 metre wide entrance retained to allow truck access, and a Give Way control against Washbournes Road;
  - (i) Kerb build-outs at the railway footbridge to assist pedestrians crossing;
  - (j) Formalised parking area opposite the food bar and opposite 3 Symes Road;
  - (k) No stopping lines on bends, at intersections and along the northern side of Hayton Road (excluding the designated parking areas).

### Other Options

63. Option 1 - Maintain the Status Quo
  - (a) This option maintains the existing road layout.

### ASSESSMENT OF OPTIONS

#### The Preferred Option: Option 2

64. Option 2 meets all the project objectives and is consistent with the Capital Programme in the 2006-2016 LTCCP. It takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations, community feedback and legal considerations associated with the project.
65. The existing kerb and dish channel will be replaced with kerb and flat channel on the existing alignment on the southern side of Hayton Road. With the exception of the formalised parking areas and corners / bends, no new kerb and channel is proposed for the northern side of Hayton Road.
66. This option also includes the full reconstruction of carriageway due to its failing condition, and the volume and type of traffic utilising Hayton Road.

**6. Cont'd**

67. The lengths of proposed carriageway which are narrowed to 9 metres are limited to the eastern and western bends/corners on Haytons Road, and is consistent with the existing carriageway widths at these locations.
68. The prevailing 9 metre wide carriageway is a result of physical constraints at these locations, namely the retaining wall adjacent to the Sockburn Over-bridge and services adjacent to the railway line. No stopping lines and centre lines have been proposed at locations where the carriageway width is 9 metres thus ensuring a 4.5 metre lane width exists at all times. In considering the high number of heavy and oversize vehicles which utilise Hayton Road, this lane width ensures a safer environment at these pinch points.
69. The intersection of Washbournes Road will remain on the existing alignment with a width of 14.8 metres. This allows heavy vehicle traffic access to the industrial sites in this Road. It will also encourage this heavy traffic to use Washbournes Road rather than Vickerys Road.
70. The intersection of Vickerys Road has been narrowed to 9 metres and re-aligned, thus slowing vehicles which turn into and out of the street, as well as providing a shorter crossing distance for pedestrians.
71. Both Washbournes Road and Vickerys Road intersections will have a Give Way control against them to give priority to traffic entering these local roads from Hayton Road.
72. Pedestrian facilities along Hayton Road will be improved by the introduction of the kerb build-out adjacent to the pedestrian footbridge, narrowing the crossing width to 8 metres at the intersections of Vickery's Road and Washbournes Road, and improving the street lighting.
73. Cycle safety has been considered and 4.5 metre lane widths have been retained through the implementation of no stopping parking restrictions at the bends/corners on Hayton Road.
74. Extensive drainage works will be undertaken as part of the works in order to upgrade the existing stormwater system for the length of the project.
75. A street lighting upgrade will be carried out as part of the works as required.
76. The collector road status of Hayton Road has been preserved by retaining the 12 metre carriageway width and lane configuration where applicable.
77. The 12 metre wide carriageway will accommodate parallel parking on the southern side of Hayton Road with the exception of the bends/corners where no stopping restrictions apply.
78. Some informal parking spaces have been lost on the northern side as a result of the proposed restrictions. With the exception of the two formalised parking areas that exist on the northern side of Hayton Road, no parking is permitted on that side. However, observations suggest that the on-street parking supply will still be sufficient to cater for both the current and expected parking demand.

## 6. Cont'd

79. The existing trees and shrubs adjacent to the railway line will be retained, and new landscape planting has been proposed at the Vickerys Road and Washbournes Road intersections, and at the kerb build-outs.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Positive impact on social, cultural, environmental, and economic wellbeing of the community.	
<b>Cultural</b>	As above.	
<b>Environmental</b>	As above.	
<b>Economic</b>	As above.	Cost estimate: \$1,425,000
<p><b>Extent to which community outcomes are achieved:</b></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><b>Impact on the Council's capacity and responsibilities:</b></p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p><b>Effects on Maori:</b></p> <p>Nil - no specific effects on Maori identified.</p> <p><b>Consistency with existing Council policies:</b></p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>As detailed in the Consultation Fulfilment section.</p> <p><b>Other relevant matters:</b></p> <p>No other relevant matters identified.</p>		



## 6. Cont'd

**MAINTAIN THE STATUS QUO****Option 1**

80. This option does not meet any of the project objectives and does not meet the requirements of asset renewal. It has therefore not been selected as the preferred option.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	No short term disruption during construction	
<b>Cultural</b>		
<b>Environmental</b>		
<b>Economic</b>	No outlay of capital cost	Increasing maintenance costs
<b>Extent to which community outcomes are achieved:</b>		
N/A		
<b>Impact on the Council's capacity and responsibilities:</b>		
Increase in maintenance for deteriorating kerb and channel, and carriageway asset.		
<b>Effects on Maori:</b>		
Nil - no specific effects on Maori identified.		
<b>Consistency with existing Council policies:</b>		
Inconsistent with the Capital Programme in the Council's 2006-2016 LTCCP.		
<b>Views and preferences of persons affected or likely to have an interest:</b>		
As detailed in the Consultation Fulfilment section.		
<b>Other relevant matters:</b>		
No other relevant matters identified.		

**Other Option**

81. To meet the requirements of the collector road classification of Hayton Road, the nature and volume of the traffic utilising it, and the physical constraints, there was considered no other option.

## 7. LANCEWOOD DRIVE PEDESTRIAN FACILITY

<b>General Manager responsible:</b>	Jane Parfitt, General Manager City Environment Group, DDI 941-8656
<b>Officer responsible:</b>	Michael Aitken, Transport & Greenspace
<b>Author:</b>	Andrew Hensley, Consultation Leader

### 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 of the Lancewood Drive Pedestrian Facility - Neighbourhood Improvement Project, as shown in **Attachment 1**- Plan for Board Approval.

### 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. 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 indicated a cost of \$27,000.
7. Following the Board's Transport and Roding Committee meeting on 2 March 2007, the three properties in Lancewood Drive considered to be immediately affected were consulted by way of an Initial Consultation Plan in April 2007, with two of the properties indicating general support. Consultation was also undertaken with the Halswell Residents Association. These findings were reported back to the Board's Transport and Roding Committee at its 27 April 2007 meeting.
8. The Riccarton / Wigram Community Board at its 7 June 2007 meeting resolved 'to approve the allocation of \$27,000 from its Transport & Roding Committee Fund for the installation of island build-outs in Lancewood Drive to create a pedestrian facility'. This was undertaken to enable the earlier completion of this project.
9. Following further investigations, with the assistance of comments from the initial consultation, the Initial Consultation Plan was confirmed as the Consultation Plan, and the aims and objectives of the project were determined as:
  - (a) The aim of the project is to improve the safety of pedestrians crossing Lancewood Drive at the pedestrian access into Lancewood Reserve.
  - (b) The objectives are to:
    - (i) Provide a safer crossing point on Lancewood Drive at the pedestrian access into Lancewood Drive; and
    - (ii) Minimise the loss of on-street parking.

## 7. Cont'd

10. Consultation on the Plan was undertaken in June 2007 with landowners, occupiers, interest groups within the affected and nearby area (including Halswell Residents Association and Oaklands School), and citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter delivery, but also included phone calls, site visits, distributing the Consultation Newsletter to those using the pedestrian access, and the Council's "Have Your Say" website.
11. Approximately 200 Consultation Newsletters were distributed, of which 29 written / email responses were recorded. Some comments were also received verbally. Of the written responses received, 25 (86%) were in general support.
12. A summary of consultation can be found in the Consultation Fulfilment section of this report.
13. The Plan for Board Approval is shown in Attachment 1. The key features of the Plan include:
  - (a) Installation of 1.7 metre wide island build-outs either side of Lancewood Drive;
  - (b) Installation of kerb cut downs and footpath extensions either side of Lancewood Drive;
  - (c) Reduction of carriageway width and crossing distance from 11 metres to 7.6 metres;
  - (d) Removal of parking in the vicinity of the island build-outs to improve visibility; and
  - (e) Installation of 'Safe Route To School Crossing Point' signage.

### FINANCIAL IMPLICATIONS

14. Lancewood Drive is part of the Council's Neighbourhood Improvement Programme, and is currently programmed for construction in the 2010/11 financial year. This project has a budget of \$55,000.
15. The Riccarton/Wigram Community Board at its 7 June 2007 meeting resolved 'to approve the allocation of \$27,000 from its Transport & Roading Committee Fund for the installation of island build-outs in Lancewood Drive to create a pedestrian facility'. This was undertaken to enable the earlier completion of this project.
16. Revised costing now indicate the project cost to be estimated at \$18,900 including fees and contingencies.

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

17. Yes - Riccarton/Wigram Community Board Transport and Roading Committee Fund 2006-2016 LTCCP pg 172.

### LEGAL CONSIDERATIONS

18. There are no land ownership issues associated with this project.
19. There are no Notable or Heritage trees shown in the City Plan.
20. There are no Heritage or Historic buildings, places or objects shown in the City Plan.
21. This project does not alter the overall width of Lancewood Drive but reduces the crossing distance at the build-outs from 11 metres to 7.6 metres.
22. Community Board resolutions are required to approve the proposed parking restrictions.

## 7. Cont'd

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

23. As above.

### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

24. This project aligns with the Riccarton/Wigram Community Board Transport and Roading Committee Fund 2006-2016 LTCCP pg 172.

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

25. Yes.

### **ALIGNMENT WITH STRATEGIES**

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

### **Do the recommendations align with the Council's strategies?**

27. As above.

### **CONSULTATION FULFILMENT**

28. Following the Board's Transport and Roading Committee meeting on 2 March 2007, the three properties in Lancewood Drive that are considered to be immediately affected were consulted by way of a Initial Consultation Plan in April 2007, with two of the properties indicating general support. Consultation was also undertaken with the Halswell Residents Association. These findings were reported back to the Board's Transport and Roading Committee at its 27 April 2007 meeting.

29. Key issues / comments raised included:

- (a) Support for the Project.
- (b) Questions as to whether this project is a priority.
- (c) Concern that the build-outs would be struck by motor vehicles.
- (d) Concern over the loss of on-street parking.
- (e) Question as to whether this is an appropriate treatment in this location.

30. Consultation on the Plan was undertaken in June 2007 with landowners, occupiers, interest groups within the affected and nearby area (including Halswell Residents Association and Oaklands School), and citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter delivery, but also included phone calls, site visits, distributing the Consultation Newsletter to those using the pedestrian access, and the Council's 'Have Your Say' website.

31. Approximately 200 Consultation Newsletters were distributed, of which 29 written / email responses were recorded. Some comments were also received verbally. Of the written responses received, 25 (86%) were in general support.

32. Key issues raised by respondents during this phase of the consultation process included the following (with Project Team responses shown in *italics*):

## 7. Cont'd

### Warning Signs:

33. The Community Board requested that the installation of advisory warning signs be investigated.
- (a) *Consideration was given to installing florescent yellow children warning signage, but investigations concluded that this site does not comply with the guidelines as set out in MOTSAM (Manual of Traffic Signs and Markings).*

### Speed:

34. Traffic on Lancewood Drive travels at speed. Suggest speed humps.
- (a) *This is a pedestrian crossing facility project so speed humps (and traffic calming) are outside the scope of this project.*
35. Have speed surveys been carried out? Will this only slow traffic when two vehicles pass this point at the same time?
- (a) *A volume and speed survey was carried out in 2003 and will be undertaken again.*
- (b) *Traffic will be slowed by the narrowing of the carriageway at the pedestrian facility.*

### Parking:

36. Unnecessary removal of parking in an area that has very little parking.
- (a) *Removal of parking in the vicinity of the build-outs is necessary for visibility.*
- (b) *There is a low demand for on-street parking in the vicinity, and there are adequate parking opportunities both on and off street.*
37. Concerned that all the parking outside the property at 48 Lancewood Drive is being removed.
- (a) *Parking has been removed from the frontage of 48 Lancewood Drive as it is on the inside of the bend and is required for visibility. The distance between the build-outs and Rowanwood Close is not a long enough space for a vehicle to park. There is on-street parking 10 metres south of the driveway, across the road, and in Rowanwood Close.*

### Pedestrian Facility:

38. Install a pedestrian (zebra) crossing.
- (a) *A pedestrian (zebra) crossing is not an appropriate facility for this location and it would not meet the warrant standard.*
39. Tactile Pavers.
- (a) *This is a local road and the children crossing are usually accompanied by an adult, so tactile pavers were not considered.*
40. Volume of children crossing at this point does not warrant a facility.
- (a) *At present a number of children cross in several places along the street. This facility will channel them to one crossing place, and links with the access way through Lancewood Reserve to the pedestrian facility on Hindess Street.*

**7. Cont'd**

41. This type of crossing will lead children to believe they have right of way over traffic.

(a) *This facility does not give any indication to pedestrians that they have right of way.*

**Other:**

42. Will the build-outs have RRPM's (Raised Reflective Pavement Markers)?

(a) Yes

43. Hoons may hit the build-outs.

(a) *Hazard markers will be placed on the build-outs. On the south approach a white edge line will be added to give direction to approaching vehicles.*

**STAFF RECOMMENDATION**

It is recommended that the Committee recommend that the Board:

(a) Approve the Plan shown in Attachment 1- Plan for Board Approval to proceed to final design, tender and construction.

(b) Approve the following parking restrictions:

**No Stopping:**

(i) That the stopping of vehicles be prohibited at any time on the west side of Lancewood Drive commencing at its intersection with Rowanwood Close and extending in a southerly direction for a distance of 26 metres.

(ii) That the stopping of vehicles be prohibited at any time on the east side of Lancewood Drive commencing at a point 7 metres from its intersection with Rowanwood Close and extending in a southerly direction for a distance of 17 metres.

(iii) That the stopping of vehicles be prohibited at any time on the south side of Rowanwood Close commencing at its intersection with Lancewood Drive and extending in a westerly direction for a distance of 6 metres.

## 7. Cont'd

### BACKGROUND (THE ISSUES)

44. Lancewood Drive is classified as a local road in the Council's roading hierarchy. The surrounding area is residential. There is a pedestrian access through Lancewood Reserve that provides a link between Lancewood Drive and Hindess Street, and is utilised by children attending Oaklands School. 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.
45. Lancewood Drive has an 11 metre wide carriageway and is a major access road for the Westlake residential area.
46. Lancewood Drive is located in the Riccarton/Wigram Ward, which falls within the jurisdiction of the Riccarton/Wigram Community Board.
47. 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.
48. 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.
49. 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.
50. 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 indicated a cost of \$27,000.
51. The Riccarton/Wigram Community Board at its 7 June 2007 meeting resolved 'to approve the allocation of \$27,000 from its Transport & Roading Committee Fund for the installation of island build-outs in Lancewood Drive to create a pedestrian facility'. This was undertaken to enable the earlier completion of this project.
52. The Land Transport New Zealand Crash Analysis System shows there have been no crashes recorded in the vicinity of Lancewood Drive / Rowanwood Close for the 5 year period between 2002 and 2006.
53. Refer to the Consultation Fulfilment section of this report for consultation details.

### THE OBJECTIVES

54. The aim of the project is to improve the safety of pedestrians crossing Lancewood Drive at the pedestrian access into Lancewood Reserve.
55. The objectives of the project are to:
  - (a) Provide a safer crossing point on Lancewood Drive at the pedestrian access into Lancewood Drive; and
  - (b) Minimise the loss of on-street parking.

## 7. Cont'd

### THE OPTIONS

56. Three options including the status quo were developed for comparison.

### THE PREFERRED OPTION

57. Option 3 includes:

- (a) Installation of 1.7 metre wide island build-outs either side of Lancewood Drive;
- (b) Installation of kerb cut downs and footpath extensions either side of Lancewood Drive;
- (c) Reduction of carriageway width and crossing distance from 11 metres to 7.6 metres;
- (d) Removal of parking in the vicinity of the island build-outs to improve visibility; and
- (e) Installation of 'Safe Route To School Crossing Point' signage.

### OTHER OPTIONS

58. Option 1 - Maintain the Status Quo

- (a) This option maintains the existing road layout.

59. Option 2 - This option includes:

- (a) Installation of 2 metre wide kerb build-outs either side of Lancewood Drive;
- (b) Installation of kerb cut downs and footpath extensions either side of Lancewood Drive;
- (c) Reduction of carriageway width and crossing distance from 11 metres to 7 metres;
- (d) Removal of parking in the vicinity of the island build-outs to improve visibility;
- (e) Installation of 'Safe Route To School Crossing Point' signage.

### ASSESSMENT OF OPTIONS

#### The Preferred Option

60. Option 3 - Option 3 meets all of the project aims and objectives.

- (a) The kerb build-outs reduce the width of carriageway that needs to be crossed from 11 metres to 7 metres, improves visibility for all, reduces speed at this location, and provides a safer crossing point.
- (b) This option will see the removal of approximately 6 parking spaces. The on-street parking demand in the vicinity of the proposal is low and there is sufficient parking in Lancewood Drive to cater for the parking demand.
- (c) No impediment to drainage flow with island build-outs, therefore no drainage components were required in the cost estimate of \$18,900.



## 7. Cont'd

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Positive impact on social, cultural, environmental and economic wellbeing of the community.	
<b>Cultural</b>	As above	
<b>Environmental</b>	As above	
<b>Economic</b>	As above	Cost estimate: \$18,900
<p><b>Extent to which community outcomes are achieved:</b></p> <p>Consistent with Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p><b>Impact on the Council's capacity and responsibilities:</b></p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p><b>Effects on Maori:</b></p> <p>Nil - no specific effects on Maori identified.</p> <p><b>Consistency with existing Council policies:</b></p> <p>Consistent with the Riccarton/Wigram Community Board Transport and Rooding Committee Fund 2006-2016 LTCCP pg 172.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>As detailed in the Consultation Fulfilment section of this report.</p> <p><b>Other relevant matters:</b></p> <p>No other relevant matters identified.</p>		

**Maintain the Status Quo (if not preferred option)**

## 61. Option 1.

- (a) This option does not meet any of the project objectives. It has therefore not been selected as the preferred option.

## 7. Cont'd

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	No short term disruption during construction	
<b>Cultural</b>		
<b>Environmental</b>		
<b>Economic</b>	No outlay of capital cost	
<b>Extent to which community outcomes are achieved:</b>		
N/A		
<b>Impact on the Council's capacity and responsibilities:</b>		
Does not improve safety for pedestrians.		
<b>Effects on Maori:</b>		
Nil - no specific effects on Maori identified.		
<b>Consistency with existing Council policies:</b>		
Consistent with the Capital Programme in the 2006-2016 LTCCP.		
<b>Views and preferences of persons affected or likely to have an interest:</b>		
As detailed in the Consultation Fulfilment section.		
<b>Other relevant matters:</b>		
No other relevant matters identified.		

**Other Option**

62. Option 2 - Option 2 meets all the project aims and objectives, but was not selected due to cost.
- (a) The kerb build-outs reduce the width of carriageway that needs to be crossed from 11 metres to 7 metres, improves visibility for all, reduces speed at this location, and provides a safer crossing point.
  - (b) This option will see the removal of approximately 6 parking spaces. The on-street parking demand in the vicinity of the proposal is low and there is sufficient parking in Lancewood Drive to cater for the parking demand.
  - (c) There is an impediment to drainage flow with kerb build-outs, therefore a drainage component of approximately \$10,000 was included in the \$37,200 cost estimate.

## 7. Cont'd

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Positive impact on social, cultural, environmental and economic wellbeing of the community.	
<b>Cultural</b>	As above	
<b>Environmental</b>	As above	
<b>Economic</b>	As above	Cost estimate: \$37,200
<p><b>Extent to which community outcomes are achieved:</b></p> <p>Consistent with Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p><b>Impact on the Council's capacity and responsibilities:</b></p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p><b>Effects on Maori:</b></p> <p>Nil- no specific effects on Maori identified.</p> <p><b>Consistency with existing Council policies:</b></p> <p>Consistent with the Riccarton / Wigram Community Board Transport and Roading Committee Fund 2006-2016 LTCCP pg 172.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>As detailed in the Consultation Fulfilment section.</p> <p><b>Other relevant matters:</b></p> <p>No other relevant matters identified.</p>		

**8. MAIN SOUTH ROAD – BUS STOP AT KIRK ROAD**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport & Greenspace Manager
<b>Author:</b>	Lindsay Eagle DDI 941 8661

**PURPOSE OF REPORT**

1. The purpose of this report is to provide information and to seek a resolution of the Board for an inbound bus stop on Main South Road, east of the intersection with Kirk Road in the Board's area (refer attached). This report was left to lie on the table at the Committee's meeting on 27 July 2007 and that representatives of ECan be invited to the next meeting to discuss options for possible route changes to thereby remove the requirement for the bus stop recommended in the report.

**EXECUTIVE SUMMARY**

2. ECan has requested that the Christchurch City Council resolve to approve a bus stop in this location.
3. The site of the proposed bus stop is adjacent to the railway reserve on the northern side of Main South Road about 100 metres to the north-east of Kirk Road. The bus stop is to provide a pick-up point for the patrons of the Burnham Bus Service.

**FINANCIAL IMPLICATIONS**

4. Costs for installing the bus stop signage and markings will be met from the Transit NZ budget for provision of highway infrastructure.

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

5. Yes.

**LEGAL CONSIDERATIONS**

6. Main South Road in this area is part of State Highway No. 1. Transit NZ, as the roading authority, has delegated the imposing of parking restrictions along the sides of state highways within the Christchurch City zone to the Christchurch City Council.

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

7. Yes, The Land Transport Rules provide for the installation of parking restrictions including bus stops.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

8. LTCCP – Transport and Greenspace Capital Programme.

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

9. As per above.

**ALIGNMENT WITH STRATEGIES**

10. Liveable City (3) Provide a safe, efficient and affordable transport system. Ensure access to goods and services, and work opportunities.

**8. Cont'd**

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

11. Yes. Our Community Plan.

**CONSULTATION FULFILMENT**

12. Between Transit NZ and On-Track.

**STAFF RECOMMENDATION**

It is recommended that the Committee recommend that the Board resolve:

- (a) That the prohibition of stopping of vehicles on the northern side of Main South Road commencing at a point 86 metres north-east of the intersection with Kirk Road and extending in a north-easterly direction for a distance of 16 metres be revoked.
- (b) That a bus stop be created on the northern side of Main South Road commencing at a point 86 meters north-east of the intersection with Kirk Road and extending in a north-easterly direction for a distance of 16 metres.

**BACKGROUND (THE ISSUES)**

13. In response to the issue of the Burnham Bus Service stopping to pick up passengers on Main South Road, Transit requested its network management consultants (Opus International Consultants) to investigate and consult on the possibility of providing a safe bus stop location along this section of State Highway 1.
14. Their investigation confirmed that installing a bus stop on the north-western side of Main South Road (approximately 100m east of Kirk Road) was as a viable option. A considerable amount of road shoulder work has now been undertaken to provide a sealed landing area and a wider edge strip for pedestrian access to the point selected.

**THE OBJECTIVES**

15. To provide infrastructure for a safe efficient and convenient public transport system.

**THE OPTIONS**

**Option A**

16. It was suggested that the bus route might be redirected to the northern side of the railway line for the section between Kirk Road and BarTERS Road, so that patrons could be collected at an existing bus stop on Waterloo Road.

**Option B**

17. Installing a bus stop on the north-western side of Main South Road (approximately 100m east of Kirk Road).

**Option C**

18. Neither Option.

**8. Cont'd**

**THE PREFERRED OPTION**

**Option B**

19. Installing a bus stop on the north-western side of Main South Road (approximately 100m east of Kirk Road).

**ASSESSMENT OF OPTIONS**

**Option A**

20. A deviation of the bus route introduced two potentially dangerous rail crossings on a bus service which regularly carries a high proportion of school children. It would also introduce a significant intersection delay for what is otherwise regarded as an express service.

**Option B**

21. It is recognised that with the speed and volume of traffic using this highway that there are potential hazards for pedestrians when accessing the roadway. Management of the risk has been addressed through the assessments for the location of the bus stop and the measures undertaken to improve the road shoulder in this area.

**Neither Option**

22. There is an existing need to fulfil a public transport access function at this location. Failure to provide a legal bus stop about this location would not meet the Council policies and objectives.

9. **ILAM ROAD - ROAD CROSSING AT ILAM FIELDS PATH**

<b>General Manager responsible:</b>	Jane Parfitt General Manager City Environment, DDI 941 8656
<b>Officer responsible:</b>	Michael Aitken Transport & Greenspace Manager
<b>Author:</b>	Michael Thomson

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for the installation of parking restrictions on Ilam Road, at the University of Canterbury (refer attached).

**EXECUTIVE SUMMARY**

2. People who use the path that links the main University campus site with the former College of Education campus site, across Ilam fields currently can experience difficulty gaining access to Ilam Road from the path due to vehicles being parked over the path curb cut downs to Ilam Road.
3. Restricting parked vehicles in the form of broken yellow lines at the path cut downs will resolve this issue.

**FINANCIAL IMPLICATIONS**

4. Road markings can be completed using the existing operational road marking budget.

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

5. The works are within the LTCCP operational budgets.

**LEGAL CONSIDERATIONS**

6. The Land Transport Rules provide for the installation of parking restrictions.

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

7. As noted in paragraph 6.

**Alignment with LTCCP and Activity Management plans**

8. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes:
  - (a) Safety (by providing a safer road crossing facility); and
  - (b) Community (by providing easy access to facilities).

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

9. This contributes to improve the level of service and safety for the University community.

**ALIGNMENT WITH STRATEGIES**

10. The recommendations align with the Council's Parking and Pedestrian Strategy.

**Do the recommendations align with the Councils strategies?**

11. As noted in paragraph 10.

## 9. Cont'd

### CONSULTATION FULFILMENT

12. This has been requested by University facilities management staff and the restriction is well within the frontage of the University grounds. Parking Unit staff have no objections with this proposal.

### STAFF RECOMMENDATIONS

It is recommended that the Committee recommend that the Board approve:

- (a) That the stopping of vehicles be prohibited at any time on the east side of Ilam Road commencing at a point 119 metres from its intersection with Montana Avenue and extending in a southerly direction for a distance of 4 metres.
- (b) That the stopping of vehicles be prohibited at any time on the west side of Ilam Road commencing at a point 203 metres from its intersection with Maidstone Road and extending in a southerly direction for a distance of 4 metres.

### BACKGROUND (THE ISSUES)

14. The University recently upgraded the path across Ilam fields, predominantly along the northern boundary. This path links to a path on the eastern side of Ilam road within the University campus. This path provides access to the College of Education site which is now part of the university campus.
15. Completion of kerb cut-downs will be completed soon which will further improve access. Due to the high parking demand in this area, vehicles are often parked across the path access points to the road. Broken yellow lines will overcome this.

### THE OBJECTIVES

16. Ensuring that access to the roadway is available to path users at all times by restricting parking over the path entrances.

### THE OPTIONS

17. (a) Do Nothing, i.e. parked vehicles will continue to block access to the paths.
- (b) Install a parking restriction in the form of broken yellow lines.

### THE PREFERRED OPTION

18. Option (b) Install broken yellow lines.

### ASSESSMENT OF OPTIONS

#### The Preferred Option

19. Install broken yellow lines:



## 9. Cont'd

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Meets the needs of the Local Community	
<b>Cultural</b>	NA	
<b>Environmental</b>	Provides access to facilities that provide linkage between campus sites.	
<b>Economic</b>	NA	
<p><b>Extent to which community outcomes are achieved:</b> Meets the needs of the University community.</p> <p><b>Impact on the Council's capacity and responsibilities:</b> Nil.</p> <p><b>Effects on Maori:</b> N/A</p> <p><b>Consistency with existing Council policies:</b> Consistent with the Parking policy.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> Agreed by University staff and the Parking Unit.</p> <p><b>Other relevant matters:</b></p>		

**Maintain the Status Quo (if not preferred option)**

20. Status Quo:

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Ignores the needs of the University community.	
<b>Cultural</b>	N/A	
<b>Environmental</b>	Does not provide a facility that is appropriate for the existing path linkage.	
<b>Economic</b>	N/A	
<p><b>Extent to which community outcomes are achieved:</b> Not achieved at all.</p> <p><b>Impact on the Council's capacity and responsibilities:</b> N/A.</p> <p><b>Effects on Maori:</b> N/A.</p> <p><b>Consistency with existing Council policies:</b> Inconsistent with the Parking Policy.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> N/A</p> <p><b>Other relevant matters:</b> None.</p>		

**10. ILAM ROAD- CHANGE TO SCHOOL BUS STOP**

<b>General Manager responsible:</b>	Jane Parfitt General Manager City Environment, DDI 941 8656
<b>Officer responsible:</b>	Michael Aitken Transport & Greenspace Manager
<b>Author:</b>	Michael Thomson

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to change the time of operation of the school bus stop on Ilam Road at Ilam School (refer attached).

**EXECUTIVE SUMMARY**

2. The Council has received a request from Ilam School to change the time of operation of the school bus stop on Ilam Road outside the school, north of the Kirkwood Avenue intersection.
3. The school bus stop currently operates between 8:30 am -9:30 am and 2:00 pm – 3:30 pm, Monday to Friday. The reason for this school bus stop is due to the high parking demand from the adjacent University and the stop provides for pick up /drop off of children needing to travel to school-related activities remote from the school grounds.
4. The school is requesting that an extra hour be reserved for a school bus in the afternoon as children are regularly returned to the school from 1:00 pm onwards.

**FINANCIAL IMPLICATIONS**

5. Changes to the sign can be completed using existing the operational signs budget.

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

6. The works are within the LTCCP operational budgets.

**LEGAL CONSIDERATIONS**

7. The Land Transport Rules provide for the installation of parking restrictions.

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

8. As noted in paragraph 7.

**Alignment with LTCCP and Activity Management plans**

9. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes:
  - (a) Safety (by providing a safe transport system); and
  - (b) Community (by providing easy access to facilities).

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

10. This contributes to improve the level of service for safety and also providing improved access to the school.

**ALIGNMENT WITH STRATEGIES**

11. The recommendations align with the Council's Parking Strategy 2003.

**Do the recommendations align with the Councils strategies?**

12. As noted In paragraph 11.

**10. Cont'd**

**CONSULTATION FULFILMENT**

13. This section of kerbside is on the school frontage and does not affect other properties. The impact on student parking is considered negligible as the 1 hour extension to the bus stop operation is unlikely to affect many students who would only park between 1:00 pm and 2:00 pm.
14. The request originally came from Ilam School for improved access for the school children, therefore they fully support the proposal. Parking Unit staff have no objections with this proposal.

**STAFF RECOMMENDATION**

It is recommended that the Committee recommend that the Board approve:

- (a) That the parking of vehicles which is limited to school buses only on the east side of Ilam Road, which commences at a point 107 metres north of the Kirkwood Avenue intersection and extends north for a distance of 17 metres, be revoked.
- (b) That the parking of vehicles is limited to school buses only between the hours of 8:30am - 9:30am and 1:00pm - 3:30pm, Monday to Friday school days, on the east side of Ilam Road commencing at a point 107 metres north of the Kirkwood Avenue intersection and extending 17 metres in a northerly direction.

**BACKGROUND (THE ISSUES)**

15. The Ilam Road available kerbside at this location is subject to a very high parking demand. This is due to the adjacent University, school drop off /pick up, and commercial premises. School officials advise of problems when children need to be picked up or dropped off by school bus on a regular basis between 1:00 pm and 2:00 pm on school days.
16. If no parking is available during this hour, a school bus may be forced to double park which is not only illegal, but has the potential to be unsafe- ie blocking traffic lanes and blocking visibility at the adjacent zebra crossing.

**THE OBJECTIVES**

17. Provide a dedicated school bus stop which meets the needs of Ilam school and minimises disruption and the safety risk to other road users.

**THE OPTIONS**

18. (a) Do Nothing, ie retain the existing time of operation of the school bus stop.  
(b) Extend the school bus stop time of operation by one hour.

**THE PREFERRED OPTION**

19. Option (b) extend the school bus stop time of operation by one hour.

**ASSESSMENT OF OPTIONS**

**The Preferred Option**

20. Extend the school bus stop operation time.

## 10. Cont'd

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Meets the needs of the Local Community.	
<b>Cultural</b>	N/A	
<b>Environmental</b>	Provides facilities appropriate for the adjacent land use.	
<b>Economic</b>	N/A	
<p><b>Extent to which community outcomes are achieved:</b> Meets the needs of the school community.</p> <p><b>Impact on the Council's capacity and responsibilities:</b> Nil.</p> <p><b>Effects on Maori:</b> N/A.</p> <p><b>Consistency with existing Council policies:</b> Consistent with the Parking policy.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> Agreed by school officials and the Parking Unit.</p> <p><b>Other relevant matters:</b></p>		

**Maintain the Status Quo (if not preferred option)**

## 21. Status Quo

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Ignores the needs of the school community.	
<b>Cultural</b>	N/A	
<b>Environmental</b>	Does not provide a facility that is appropriate for the current school activity.	
<b>Economic</b>	N/A	
<p><b>Extent to which community outcomes are achieved:</b> Not achieved at all.</p> <p><b>Impact on the Council's capacity and responsibilities:</b> N/A.</p> <p><b>Effects on Maori:</b> N/A.</p> <p><b>Consistency with existing Council policies:</b> Inconsistent with the Parking policy.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> N/A.</p> <p><b>Other relevant matters:</b> None.</p>		

**11. YALDHURST ROAD/CURLETTS ROAD INTERSECTION ALTERATIONS**

<b>General Manager responsible:</b>	General Manager of City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Malcolm Taylor

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for the installation of "No Stopping" lines on the south western side of Yaldhurst Road (State Highway 73) between Curletts Road and Ludecke Place. (see **Attachment 1**)

**EXECUTIVE SUMMARY**

2. Transit NZ is proposing to carry out improvement work to State Highway 73, Yaldhurst Road/Curletts Road intersection. The work has been designed to improve the efficiency of the junction by reducing the lengths of queuing traffic and increasing the visibility of traffic signals to improve safety.
3. The proposed work includes:
  - An increase to the length of the right turn lane on Curletts Road, by reduction in width of the central median – this will include removal of four trees in the median.
  - An increase to the length of the right turn lane on Yaldhurst Road, eastbound by amendments to the road markings.
  - The introduction of an acceleration lane on Yaldhurst Road, westbound to assist vehicles turning left from Curletts Road. .This will include removal of the on-street parking between Curletts Road and Ludecke Place, and the introduction of "no stopping" road markings.
  - The introduction of cycle lanes on Yaldhurst Road to the west side of the intersection.
  - Upgrade of the signals on each arm of the intersection and the installation of overhead mast arms to improve visibility.
  - Realignment of the pedestrian crossing points and installation of tactile paving at the pedestrian crossing points to assist visually impaired pedestrians.
4. Transit NZ have delegated responsibility for installing all parking restrictions (including "no stopping") along State Highways in the city to the City Council. Transit NZ has asked that the Council approve the restrictions on the parking of vehicles on the south western side of Yaldhurst Road between Curletts Road and Ludecke Place so that the improvements can be carried out. Council has delegated authority to community boards for parking restrictions in their respective wards.

**FINANCIAL IMPLICATIONS**

5. This work is being carried out by Transit NZ at no cost to the Council.

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

6. As noted in paragraph 5.

**LEGAL CONSIDERATIONS**

7. The Land Transport Rule provides for the installation of parking restrictions, including "no stopping" lines.

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

8. Any legal implications will be considered by Transit NZ.

11. Cont'd

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

9. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes - Safety: By providing a safe transport system.

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

10. This contributes to improve the level of service for safety.

**ALIGNMENT WITH STRATEGIES**

11. The recommendations align with the Council's Parking Strategy 2003.

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

12. As noted in paragraph 11.

**CONSULTATION FULFILMENT**

13. Consultant firm Maunsell Ltd were engaged by Transit NZ to investigate and implement the work. They have delivered a letter to the residents directly affected by the installation of "no stopping" lines in Yaldhurst Road. (see **Attachment 2**)

**STAFF RECOMMENDATION**

It is recommended that the Committee recommend that the Board approve:

That the stopping of vehicles be prohibited at any time on the south western side of Yaldhurst Road (State Highway 73) between Curletts Road and Ludecke Place.

**12. UPDATE ON CURRENT TRANSPORT ISSUES**

The Riccarton/Wigram Current Traffic/City Streets Issues document has been separately circulated to committee members. Staff will provide further updates on specific items, at the meeting.

**13. MEMBERS INFORMATION EXCHANGE**

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