

## **BURWOOD/PEGASUS COMMUNITY BOARD AGENDA**

**MONDAY 18 JULY 2011**

**AT 4PM**

**IN THE BOARD ROOM,  
CORNER BERESFORD AND UNION STREETS,  
NEW BRIGHTON**

**Community Board:** Linda Stewart (Chairperson), Tim Baker, David East, Julie Gorman, Glenn Livingstone, Tim Sintes and Chrissie Williams.

**Community Board Adviser**  
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**1. APOLOGIES**

**2. CONFIRMATION OF MEETING MINUTES – 4 JULY 2011**

The minutes of the Board's ordinary meeting of 4 July 2011, are **attached**.

**3. DEPUTATIONS BY APPOINTMENT**

**3.1 MAINLAND FOUNDATION LTD**

Mr Bob Davidson, Chairman of the Mainland Foundation Ltd has been granted speaking rights to address the Board regarding a proposal to relocate the gaming machine license from Bar 25 to The Pierside Café/Bar, both located in New Brighton.

**4. PRESENTATION OF PETITIONS**

**5. NOTICES OF MOTION**

**6. CORRESPONDENCE**

**7. BRIEFINGS**

**7.1 PORRITT PARK**

A briefing for the Board's information from Martin McGregor (Sports Liaison Advisor), John Revell (Contracts Manager Urban Parks) and Tonkin & Taylor on the findings of a geotechnical report on Porritt Park including Kerrs Reach.

**8. HAWKE STREET – PROPOSED NO STOPPING AND PARKING LIMIT LINES**

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Acting Unit Manager Transport & Greenspace
<b>Author:</b>	Paul Forbes, Assistant Traffic Engineer

**PURPOSE OF REPORT**

1. The purpose of this report is to supply the Board with the information required to approve the installation of no stopping lines and parking limit lines on the southern side of Hawke Street between Shaw Avenue and Marine Parade. The **attached** plan refers.

**EXECUTIVE SUMMARY**

2. At its meeting on 20 December 2010, the Board resolved to request that staff provide information to enable the Board to make a formal decision on the installation of parking limit lines on Hawke Street from Marine Parade to Shaw Avenue and for no stopping lines from the east of the Countdown car park entrance/exit to the adjacent vehicle crossing at 207 Marine Parade.
3. This section of Hawke Street is approximately 800 metres in length. The only existing parking restrictions on this section of road are no stopping lines at each of the intersections and at the kerb build outs.
4. Section 6.9.1 of the Road User Rule states that no vehicle may obstruct a vehicle crossing. Section 6.9.2 of the Road User Rule states that a vehicle parking within one metre of the prolongation of a vehicle crossing will be deemed as obstructing the vehicle crossing. For this reason the Council ordinarily do not install no stopping lines over vehicle crossings.
5. The Traffic Control Devices Rule (TCD) requires no stopping lines to be installed at a minimum of one metre intervals, that is one metre of yellow line followed by one metre of unmarked road and so on. In this case, due to the short section of no stopping lines between the Countdown car park and 207 Marine Parade, staff are recommending to extend the no stopping lines across the driveway so that the lines can be installed to the standard required by the TCD.
6. The section of kerb between the Countdown vehicle crossing and the vehicle crossing of 207 Marine Parade is 6.4 metres. The 6.4 metres between the vehicle crossings mentioned above minus the one metre each side leaves 4.4 metres of available parking space which is too short to accommodate the average car.
7. Staff consulted the management of New Brighton Countdown and the owner/occupier of 207 Marine Parade and both parties support the proposal.

**FINANCIAL IMPLICATIONS**

8. The estimated cost of this proposal is approximately \$240.

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

9. The installation of signs and road markings is covered by Transport and Greenspace operational budgets.

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

10. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.

**8. Cont'd**

11. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
12. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

13. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

14. As above.

**ALIGNMENT WITH STRATEGIES**

15. The recommendations align with the Council's Parking Strategy 2003 and Road Safety Strategy 2004.

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

16. As above.

**CONSULTATION FULFILMENT**

17. Refer to paragraph 7.
18. The Officer in Charge - Parking Enforcement, agrees with this recommendation.

**STAFF RECOMMENDATION**

It is recommended that the Burwood/Pegasus Community Board:

- (a) Revoke the following parking restrictions:
  - (i) All existing parking restrictions on the south side of Hawke Street commencing at its intersection with Marine Parade and extending in an easterly direction to its intersection with Shaw Avenue.
- (b) Approve the following:
  - (i) That the stopping of vehicles be prohibited at any time on the south side of Hawke Street commencing at its intersection with Marine Parade and extending in a westerly direction for a distance of 25 metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the south side of Hawke Street commencing at a point 43 metres in a westerly direction from its intersection with Marine Parade and extending in a westerly direction for a distance of 10 metres.
  - (iii) That the stopping of vehicles be prohibited at any time on the south side of Hawke Street commencing at a point 75 metres in a westerly direction from its intersection with Marine Parade and extending in a westerly direction for a distance of 21 metres.
  - (iv) That the stopping of vehicles be prohibited at any time on the south side of Hawke Street commencing at a point 192 metres in a westerly direction from its intersection with Marine Parade and extending in a westerly direction for a distance of 21 metres.

**8. Cont'd**

- (v) That the stopping of vehicles be prohibited at any time on the south side of Hawke Street commencing at its intersection with Shaw Avenue and extending in an easterly direction for a distance of 26 metres.
- (vi) The installation of Parking Limit Lines on the south side of Hawke Street as shown in **Attachment 1**.

**9. GOLF LINKS ROAD – PROPOSED NO STOPPING RESTRICTIONS**

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Paul Forbes, Assistant Traffic Engineer

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for additional parking restrictions on Golf Links Road and to formally resolve the existing parking restrictions on Golf Links Road between New Brighton Road and McCorkindale Place, and on McCorkindale Place.

**EXECUTIVE SUMMARY**

2. Council staff have received requests from the Golf Links Road Medical Centre and the Council's Parking Enforcement Team Leader that additional no stopping restrictions be installed on Golf Links Road. (refer to **Attachment 1**).
3. Golf Links Road is a local road that extends north from New Brighton Road to Joy Street.
4. Existing parking restrictions on the western side of Golf Links Road from New Brighton Road to McCorkindale Place include a combination of no stopping lines, P120, P5 (At Any Time), P10, P5 Goods Vehicles Only Loading Zone and P30. Although there is quite a variation of restrictions staff do not consider any of the existing restrictions to be unsuitable and will not be recommending any change, with the exception of additional no stopping lines around the kerb build out. The only existing parking restrictions on the eastern side of Golf Links Road are the no stopping lines at the kerb build outs. (refer to Attachment 1).
5. Where time limited parking restriction signs does not state a time period the default time period of 8am to 6pm on days other than public holidays applies. All of the time limited parking restrictions on Golf Links Road are subject to this default time with the exception of the P5 'At any time' parking area opposite No. 16 Golf Links Road.
6. Staff have observed that the parking areas on this section of Golf Links Road are often highly occupied by vehicles. The medical centre have had ongoing issues with motorists obscuring their vehicle entrance in the past. Parking Enforcement have reported that vehicles are occasionally being parked within the kerb build out just north of the entrance to The Palms. The installation of no stopping lines at these locations will greatly reduce the chance of this type of illegal parking continuing.
7. As no legal parking is being removed from the street no public consultation was carried out as part of this proposal.

**FINANCIAL IMPLICATIONS**

8. The estimated cost of this proposal is approximately \$50.

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

9. The installation of signs and road markings is covered by Transport and Greenspace Operational budgets.

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

10. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.

**9. Cont'd**

11. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
12. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

13. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

14. As above.

**ALIGNMENT WITH STRATEGIES**

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

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

16. As above.

**CONSULTATION FULFILMENT**

17. Refer to paragraph 7.
18. The Officer in Charge - Parking Enforcement, agrees with this recommendation.

**STAFF RECOMMENDATION**

It is recommended that the Burwood/Pegasus Community Board:

Revoke the following parking restrictions:

- (a) All existing parking restrictions at any time on the western side of Golf Links Road commencing at its intersection with New Brighton Road and extending in a northerly direction to its intersection with McCorkindale Place.
- (b) All existing parking restrictions at any time on the eastern side of Golf Links Road commencing at its intersection with New Brighton Road and extending in a northerly direction to its intersection with the prolongation of the southern kerbline of McCorkindale Place.
- (c) All existing parking restrictions at any time on the southern side of McCorkindale Place commencing at its intersection with Golf Links Road and extending in a westerly direction for a distance of 15 metres.
- (d) All existing parking restrictions at any time on the northern side of McCorkindale Place commencing at its intersection with Golf Links Road and extending in a westerly direction for a distance of 15 metres.

Approve the following on Golf Links Road:

- (e) That the stopping of vehicles be prohibited at any time on the west side of Golf Links Road commencing at its intersection with New Brighton Road and extending in a northerly direction for a distance of 26 metres.

**9. Cont'd**

- (f) That the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Golf Links Road commencing at a point 26 metres north from its intersection with New Brighton Road and extending in a northerly direction for a distance of 103 metres.
- (g) That the parking of vehicles be restricted to a maximum period of five minutes on the west side of Golf Links Road commencing at a point 139 metres north from its intersection with New Brighton Road and extending in a northerly direction for a distance of seven metres. This restriction is to apply at any time.
- (h) That the stopping of vehicles be prohibited at any time on the west side of Golf Links Road commencing at a point 146 metres north of its intersection with New Brighton Road and extending in a northerly direction for a distance of 39 metres.
- (i) That the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Golf Links Road commencing at a point 185 metres north from its intersection with New Brighton Road and extending in a northerly direction for a distance of 25 metres.
- (j) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be installed on the west side of Golf Links Road commencing at a point 210 metres north from its intersection with New Brighton Road and extending in a northerly direction for a distance of 20 metres.
- (k) That the parking of vehicles be restricted to a maximum period of 30 minutes on the west side of Golf Links Road commencing at a point 243 metres north from its intersection with New Brighton Road and extending in a northerly direction for a distance of 30 metres.
- (l) That the stopping of vehicles be prohibited at any time on the west side of Golf Links Road commencing at a point 273 metres north of its intersection with New Brighton Road and extending in a northerly direction for a distance of 62 metres.
- (m) That the stopping of vehicles be prohibited at any time on the west side of Golf Links Road commencing at its intersection with McCorkindale Place and extending in a southerly direction for a distance of 15 metres.
- (n) That the stopping of vehicles be prohibited at any time on the west side of Golf Links Road commencing at its intersection with McCorkindale Place and extending in a northerly direction for a distance of 15 metres.
- (o) That the stopping of vehicles be prohibited at any time on the east side of Golf Links Road commencing at its intersection with New Brighton Road and extending in a northerly direction for a distance of 39 metres.
- (p) That the stopping of vehicles be prohibited at any time on the east side of Golf Links Road commencing at a point 171 metres north of its intersection with New Brighton Road and extending in a northerly direction for a distance of 28 metres.
- (q) That the stopping of vehicles be prohibited at any time on the east side of Golf Links Road commencing at a point 297 metres north of its intersection with New Brighton Road and extending in a northerly direction for a distance of 33 metres.

Approve the following on McCorkindale Place:

- (r) That the stopping of vehicles be prohibited at any time on the south side of McCorkindale Place commencing at its intersection with Golf Links Road and extending in a westerly direction for a distance of 15 metres.
- (s) That the stopping of vehicles be prohibited at any time on the north side of McCorkindale Place commencing at its intersection with Golf Links Road and extending in a westerly direction for a distance of 15 metres.



# 10. PRESTONS ROAD, BRIDGE STREET AND MARSHLAND ROAD - CYCLE LANES AT KERBS/ROAD EDGE – PROPOSED NO STOPPING RESTRICTIONS

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Mike Thomson, Traffic Engineer

## PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to install no stopping lines at all cycle lanes that are adjacent to the kerb or road edge that are not currently marked with no stopping lines in the Burwood/Pegasus Ward.

## EXECUTIVE SUMMARY

2. Prior to 2004, lanes marked for cyclists were not legally recognised as a special vehicle lane and vehicles were able to park in them. To overcome any issues with vehicles parking in these lanes specially marked for cyclists, 'no stopping' lines were installed at sites identified with a parking issue.
3. With the inclusion of cycle lanes as a special vehicle lane as part of the Land Transport Rule, Traffic Control Device 2004, vehicles are now prohibited from parking in cycle lanes. This meant that 'no stopping' lines are no longer required as it is covered in the national road rules.
4. As a result some cycle lanes against the kerb or road edge have been installed without 'No Stopping' lines. The Parking Enforcement Officers are now experiencing difficulties in enforcing vehicles parked in the cycle lanes where 'no stopping' lines have not been installed. This is due to confusion from motorists who park in the cycle lane next to the motorist who has parked over the cycle symbol. Therefore the area looks like a parking space with no restriction.
5. Prestons Road is an 80 kilometre per hour minor arterial road and has existing cycle lanes on both sides of the road between Marshland Road and Alpine View Lane. The area is predominantly rural in nature with limited access points onto Prestons Road. On the south side of Prestons Road the cyclists use a shared use path alongside the property boundaries. 'No stopping' restrictions are not required for the section of shared path. 'No stopping' restrictions are proposed for the north side of Prestons Road and on the south side at the eastern and western ends of this section of Prestons Road. Staff recommend 'no stopping' restrictions along Prestons Road, as per **Attachment 1**.
6. Burwood Road is a 50 kilometre per hour collector road and has existing cycle lanes on both sides of the road from Waitikiri Drive to Mairehau Road. It is a popular cycle route with access to Bottle Lake off Waitikiri Drive. On the eastern side of the road the cycle lane follows the kerbline. There are no house frontages along this section but Burwood Hospital is located at the southern end. Burwood Hospital provides on site parking and the main patient access to the hospital is off Mairehau Road. On the western side there is a mixture of proposed 'no stopping', parking areas and bus stops. Staff propose to install 'no stopping' restrictions on the western side from opposite Rothersey Road to opposite Waitikiri Drive. A 'no stopping' restriction is proposed on the entire eastern side of this section of Burwood Road except at bus stops. These are shown on **Attachment 2** and **Attachment 3**.
7. Bridge Street is a minor arterial road with speed limits of 70 kilometre per hour near Bexley Road, changing to 50 kilometre per hour just west of the reserve. There are existing marked cycle lanes on both sides of Bridge Street from Cromer Street extending in a westerly direction and finishing outside number 127 and 114 respectively. Staff are proposing to extend the cycle lane markings west for approximately 130 metres. This will still allow parking adjacent to the reserve area as shown on **Attachment 5**. Staff are also proposing to install 'no stopping' restrictions from the end of the marked cycle lanes to Bexley Road, as shown on **Attachment 4**.

**10. Cont'd**

8. Marshland Road is a 70 kilometre per hour road and has existing cycle lanes on the eastern side of the road between Queen Elizabeth II Drive and McSaveney's Road. From McSaveney's Road to Prestons Road there is a mixture of cycle lanes, existing no stopping restrictions, edge markings and a bus stop. Staff want to clarify the existing facilities along this road by marking the bus stop, extending the cycle lane marking and no stopping restriction. The area is predominantly rural in nature with limited access points onto Marshland Road. It is a popular cycle route with cyclists travelling to Bottle Lake from the city. Staff recommend to install 'no stopping' restrictions, a bus stop box and extend the cycle lane markings as per **Attachment 6, Attachment 7 and Attachment 8.**
9. 'No Stopping' lines are to be installed within cycle lanes because if one vehicle is parked over the cycle lane road marking symbol it is unclear for the drivers of other vehicles that there is a cycle lane and they are not permitted to park in a cycle lane.
10. Installation of 'No Stopping' lines within these cycle lanes will remove any possible confusion regarding parking within a cycle lane which will instantly improve the safety for cyclists and increase the functionality of the cycle network.

**FINANCIAL IMPLICATIONS**

11. The estimated cost of this proposal is approximately \$8,000.

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

12. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

**LEGAL CONSIDERATIONS**

13. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
14. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
15. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

16. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

17. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

18. As above.

**ALIGNMENT WITH STRATEGIES**

19. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001 and Road Safety Strategy 2004.

**10. Cont'd**

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

20. As above.

**CONSULTATION FULFILMENT**

21. Consultation has not been undertaken in regard to the installation of these 'No Stopping' restrictions. We are formalising an existing situation and the installation of broken yellow lines confirms to road users that they cannot park in cycle lanes. There is no change to road users or residents living adjacent to these sections of road.

22. The Officer in Charge- Parking Enforcement agrees with this recommendation.

**STAFF RECOMMENDATION**

It is recommended that the Burwood/Pegasus Community Board:

Revoke the following parking restrictions on Burwood Road:

- (a) That any existing parking restrictions at any time on both sides of Burwood Road from its intersection with Waitikiri Drive to its intersection with Mairehau Road.
- (b) Revoke the following parking restrictions on Marshland Road:
- (c) That any existing parking restrictions at any time on the east side of Marshland Road from its intersection with Queen Elizabeth II Drive to its intersection with Prestons Road.

Approve the following parking restrictions on Prestons Road:

- (d) That the stopping of vehicles be prohibited at any time on north side of Prestons Road commencing at a point 72 metres from the centre line of its intersection with Alpine View Road and extending in a westerly direction to its intersection with Alpine View Road.
- (e) That the stopping of vehicles be prohibited at any time on south side of Prestons Road commencing at the centre line of its intersection with Alpine View Road and extending in a westerly direction for a distance of 148 metres.
- (f) That the stopping of vehicles be prohibited at any time on south side of Prestons Road commencing at the eastern kerblin of Marshland Road and extending in an easterly direction for a distance of 288 metres.

Approve the following on Burwood Road:

- (g) That the stopping of vehicles be prohibited at any time on the west side of Burwood Road commencing at the northern kerblin of Mairehau Road intersection and extending in a northerly direction to a point 22 metres from this kerblin.
- (h) That the stopping of vehicles be prohibited at any time on the west side of Burwood Road commencing at a point 179 metres from the northern kerblin of Mairehau Road intersection and extending in a northerly direction for a distance of eight metres.
- (i) That a Bus Stop box be installed on the west side of Burwood Road commencing at a point 187 metres from the northern kerblin of Mairehau Road intersection and extending in a northerly direction for a distance of 14 metres.
- (j) That the stopping of vehicles be prohibited at any time on the west side of Burwood Road commencing at a point 201 metres from the northern kerblin of Mairehau Road intersection and extending in a northerly direction for a distance of five metres.

**10. Cont'd**

- (k) That the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Burwood Road commencing at a point 223 metres from the northern kerblines of Mairehau Road intersection and extending in a northerly direction for a distance of 36.5 metres. This restriction is to apply Monday to Friday from 8am to 6pm.
- (l) That the stopping of vehicles be prohibited at any time on the west side of Burwood Road commencing at a point 271 metres from the northern kerblines of Mairehau Road intersection and extending in a northerly direction for a distance of 30 metres.
- (m) That the stopping of vehicles be prohibited at any time on the west side of Burwood Road commencing at a point 177 metres from the northern kerblines of Cameo Grove intersection and extending in a northerly direction for a distance of 77 metres.
- (n) That a Bus Stop box be installed on the west side of Burwood Road commencing at a point 254 metres from the northern kerblines of Cameo Grove intersection and extending in a northerly direction for a distance of 14 metres.
- (o) That the stopping of vehicles be prohibited at any time on the west side of Burwood Road commencing at a point 268 metres from the northern kerblines of Cameo Grove intersection and extending in a northerly direction for a distance of 147 metres.
- (p) That the stopping of vehicles be prohibited at any time on the east side of Burwood Road commencing at the northern kerblines of Mairehau Road intersection and extending in a northerly direction for a distance of 167 metres.
- (q) That a Bus Stop box be installed on the east side of Burwood Road commencing at a point 167 metres from the northern kerblines of Mairehau Road intersection and extending in a northerly direction for a distance of 14 metres.
- (r) That the stopping of vehicles be prohibited at any time on the east side of Burwood Road commencing at a point 181 metres from the northern kerblines of Mairehau Road and extending in a northerly direction to its intersection with Rothesay Road.
- (s) That the stopping of vehicles be prohibited at any time on the east side of Burwood Road commencing at the northern kerblines of Rothesay Road intersection and extending in a northerly direction for a distance of 38 metres.
- (t) That a Bus Stop box be installed on the east side of Burwood Road commencing at a point 38 metres from the northern kerblines of Rothesay Road intersection and extending in a northerly direction for a distance of 14 metres.
- (u) That the stopping of vehicles be prohibited at any time on the east side of Burwood Road commencing at a point 52 metres from the northern kerblines of Rothesay Road intersection and extending to its intersection with Waitikiri Road.

Approve the following parking restrictions on Bridge Street:

- (v) That the stopping of vehicles be prohibited at any time on the north side of Bridge Street commencing at a point 34 metres from the eastern kerblines of Bexley Road intersection and extending in an easterly direction for a distance of 434 metres.
- (w) That the stopping of vehicles be prohibited at any time on the south side of Bridge Street commencing at a point 81 metres from the eastern kerblines of Dyers Road intersection and extending in an easterly direction for a distance of 435 metres.

**10. Cont'd**

Approve the following on Marshland Road:

- (x) That the stopping of vehicles be prohibited at any time on the east side of Marshland Road commencing at its intersection with Queen Elizabeth II Drive and extending in a northerly direction to its intersection with Mairehau Road.
- (y) That the stopping of vehicles be prohibited at any time on the east side of Marshland Road commencing at the centre line of its intersection with Mairehau Road and extending in a northerly direction for a distance of 193 metres.
- (z) That a Bus Stop box be installed on the east side of Marshland Road commencing at a point 193 metres from the centreline of its intersection with Mairehau Road and extending in a northerly direction for a distance of 14 metres.
- (aa) That the stopping of vehicles be prohibited at any time on the east side of Marshland Road commencing at the southern kerbline of Prestons Road intersection and extending in a southerly direction for a distance of 207 metres.
- (ab) That the parking of vehicles be restricted to a maximum period of five minutes on the east side of Marshland Road commencing at a point 207 metres from the southern kerbline of Prestons Road intersection and extending in a southerly direction for a distance of 35 metres. This restriction is to apply Monday to Sunday from 8am to 6pm.
- (ac) That the stopping of vehicles be prohibited at any time on the east side of Marshland Road commencing at a point 242 metres from the southern kerbline of Prestons Road intersection and extending in a southerly direction for a distance of 910 metres.

**11. COMMUNITY BOARD ADVISER'S UPDATE**

**11.1 UPCOMING BOARD ACTIVITIES**

**(TABLED)**

**12. BOARD MEMBERS' QUESTIONS**

**13. RESOLUTION TO EXCLUDE THE PUBLIC**

**(Attached)**