

RICCARTON WIGRAM COMMUNITY BOARD

AGENDA

TUESDAY 5 JULY 2011

AT 5PM

**IN COMMITTEE ROOM 3,
FENDALTON SERVICE CENTRE,
CORNER JEFFERIES AND CLYDE ROADS, CHRISTCHURCH**

Community Board: Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Ishwar Ganda, Sam Johnson, Judy Kirk, and Peter Laloli.

Community Board Adviser
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- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
- PART C - DELEGATED DECISIONS**

INDEX

	PAGE NO	CLAUSE	
PART B	2	1.	APOLOGIES
PART C	2	2.	CONFIRMATION OF MEETING MINUTES – 21 JUNE 2011
PART B	2	3.	DEPUTATIONS BY APPOINTMENT
PART B	2	4.	PETITIONS
PART B	2	5.	NOTICES OF MOTION
PART B	2	6.	CORRESPONDENCE
PART B	2	7.	BRIEFINGS
PART A		8.	TRAFFIC CONGESTION MANAGEMENT
PART A		9.	42C ROTHERHAM STREET DISPOSAL
PART C		10.	MATIPO STREET – PROPOSED NO STOPPING RESTRICTION
PART B		11.	COMMUNITY BOARD ADVISER’S UPDATE
PART B		12.	ELECTED MEMBERS’ INFORMATION EXCHANGE

5. 7. 2011

- 2 -

- | | | |
|---------------|------------|---|
| PART B | 13. | MEMBERS' QUESTIONS UNDER STANDING ORDERS |
| PART C | 14. | RESOLUTION TO EXCLUDE THE PUBLIC |

1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 21 JUNE 2011

The minutes of the Board's ordinary meeting of Tuesday 21 June 2011 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting of 21 June 2011 be confirmed as a true and correct record.

3. DEPUTATIONS BY APPOINTMENT

3.1 NEW ZEALAND TRANSPORT AGENCY - TRAFFIC CONGESTION REPORT

Mike Blyleven, New Zealand Transport Authority (NZTA) will present a deputation to the Board regarding the report on Traffic Congestion Management, to be considered as Clause 8 of this agenda.

4. PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

David Daly, Unit Manager Customer Services will an overview of how the recent earthquakes have impacted on the Customer Services Unit.

8. TRAFFIC CONGESTION MANAGEMENT

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Acting Unit Manager, Transport and Greenspace
Author:	Paul Burden, Road Corridor Operations Manager

PURPOSE OF REPORT

1. The purpose of this report is to seek the Community Boards' endorsement and recommendation to Council concerning several measures to reduce traffic congestion following the 22 February 2011 earthquake.

EXECUTIVE SUMMARY

2. The 22 February 2011 earthquake has caused a significant and unprecedented increase in the level of traffic congestion in Christchurch. The primary factors that are contributing to this increase include; restrictions to traffic movement along some strategic arterials particularly within the Central Business District, the incapacitation of business activity in the CBD, the closure of schools and large retail centres in eastern areas and the associated migration of business, retail and educational activity to the west.
3. In the first two to three weeks following the earthquake event travel times were three to four times higher for many motor-vehicle journeys, particularly during the morning and evening peak periods. This situation was considered unacceptable both in terms of the level of service to the public and emergency services.
4. Civil Defence responded to the situation by setting up a Strategic Transport Routes team which comprised staff from the Council, New Zealand Transport Authority (NZTA) and the private sector. This team was tasked with the identification and implementation of traffic operational initiatives targeted at improving the level of service along key arterial routes in order to "Get Christchurch Moving".
5. Following extensive field work the team identified approximately 60 measures involving physical changes to the road network. Some of these were contingency measures. 36 measures have been implemented to date. A process involving modifications to a significant number of traffic signal timings to reflect changes in leg volumes and priorities ran in parallel.
6. Now that we have moved beyond the state of emergency, Christchurch City Council, NZTA and Canterbury Earthquake Recovery Authority are working together to "Keep Christchurch Moving" during the city recovery and rebuilding period. A monitoring and evaluation process to determine the effectiveness of each measure has recently been completed. This has led to recommendations for the tenure of each measure. Some initiatives have already been removed due to limited effectiveness, safety concerns or being no longer required. Most are operating effectively and are still required while travel patterns remain altered, businesses get back to full productivity and there is high levels of city recovery activities.

GETTING CHRISTCHURCH MOVING

7. The response to the elevated levels of traffic congestion has generally been targeted on main arterial roads and therefore focuses on the majority of road users i.e. motorists and heavy vehicles. This is purposeful in that it is considered vital for the recovery of the city to provide the highest possible level of service to move people and freight around the city. These works also benefit public transport in many instances and significant effort has also been made to provide strategic cycle connections where possible, particularly to replace the east/west link severed by the cordoned Central Business District (CBD). In some instances additional capacity has been created at significant intersections by removing kerb-side car parking and/or relocating cycle facilities to the footpath or adjacent routes. It is acknowledged that in some cases that creating a higher level of service for motorists has reduced the level of service to cyclists.

8 Cont'd

CONGESTION MANAGEMENT MEASURES

8. The measures that have, or are in the process of, being implemented to mitigate congestion are, by a large, considered temporary. However, in some instances, the increased congestion is merely a consequence of accelerated growth that would have occurred in a few years time. It is acknowledged that should the city fail to revert to pre-quake travel patterns then more comprehensive and integrated solutions to congestion need to be explored. The thrust of some of the opponents to removing on-road cycle facilities is that these alternative solutions should have been implemented during the emergency response phase. The reality is that measures such as bus-lanes, on-road cycle lanes and high occupancy vehicle lanes are high cost and difficult to implement. Removal and reinstatement of pre-existing street furniture (possibly including street trees) is also high cost. Travel plans and ride share schemes are useful but again they are slow in uptake creating a lag in the realisation of benefits.
9. The operational response which focussed on low cost (paint and signage), easily implemented (and removed) measures provided immediate benefits and this is considered appropriate given the circumstances.

Table 1 shows the complete list of measures investigated with an associated description and current status.

Project	Description	Status	Duration
Moorhouse Avenue @ Colombo Street overbridge	Priority repairs involving stabilisation of the overbridge to allow the bridge to re-open to traffic.	COMPLETE	NA
Moorhouse Avenue @ Science Alive	Priority repairs to the clock tower to allow Moorhouse Ave westbound lanes to re-open.	COMPLETE	NA
Main South Road / Symes Road	create merge lane out of Symes Road onto Main South Road to reduce left turn queues.	NO LONGER WARRANTED	NA
Fitzgerald Avenue north of Avonside Drive	Road subsidence and bridge damage repairs interim solution involves 2 lanes contra-flow on the east side of Fitzgerald Avenue.	COMPLETE	Until road repairs are complete
Main North Road / Cranford Street	Extension of the 2 south bound lanes on Main North Road to improve intersection clearance capacity and reduce left turn queues out of Cranford Street. Shared use path to be installed on eastern footpath.	COMPLETE	Until Pre-quake travel patterns are realised
Fitzgerald Avenue @ Avonside Drive	Road subsidence and bridge damage repairs interim solution involves 2 lanes contra-flow on the east side of Fitzgerald Avenue including and north Avonside Drive/Kilmore Street intersection. (Left turn only in and out of Avonside Drive and Kilmore Street).	COMPLETE	Until road repairs are complete
Idris Road / Straven Road / Fendalton Road	Ban Right Turns on Straven and Idris Road approaches to accommodate 2 through lanes to increase intersection capacity.	COMPLETE	Until Pre-quake travel patterns are realised
Main North Road / Northcote Road approach	Remove parking on Northcote Road west of the intersection to create a kerb side cycle lane and a wide traffic lane for merging.	COMPLETE	Permanent
Hills Road / North Avon Road	Install no stopping and mark 2 lanes on North Avon Road approach to the intersection.	COMPLETE	Permanent
Clarence Street / Whiteleigh Avenue	Extend 2 traffic lanes on Clarence Street south approach and departure side of the intersection to increase intersection capacity.	COMPLETE	Until Pre-quake travel patterns are realised
Aldwins Road @ Linwood Avenue	Priority building demolition required to optimise efficiency i.e. 2 lanes operational.	COMPLETE	NA
Avonside Drive / Stanmore Road	Approach repairs on north and south side of Stanmore Road plus signage to encourage redirect of northbound traffic.	COMPLETE	NA
Ferry Road @ Rutherford Street	Reconfigure lanes with dedicated left, through and right.	COMPLETE	Removed
Idris Road / Glandovey Road	Flow regulating using stop/go person to improve the efficiency of the roundabout.	COMPLETE (ceased on 1 May)	Removed

5. 7. 2011

- 6 -

8 Cont'd

Project	Description	Status	Duration
Moorhouse Avenue @ Ferry Road	Increase lane capacity, ban right turns at Lancaster Street.	NOT PROGRESSSED	NA
Riccarton Road / Clarence Street	Extend 2 approach lanes on Clarence Street south of Riccarton Road, prevent right turns into private access-way and Nelson Street.	COMPLETE	Until Pre-quake travel patterns are realised
Brougham Street @ Ensors Road	Priority repairs- Large slump.	COMPLETE	NA
Ferry Road east of Wilsons Road	Priority repairs -remove rubble from dairy and open cycle lane.	NOT PROGRESSSED	NA
Bridle Path Road @ Port Hills Road	Increase corner radii to facilitate heavy vehicles.	COMPLETE	To be removed
Tennyson Street / Colombo Street / Strickland Street	Create 4 lanes by removing kerbside parking.	NOT PROGRESSSED	NA
Barrington Street / Milton Street / Frankleigh Street	Create 4 lanes by removing kerbside parking.	NOT PROGRESSSED	NA
Barrington Street	4 laning from Jerrold Street to first intersection and install a flush median from there.	NOT PROGRESSSED	NA
Barrington Street (Milton Street to Rose Street)	flush median.	NOT PROGRESSSED	NA
Curletts Road (Main South Road to Blenheim Road)	Remove flush median and refuge islands to enable a third lane to be installed and operated on a tidal basis (NZTA project).	COMPLETE	Likely permanent but in a revised form to reduce operation costs
Humphreys Drive @ Ferry Road	Priority pavement repair to enable re-opening of traffic lane.	COMPLETE	NA
Greers Road / Harewood Road	Signal phasing changes and changes to lane configuration on the north east Greers Road approach to improve intersection capacity – no stopping on departure side.	COMPLETE	Permanent
Papanui Road @ Bealey Avenue	Dual right turn lanes from Papanui Road into Bealey Avenue.	COMPLETE	Removed
Montreal Street (Brougham Street to Moorhouse Avenue)	Priority building repairs to enable opening of this section as soon as possible to relieve Right Turn congestion at Brougham Street.	COMPLETE	NA
Hospital Parking	Remove parking on grass berm enforce 2 hour time limit - to create turnover for visitor parking.	Ban on parking on grass is permanent; Parking enforcement under review	NA
Barbadoes Street	Priority building repairs to allow opening or partial opening for general traffic to relieve Fitzgerald Avenue congestion.	COMPLETE	NA
Hagley Park (within park) shared use lanes	Priority repairs of shared use lanes in North Hagley Park to improve level of service and connectivity for cyclists.	IN PROGRESS	NA
Avonside Drive / Linwood Avenue / Woodham Road	Priority repairs to intersection to improve levels of service.	COMPLETE	NA
Antigua Street (Moorhouse Avenue / St Asaph Street)	Create 4 lanes by removing kerbside parking.	NOT PROGRESSSED	NA
Strickland Street / Milton Street	Create 4 lanes by removing kerbside parking.	NOT PROGRESSSED	NA
Antigua Street / Tuam Street / Riccarton Avenue	Priority repairs to Oxford Terrace at ped tunnel investigate possible Bailey Bridge - Oxford Terrace Road repairs. Works completed Oxford Terrace now re-opened.	COMPLETE	NA
Riccarton Avenue (Hospital to Deans Avenue)	Create 4 lanes by removing kerbside parking.	NOT PROGRESSSED	NA
Riccarton Road (Deans Avenue to Bartlett Street)	Lengthen east bound approach lanes to roundabout.	COMPLETE	Permanent

5. 7. 2011

- 7 -

8 Cont'd

Project	Description	Status	Duration
Durham Street South @ Brougham Street	Change lane configuration to favour changed volume splits, remove parking and install Give-way controls on side roads.	COMPLETE	Until one-way street network is re-established
Prestons Road / Styx Mill Road / Wilkinsons Road	Publicise this as an alternative new route.	NOT PROGRESSSED	NA
Johns Road / Sawyers Arms Road / Harewood Road	Publicise this as an alternative new route.	NOT PROGRESSSED	NA
Moorhouse Avenue / Barbadoes Street	Change lane configuration to favour changed volume splits.	COMPLETE	Until one-way street network is re-established
Hills Road, southbound approach to North Avon Road	Signage for southbound traffic to indicate alternative route using Stanmore Road.	COMPLETE	Until Pre-quake travel patterns are realised
Science Alive Clock Tower	Cycle routes: shared cycle lane / pedestrian path around barriers.	COMPLETE	Until building repairs are complete
Antigua Bridge @ Boat Shed	Cycle routes: Hospital detour.	COMPLETE	Until bridge is repaired
Park Terrace	Cycle routes: Opening to cyclist.	COMPLETE	NA
Bealey Avenue cycle lanes	Cycle routes: remove parking during peak periods 6-9am and 4-6pm and install cycle lanes.	COMPLETE	WITHDRAWN
Blenheim Road cycle lanes	Cycle routes: Remove parking & install cycle lanes (NZTA project).	COMPLETE	Permanent
Riccarton Road (Matipo Street to Mandeville Street)	Provide additional bus stop space and install sections of flush median to improve traffic flow along Riccarton Road by assisting right turn function.	COMPLETE	Permanent
St Asaph Street- Madras Street contra-flow cycle lane	Provide eastbound contra-flow cycle from Durham Street to High Street.	IN PROGRESS	Until alternative east/west cycle links are opened
Strowan Road / Glandovey Road / Rossall Street / Heaton Street	Widen right turn bay on Strowan Road to assist through lane traffic.	COMPLETE	Until Pre-quake travel patterns are realised
Durham Street South / Moorhouse Avenue	Lane marking changes to increase Left Turn capacity from Durham into Moorhouse.	COMPLETE	Until one-way street network is re-established
Riccarton Road / Riccarton Avenue / Deans Avenue	Cross hatching within intersection to discourage blocking.	IN PROGRESS	Trial (being monitored)
Bealey Avenue/ Carlton Mill Road / Harper Avenue / Park Terrace	Ban Right Turn from Harper Avenue for benefit of Bealey Avenue traffic flows.	COMPLETE	Until one-way street network is re-established
Grassmere Street	Extension of no stopping restriction to allow left turners on Grassmere Street to access intersection.	COMPLETE	Permanent
Hills Road @ Dudley Street	Extension of no stopping restriction and relocation of cycle lane to kerbside.	COMPLETE	Until site is rebuilt
Main North Road at Barnes Road intersection	Installation of no stopping restrictions.	COMPLETE	Permanent
Main South Road (Yaldhurst Rd to Craven Street)	Installation of no stopping restrictions.	COMPLETE	Permanent
Yaldhurst Road- Curletts to Main South	Relocate Bus stop and install no stopping restrictions.	In progress	Until Pre-quake travel patterns are realised

8 Cont'd

MONITORING AND EVALUATION

10. The monitoring and evaluation process for these measures will be ongoing, however to date there is sufficient evidence to draw some conclusions concerning the desired tenure of each change. This is largely based on operational effectiveness and the anticipated timeframes associated with elevated levels of congestion and/or the closure of strategic routes through the Central City. The outcome of this evaluation is a schedule of measures that are considered necessary to retain, and in some cases progress to completion. Of these, some would have otherwise required a decision from a Community Board and/or Council and this refined list is shown in Table 2. Note that projects on roads controlled by NZTA have been excluded from the Table and will be separately reported to relevant Community Board(s) by NZTA staff.

Table 2: Measures that Require Council Approval

Project	Description	Status	Duration
Main North Road / Cranford Street	Extension of the 2 south bound lanes on Main North Road to improve intersection clearance capacity and reduce left turn queues out of Cranford Street.	COMPLETE	Until Pre-quake travel patterns are realised
Idris Road / Straven Road / Fendalton Road	Ban Right Turns on Straven and Idris Road approaches to accommodate 2 through lanes to increase intersection capacity.	COMPLETE	Until Pre-quake travel patterns are realised
Main North Road / Northcote Road approach	Remove parking on Northcote Road west of the intersection to create a kerb side cycle lane and a wide traffic lane for merging.	COMPLETE	Permanent
Clarence Street / Whiteleigh Avenue	Extend 2 traffic lanes on Clarence Street south approach and departure side of the intersection to increase intersection capacity.	COMPLETE	Until Pre-quake travel patterns are realised
Riccarton Road / Clarence Street	Extend 2 approach lanes on Clarence Street south of Riccarton Road, prevent right turns into private access-ways and Nelson Street.	COMPLETE	Until Pre-quake travel patterns are realised
Riccarton Road (Deans Avenue to Bartlett Street)	Lengthen east bound approach lanes to roundabout.	COMPLETE	Permanent
Greers Road / Harewood Road	Signal phasing changes and changes to lane configuration on the north east Greers Road approach to improve intersection capacity – no stopping on departure side.	COMPLETE	Permanent
Durham Street South @ Brougham Street	Change lane configuration to favour changed volume splits, remove parking and install Give-way controls on side roads.	COMPLETE	Until one-way street network is re-established
Riccarton Road (Matipo Street to Mandeville Street)	Provide additional bus stop space and install sections of flush median to improve traffic flow along Riccarton Road by assisting right turn function.	COMPLETE	Permanent
St Asaph Street- Madras Street contra-flow cycle lane	Provide eastbound contra-flow cycle from Durham Street to High Street.	IN PROGRESS	Until alternative east/west cycle links are opened
Strowan Road / Glandovey Road / Rossall Street / Heaton Street	Widen right turn bay on Strowan Road to assist through lane traffic.	COMPLETE	Until Pre-quake travel patterns are realised
Grassmere Street	Extension of no stopping restriction to allow left turners on Grassmere Street to access intersection.	COMPLETE	Permanent
Hills Road @ Dudley Street	Extension of no stopping restriction and relocation of cycle lane to kerbside.	COMPLETE	Until site is rebuilt
Main North Road at Barnes Road intersection	Installation of no stopping restrictions.	COMPLETE	Permanent
Main South Road (Curletts Rd to Craven Street)	Installation of no stopping restrictions.	COMPLETE	Permanent
Yaldhurst Road- Curletts to Main South	Relocate Bus stop and install no stopping restrictions.	In progress	Until Pre-quake travel patterns are realised
Hills Road / North Avon Road	Install no stopping and mark 2 lanes on North Avon Road approach to the intersection.	COMPLETE	Permanent
Bealey Avenue/ Carlton Mill Road / Harper Avenue / Park Terrace	Ban Right Turn from Harper Avenue for benefit of Bealey Avenue traffic flows.	COMPLETE	Until one-way street network is re-established

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11. With the exception of the no-stopping restrictions on Grassmere Street and Barnes Road, all measures in Table 2 require formal ratification by Council due to the metropolitan significance of the roads involved.
12. Most of the measures have been implemented at intersections. Additional capacity has been added predominantly by creating additional traffic lanes which in turn increases the capacity of a particular route. The most notable route where changes in travel patterns have seen a substantial increase in congestion comprises Heaton Street – Glandovey Road – Idris Road – Straven Road – Clarence Street – Whiteleigh Avenue.
13. Measures to increase capacity and improve intersection efficiency have been implemented at Blenheim/Clarence/Whiteleigh, Clarence/Riccarton/Straven and Glandovey/Heaton/Strowan. Metering of traffic flows using a “Stop/Go” person ceased at the Glandovey/Idris roundabout controlled intersection prior to the May school holidays.
14. Surveys of travel time and travel speed were used to compare the level of service in the period prior to intervention (April 2011) with the period post intervention (May 2011). This provides a reasonably robust basis to determine the effectiveness of a suite of congestion mitigating measures along this route. Metering of traffic flows at the Glandovey/Idris intersection was not occurring during the period of either the before or after surveys.
15. The findings of these surveys are summarised as follows:
 - (a) Average northbound travel time was reduced by one minute in the AM and three minutes in the PM peak periods.
 - (b) Average southbound travel time was reduced by 13 minutes in the AM and one minute in the PM peak periods.
 - (c) Average northbound speeds increased by four kilometres per hour during both the AM and PM peak periods.
 - (d) A significant increase was observed in average speeds in the AM peak in the southbound direction from 16 kilometres per hour in April to 28 kilometres per hour in May.
 - (e) Average speeds in the PM peak in the southbound direction in April and May were observed to be similar.
16. The detailed analysis is **attached**. The surveys reveal that the measures implemented are significantly improving the level of service along this route.
17. The performance of the other measures at other intersections have not been assessed using travel time of travel speed surveys because they are congestion “hot spots” rather than forming part of a definite route. However regular observations conducted by staff reveal significant improvements to the levels of congestion in the locations where changes have been made.

MEASURES BY WARD

18. The measures included in Table 2 which are located within the Riccarton/Wigram ward are listed in Table 4.

8 Cont'd

Table 4: Riccarton/Wigram Ward Measures

Project	Description	Status	Duration
Clarence Street / Whiteleigh Avenue	Extend 2 traffic lanes on Clarence Street south approach and departure side of the intersection to increase intersection capacity.	COMPLETE	Until Pre-quake travel patterns are realised
Riccarton Road / Clarence Street	Extend 2 approach lanes on Clarence Street south of Riccarton Road, prevent right turns into private access-ways and Nelson Street.	COMPLETE	Until Pre-quake travel patterns are realised
Riccarton Road (Matipo Street to Mandeville Street)	Provide additional bus stop space and install sections of flush median to improve traffic flow along Riccarton Road by assisting right turn function.	COMPLETE	Permanent
Riccarton Road (Deans Avenue to Bartlett Street)	Lengthen east bound approach lanes to roundabout.	COMPLETE	Permanent
Main South Road (Curletts Rd to Craven Street)	Installation of no stopping restrictions.	COMPLETE	Permanent
Yaldhurst Road- Curletts to Main South	Relocate Bus stop and install no stopping restrictions.	In progress	Until Pre-quake travel patterns are realised

19. Some of the measures that have been implemented and some that are still being progressed simply involve general maintenance or repairs to reopen road sections and enable levels of service on strategic routes to revert to pre-quake levels. Other measures are considered general operational changes e.g. lane markings and adjustments to signal timings. Collectively these types of changes would generally not require a decision from either a Community Board or Council.
20. Many of the measures have necessitated removal of kerbside parking, turning bans, relocation/removal/installation of cycle lanes and installation of clearways etc. During the emergency period these measures were approved by Civil Defence through the National Controller. Legislation provided for this (refer Legal Considerations below). Now that the national state of emergency has been lifted the measures require formal ratification by a Community Board or Council.

CONSULTATION

21. The measures that have been implemented and those which are being progressed are considered important in the interests of mitigating significant congestion throughout the city. The national state of emergency necessitated swift action and there was very limited consultation on the majority of the projects. Most initiatives were listed on the Council earthquake website and leaflet drops were conducted for Curletts Road project. Post implementation some negative feedback was received from residents and businesses directly affected by some changes. Some of the initiatives involving a reduction in the level of service for cyclists have received feedback from a small number of cyclists and from the SPOKES organisation. Considering the number of the projects the amount of feedback has been very modest.
22. As mentioned, most of the measures are considered temporary and caveats have been placed on the recommendations to reflect this. The term of each measure will be determined through continual monitoring of traffic volumes. In the interests of expediting the benefits of the reduction in congestion and higher levels of service achieved through the implementation of these works, further consultation is not recommended.

FINANCIAL IMPLICATIONS

23. The costs associated with these projects were included with the contractors (Fulton-Hogan and City Care) emergency operational costs and are likely to be included in the Council's overall emergency response costs and associated claims.

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

24. As above.

8 Cont'd

LEGAL CONSIDERATIONS

25. Civil Defence Emergency Management Act 2002 Section 85, Emergency Powers of Civil Defence Emergency Management Groups, clause (1) (f):
- (1) While a state of emergency is in force in its area, a Civil Defence Emergency Management Group may;
 - (f) Prohibit or regulate land, air, and water traffic within the area or district to the extent necessary to conduct civil defence emergency management.
26. 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.
27. 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.
28. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

29. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

30. 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?

31. As above.

ALIGNMENT WITH STRATEGIES

32. The recommendations align with the Council Strategies including the Road Safety Strategy 2004 and the Metropolitan Transport Statement.

Do the recommendations align with the Council's Strategies?

33. As above.

CONSULTATION FULFILMENT

34. Refer paragraph 12.

STAFF RECOMMENDATIONS

It is recommended that the Riccarton/Wigram Community Board make the following recommendations to the Council:

**MAIN SOUTH ROAD: ENGLISH TO YALDHURST NO STOPPING;
PLAN TG115901 (ATTACHMENT 1)**

- (a) That the stopping of vehicles be prohibited at any time on the south side of Main South Road commencing at a point 8 metres west of its intersection with Riccarton Road/Yaldhurst Road and extending in a westerly direction for a distance of 50 metres.

8 Cont'd

- (b) That the stopping of vehicles be prohibited at any time on the north side of Main South Road commencing at a point 39 metres west of its intersection with Riccarton Road/Yaldhurst Road and extending in a westerly direction for a distance of 49 metres.
- (c) That the stopping of vehicles be prohibited at any time on the north side of Main South Road commencing at a point 60 metres west of its intersection with Curletts Road and extending in a westerly direction for a distance of 20 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south side of Main South Road commencing at a point 64 metres west of its intersection with Curletts Road and extending in a westerly direction for a distance of 12 metres.

RICCARTON ROAD: MATIPO TO MANDEVILLE: PLAN TG114201 (ATTACHMENT 2)

Note: The following recommendations and revocations (bm – bu) will remain in place until pre-quake travel patterns are realised.

- (e) That the bus stop currently located on the north side of Riccarton Road commencing at a point 81 metres west of its intersection with Kauri Street and extending in a westerly direction for a distance of 27 metres be revoked.
- (f) That the parking of vehicles currently restricted to a maximum period of 60 minutes on the north side of Riccarton Road commencing at a point 45 metres west of its intersection with Straven Road and extending in a westerly direction for a distance of 18 metres be revoked.
- (g) That the parking of vehicles currently restricted to a maximum period of 60 minutes on the south side of Riccarton Road commencing at a point 38 metres east of its intersection with Clarence Street and extending in a easterly direction for a distance of 36 metres be revoked.
- (h) That the Stopping of vehicles currently prohibited at any time on the north side of Riccarton Road commencing at its intersection with Straven Road and extending in a westerly direction for a distance of 45 metres be revoked.
- (i) That the Stopping of vehicles currently prohibited at any time on the south side of Riccarton Road commencing at its intersection with Clarence Street and extending in an easterly direction for a distance of 38 metres be revoked.
- (j) That the Stopping of vehicles be prohibited at any time on the north side of Riccarton Road commencing at its intersection with Straven Road and extending in a westerly direction for a distance of 63 metres.
- (k) That the Stopping of vehicles be prohibited at any time on the south side of Riccarton Road commencing at its intersection with Clarence Street and extending in an easterly direction for a distance of 112 metres.
- (l) That the right turn movement from Nelson Street into Clarence Street be banned.
- (m) That the right turn movement from Clarence Street into Nelson Street on the southern approach to Nelson Street be banned.
- (n) That a bus stop be installed on the north side of Riccarton Road commencing at a point 39 metres west of its intersection with Kauri Street and extending in a westerly direction for a distance of 69 metres.

**CLARENCE STREET AND STRAVEN ROAD: BLENHEIM ROAD TO BRADSHAW TERRACE:
SEE PLAN TG113901 (ATTACHMENT 3)**

Note: The following recommendations and revocations (bw – cd) will remain in place until Pre-quake travel patterns are realised.

8 Cont'd

- (o) That the special vehicle lane dedicated to cyclists only currently located on the west side of Clarence Street commencing at its intersection with Blenheim Road and extending in a northerly direction to Lyndon Street be revoked.
- (p) That the special vehicle lane dedicated to cyclists only currently located on the east side of Clarence Street commencing at a point 13 metres south of its intersection with Riccarton Road and extending in a southerly direction for a distance of 166 metres be revoked.
- (q) That the special vehicle lane dedicated to cyclists only currently located on the west side of Clarence Street commencing at a point 74 metres south of its intersection with Riccarton Road and extending in a southerly direction for a distance of 106 metres be revoked.
- (r) That the special vehicle lane dedicated to cyclists only currently located on the west side of Clarence Street commencing at its intersection with Lyndon Street and extending in a northerly direction for a distance of 46 metres be revoked.
- (s) That the special vehicle lane dedicated to cyclists only currently located on the west side of Straven Road commencing at its intersection with Riccarton Road and extending in a northerly direction for a distance of 64 metres be revoked.
- (t) That the stopping of vehicles currently prohibited at any time on the west side of Clarence Street commencing at its intersection with Lyndon Street and extending in a northerly direction for a distance of 10 metres be revoked.
- (u) That the stopping of vehicles be prohibited at any time on the west side of Clarence Street commencing at its intersection with Lyndon Street and extending in a northerly direction for a distance of 46 metres.

**RICCARTON ROAD: DEANS AVENUE TO BARTLETT STREET:
PLAN TG116401 (ATTACHMENT 4)**

Note: The following recommendations and revocations (ce – bu) will remain in place until Pre-quake travel patterns are realised.

- (v) That the parking of vehicles currently restricted to a maximum period of 60 minutes on the north side of Riccarton Road commencing at a point 9 metres west of its intersection with Darvel Street and extending in a westerly direction for a distance of 17 metres be revoked.
- (w) That the parking of vehicles currently restricted to a maximum period of 60 minutes on the north side of Riccarton Road commencing at a point 43 metres east of its intersection with Darvel Street and extending in a easterly direction for a distance of 18 metres be revoked.
- (x) That the Stopping of vehicles currently prohibited at any time on the north side of Riccarton Road commencing at its intersection with Lyndon Street and extending in a westerly direction for a distance of 9 metres be revoked.
- (y) That the stopping of vehicles be prohibited at any time on the north side of Riccarton Road commencing at its intersection with Lyndon Street and extending in a westerly direction for a distance of 26 metres.
- (z) That the Stopping of vehicles be prohibited at any time on the north side of Riccarton Road commencing at a point 43 metres east of its intersection with Lyndon Street and extending in a easterly direction for a distance of 18 metres.

**YALDHURST ROAD: CURLETTS ROAD TO RICCARTONMAIN SOUTH ROADS INTERSECTION:
PLAN TG116301 (ATTACHMENT 5)**

- (aa) That all parking restrictions on the south side of Yaldhurst Road between Main South Road and Curletts Road be revoked.

8 Cont'd

- (ab) That a bus stop be installed on the south side of Yaldhurst Road commencing at a point 173 metres west of its intersection with Curletts Road and extending in an easterly direction for a distance of 14 metres.
- (ac) That the Stopping of vehicles be prohibited at any time on the south side of Yaldhurst Road commencing at its intersection with Curletts Road and extending in an easterly direction for a distance of 173 metres.
- (ad) That the Stopping of vehicles be prohibited at any time on the south side of Yaldhurst Road commencing at a point 187 metres east of its intersection with Curletts Road and extending in an easterly direction for a distance of 111 metres.

9. 42C ROTHERHAM STREET DISPOSAL

General Manager responsible:	General Manager, City Environment Group, DDI 941- 8608
Officer responsible:	Unit Manager, Asset and Network Planning
Author:	Stuart McLeod, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to Council to dispose of the property situated at 42C Rotherham Street.

EXECUTIVE SUMMARY

2. This property was acquired by the Council in 1956 for the purposes of a public toilet facility but has been closed to the public since mid 2004.
3. The asset owning unit, Transport and Greenspace, have confirmed that the property is operationally redundant. This report therefore presents the options for future use, including disposal, following consideration under the "operationally redundant property process".
4. The Executive Team, Unit Managers and the Riccarton/Wigram Community Board have all received a "Changes to Property Use" memorandum enquiring if there is any other Council use for the property. No registrations of interest were received for alternative uses, this report therefore recommends disposal.

FINANCIAL IMPLICATIONS

5. See Public Excluded section.

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

6. Yes. Assets sales – surplus property sales page 91 Volume II of the LTCCP.

LEGAL CONSIDERATIONS

7. The disposal of this property will be subject to Section 40 of the Public Works Act 1981. This will involve offering the property to the former owner or their successor at market value and will be completed if the Council declares the property surplus.

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

8. Yes – as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

9. Yes. The sale of surplus property forms part of the Property Consultancy Activity Management Plans, it is considered that this transaction will fall outside of the LTCCP Policy on Determining Significance at page 207 – 208.

ALIGNMENT WITH STRATEGIES**Do the recommendations align with the Council's strategies?**

10. Yes. Retention of the balance of this property no longer meets with Council strategies, or any LTCCP initiatives.

9 Cont'd

CONSULTATION FULFILMENT

11. Not applicable. However in accordance with the Council's practices around declaring operationally redundant property surplus, a Change to Property Use memorandum has been circulated to the Executive Team, Unit Managers and the Riccarton Wigram Community Board, no registrations of interest were received.

STAFF RECOMMENDATION

It is recommended that the Board recommend that the Council:

- (a) Declare the property situated at 42C Rotherham Street described as part Lot 2 Deposited Plan 18406 to be surplus;
- (b) Approve the property be offered for sale by way of public tender, subject to Section 40 Public Works Act 1981 being complied with, with a minimum tender amount to be set by an independent valuer and;
- (c) Approve that the Corporate Support Unit Manager is given delegated authority to conclude the sale of the property, as supported by valuation advice and in consideration of other factors including marketing and market dynamics, including if the minimum price is not achievable by tender the property may be sold by private treaty.

BACKGROUND

12. This property was acquired in 1956 by the Riccarton Borough Council, it is presumed that the property had been used as a public toilet since this time as it is shown on a plan of subdivision dated August 1955 as a Ladies Rest Rooms, (**Attachments 1, 2 and 3**).
13. In 2004 the roof of the building began to leak and when investigated City Care quoted \$20,000 to replace the roof. At this time it was pointed out that this toilet facility was outdated and in need of refurbishment, the estimated cost for this work was \$80,000.
14. Due to the lack of immediately available funding for refurbishment in 2004 it was decided to ascertain the level of interest in the toilets by closing them. Whilst Council received one letter in support of the toilets remaining open, one letter was also received in support of the closure and several verbal enquiries from the public have been received expressing an interest to purchase the land should the Council decide to sell it.
15. The Transport and Greenspace Unit, no longer budget for operational costs for this facility; there is no allowance for refurbishment costs.
16. With the ongoing development of Riccarton Mall and surrounding streets it is considered there are sufficient toilet facilities in the locality in both the mall and local trading premises.
17. The previously elected Riccarton Wigram Community Board expressed concern over the state of disrepair of the Rotherham Street rest rooms and agreed to request staff advice on the current status and future of the facility.
18. The Councils Transport and Greenspace Unit reviewed the need for a public toilet in this area and consider that in this instance the Council supplying and maintaining such a facility is not justified. Transport and Greenspace requested the Property Consultancy Team to put this property through the Council standard operationally redundant property process.
19. This report and recommendations is the culmination of those requests referred to in paragraphs 17 and 18.

10. MATIPO STREET – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager, City Environment DDI 941-8608
Officer responsible:	Manager, Transport and Greenspace
Author:	Steve Dejong, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek approval of the Riccarton/Wigram Community Board to prohibit the stopping of vehicles at any time on Matipo Street south of Blenheim Road.

EXECUTIVE SUMMARY

2. Council staff have received a request that that no stopping restrictions be installed on Matipo Street south of Blenheim Road to eliminate a conflict point and improve the traffic flows.
3. Matipo Street is a collector road running north for 1.2 kilometres from the Main South Railway line to Riccarton Road. It is a popular route through to Wrights Road, Birmingham Drive, Lincoln Road and Lyttelton Street to the south, and to Blenheim Road and Riccarton Road to the north. It is the section of Matipo Street from the railway line to Blenheim Road that this reports relates to. At peak traffic times over 600 vehicles per hour use this section of Matipo Street in both directions.
4. A left turn slip lane off Blenheim Road allows westbound vehicles to bypass the traffic lights and turn south into Matipo Street. No stopping restrictions extend along the southern edge of the slip lane stopping where it meets Matipo Street. From this point a tapered edge line extends south for 35 metres to the first of two vehicle entrances. Six metres south of the vehicle entrances there is a bus stop. It is current practice to install no stopping lines inside the tapered edge lines. There are no such markings in this instance.
5. Vehicles are parking along this 35 metre section of roadway between the slip lane and the vehicle entrance. These parked vehicles extend over the edge-line and into the southbound vehicle carriageway. The carriageway width for southbound traffic is limited by these parked vehicles to approximately 3.8 metres. Vehicles are also parking in the six metre space between the southern end of the vehicle entrance and the bus stop making bus access difficult.
6. Vehicles travelling south on Matipo Street and turning right into the service station opposite stop in the 3.8 metre wide lane to await for a gap in the oncoming traffic. Due to there being parked vehicles to the left of the right turning vehicle, following vehicles are unable to pass on the inside. A right turning vehicle into the service station can cause a queue back into Blenheim Road.
7. The installation of no stopping restrictions inside the tapered edge line from the slip lane south to the bus stop will not only provide space for vehicles to pass inside a turning vehicle, but also allow buses to move onto the bus stop without having to go around any vehicle parked in the 6 metre space between the vehicle entrance and the bus stop.
8. In the course of investigating this request it was discovered that a similar parking situation occurred on the western side of Matipo Street approaching the service station entrance. Vehicles are parking close to the entrance, over the tapered edge line, and extending into the carriageway. This interferes with entry into and out of the service station. The extending of the existing no stopping restrictions south of the vehicle entrance to the end of the tapered limit line would improve access and be consistent with current practices.
9. For purposes of consistency and ease of enforcement, it is also appropriate to revoke all existing no stopping restrictions around both southern corners of the Matipo Street and Blenheim Road intersection and to reinstate them as one whole package along with the proposed extended stopping restriction.

FINANCIAL IMPLICATIONS

10. The estimated cost of this proposal is approximately \$200.

10 Cont'd

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

11. The installation of signs and road markings are covered by Transport and Greenspace Operational budgets

LEGAL CONSIDERATIONS

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

12. 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.
13. 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.
14. 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

15. 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?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council Strategies including the current Parking, Road Safety, and Safer Christchurch Strategies.

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. No consultation was done with the businesses situated on the south eastern corner of Matipo Street and Blenheim Road. There is considerable amount of existing off-street parking at that location. Staff from the Caltex Service Station on the south western corner of Matipo Street and Blenheim Road made the request for the stopping restrictions.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

Revoke the following:

- (a) That any existing parking restrictions applying at any time on the south side of Blenheim Road commencing at the intersection with Matipo Street and extending in a easterly direction for a distance of 112.5 metres be revoked.
- (b) That any existing parking restrictions applying at any time on the south side of Blenheim Road commencing at the intersection with Matipo Street and extending in a westerly direction for a distance of 13.5 metres be revoked.
- (c) That any existing parking restrictions applying at any time on the western side of Matipo Street commencing at the intersection with Blenheim Road and extending in a southerly direction for a distance of 47.5 metres be revoked

10 Cont'd

Approve the following:

- (a) That the stopping of vehicles be prohibited at any time on the south side of Blenheim Road commencing at the intersection with Matipo Street and extending in a easterly direction for a distance of 113 metres.
- (b) That the stopping of vehicles be prohibited at any time on the south side of Blenheim Road commencing at the intersection with Matipo Street and extending in a westerly direction for a distance of 14 metres.
- (c) That the stopping of vehicles be prohibited at any time on the western side of Matipo Street commencing at the intersection with Blenheim Road and extending in a southerly direction for a distance of 79 metres.
- (d) That the stopping of vehicles be prohibited at any time on the eastern side of Matipo Street Road commencing at the intersection with Blenheim Road and extending in a southerly direction for a distance of 61 metres.

- 11. COMMUNITY BOARD ADVISER'S UPDATE
- 12. ELECTED MEMBERS' INFORMATION EXCHANGE
- 13. MEMBERS' QUESTIONS UNDER STANDING ORDERS
- 14. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.