

## 11. CHARLESTON CLUSTER KERB AND CHANNEL RENEWAL

The Board considered a report informing it of the outcome of the Charleston Cluster consultation process and seeking the approval of the Board to proceed to final design, tender and consultation for the kerb and channel renewals in Barbour Street, Grafton Street and Henry Street.

Details of the consultation process undertaken and outcomes were provided in the report together with information on the revised kerb and channel programme and changes to the Council policy on undergrounding. It was noted that Barbour Street is programmed for the 2006/07 year and Grafton Street and Henry Street are proposed for the 2007/08 year. The timing for the other three streets in the cluster (Frederick Street, Grenville Street and Laurence Street) is not currently known. The report also noted that as a consequence of the change in Council policy there is no intention to further underground overhead services in the Charleston Cluster.

The Board **resolved** to approve:

- (a) That the Barbour Street, Grafton Street and Henry Street projects, as illustrated in **Attachment 1** of the report proceed to final design, tender and construction.
- (b) The following No Stopping restrictions:

### **NEW NO STOPPING**

#### **Barbour Street**

1. That the stopping of vehicles be prohibited at any time on the west side of Barbour Street commencing at a point 147 m north of its intersection with Charles Street and extending in a northerly direction for a distance of 39 m.
2. That the stopping of vehicles be prohibited at any time on the west side of Barbour Street commencing at a point 52 m from its intersection with Ferry Road and extending in a southerly direction for a distance of 34 m.
3. That the stopping of vehicles be prohibited at any time on the east side of Barbour Street commencing at a point 146 m north of its intersection with Charles Street and extending in a northerly direction for a distance of 38 m.
4. That the stopping of vehicles be prohibited at any time on the east side of Barbour Street commencing at a point 53.5 m from its intersection with Ferry Road and extending in a southerly direction for a distance of 28 m.

#### **Grafton Street**

1. That the stopping of vehicles be prohibited at any time on the west side of Grafton Street commencing at a point 30 m from its intersection with Henry Street and extending in a northerly direction for a distance of 32 m.
2. That the stopping of vehicles be prohibited at any time on the west side of Grafton Street commencing at a point 94 m from its intersection with Henry Street and extending in a northerly direction for a distance of 30 m.
3. That the stopping of vehicles be prohibited at any time on the west side of Grafton Street commencing at a point 95 m from its intersection with Charles Street and extending in a northerly direction for a distance of 35 m.
4. That the stopping of vehicles be prohibited at any time on the west side of Grafton Street commencing at a point 100 m from its intersection with Grenville Street and extending in a northerly direction for a distance of 34 m.
5. That the stopping of vehicles be prohibited at any time on the west side of Grafton Street commencing at a point 30 m from its intersection with Ferry Road and extending in a southerly direction for a distance of 35 m.
6. That the stopping of vehicles be prohibited at any time on the east side of Grafton Street commencing at a point 40 m from its intersection with Ferry Road and extending in a southerly direction for a distance of 27 m.

7. That the stopping of vehicles be prohibited at any time on the east side of Grafton Street commencing at its intersection with Short Street and extending in a northerly direction for a distance of 16 m.
8. That the stopping of vehicles be prohibited at any time on the east side of Grafton Street commencing at its intersection with Short Street and extending in a southerly direction for a distance of 12.5 m.
9. That the stopping of vehicles be prohibited at any time on the east side of Grafton Street commencing at its intersection with Grenville Street and extending in a northerly direction for a distance of 15 m.
10. That the stopping of vehicles be prohibited at any time on the east side of Grafton Street commencing at its intersection with Grenville Street and extending in a southerly direction for a distance of 13 m.
11. That the stopping of vehicles be prohibited at any time on the east side of Grafton Street commencing at its intersection with Laurence Street and extending in a northerly direction for a distance of 12 m.
12. That the stopping of vehicles be prohibited at any time on the east side of Grafton Street commencing at its intersection with Laurence Street and extending in a southerly direction for a distance of 11 m.
13. That the stopping of vehicles be prohibited at any time on the east side of Grafton Street commencing at a point 27 m from its intersection with Henry Street and extending in a northerly direction for a distance of 28 m.
14. That the stopping of vehicles be prohibited at any time on the east side of Grafton Street commencing at its intersection with Henry Street and extending in a northerly direction for a distance of 8 m.
15. That the stopping of vehicles be prohibited at any time on the east side of Grafton Street commencing at its intersection with Henry Street and extending in a southerly direction for a distance of 5 m.
16. That the stopping of vehicles be prohibited at any time on the east side of Grafton Street commencing at a point 48 m from its intersection with Henry Street extending 12 m in a southerly direction, then 4 m in a westerly direction and 5 m in a northerly direction.

#### **Henry Street**

1. That the stopping of vehicles be prohibited at any time on the south side of Henry Street commencing at its intersection with Grafton Street and extending in an easterly direction for a distance of 6 m.
2. That the stopping of vehicles be prohibited at any time on the north side of Henry Street commencing at its intersection with Grafton Street and extending in an easterly direction for a distance of 6 m.

#### **REMOVE EXISTING NO STOPPING**

#### **Barbour Street**

1. That the existing no stopping restriction on the west side of Barbour Street commencing at a point 52 m from its intersection with Ferry Road and extending in a southerly direction for a distance of 27 m be revoked.
2. That the existing no stopping restriction on the east side of Barbour Street commencing at a point 53.5 m from its intersection with Ferry Road and extending in a southerly direction for a distance of 27 m be revoked.

## **MOVE EXISTING NO STOPPING TO NEW LOCATION**

### **Grafton Street**

1. That the existing no stopping be revoked from the west side of Grafton Street at its present position commencing from the intersection with Charles Street and extending 32 m in a southerly direction, and reinstated on the west side of Grafton Street commencing from the intersection with Charles Street and extending 57 m in a southerly direction.
  2. That the existing no stopping be revoked from the east side of Grafton Street at its present position commencing from the intersection with Ferry Road and extending 2.5 m in a southerly direction, and reinstated on the east side of Grafton Street commencing from the intersection with Ferry Road and extending 6 m in a southerly direction.
- (C) In addition the Board noted the Council's change of policy on undergrounding and requested the Council to reconsider this in respect to local streets. (Note this recommendation is also reported in "Part A" of this report).