

15. RICcarton/WIGRAM TRANSPORT & ROADING COMMITTEE REPORT OF 27 APRIL 2007 MEETING

The Board **received** the report of the Transport & Roading Committee meeting of 27 April 2007.

15.1 HARAKEKE STREET KERB AND CHANNEL REPLACEMENT PROJECT

The Board **resolved**:

- (a) That approval be granted for the Harakeke Street kerb and channel replacement project to proceed to final design, tender and construction.

(b) **New No Stopping Restrictions – Harakeke Street**

That the stopping of vehicles be prohibited at any time in the following locations:

- (i) On the east side of Harakeke Street commencing at a point 56 metres north of its intersection with Riccarton Road and extending 20 metres in a northerly direction.
 - (ii) On the west side of Harakeke Street commencing at a point 56 metres north of its intersection with Riccarton Road and extending 20 metres in a northerly direction.
 - (iii) On the east side of Harakeke Street commencing at its intersection with Kilmarnock Street and extending 14 metres in a southerly direction.
 - (iv) On the west side of Harakeke Street commencing at its intersection with Kilmarnock Street and extending 20 metres in a southerly direction.
 - (v) On the east side of Harakeke Street commencing at its intersection with Kilmarnock Street and extending 17 metres in a northerly direction.
 - (vi) On the west side of Harakeke Street commencing at its intersection with Kilmarnock Street and extending 20 metres in a northerly direction.
 - (vii) On the east side of Harakeke Street commencing at its intersection with Matai Street and extending 18 metres in a southerly direction.
 - (viii) On the west side of Harakeke Street commencing at its intersection with Matai Street and extending 18 metres in a southerly direction.
 - (ix) On the east side of Harakeke Street commencing at its intersection with Matai Street and extending 20 metres in a northerly direction.
 - (x) On the west side of Harakeke Street commencing at its intersection with Matai Street and extending 20 metres in a northerly direction.
 - (xi) On the east side of Harakeke Street commencing at a point 168 metres north of its intersection with Matai Street and extending 25 metres in a northerly direction.
 - (xii) On the west side of Harakeke Street commencing at a point 150 metres north of its intersection with Matai Street and extending 45 metres in a northerly direction.
 - (xiii) On the east side of Harakeke Street commencing at its intersection with Daresbury Lane and extending 48 metres in a southerly direction.
 - (xiv) On the west side of Harakeke Street commencing at its intersection with Rochdale Street and extending 25 metres in a southerly direction.
 - (xv) On the east side of Harakeke Street commencing at its intersection with Daresbury lane and extending 15 metres in a northerly direction.
 - (xvi) On the west side of Harakeke Street commencing at its intersection with Rochdale Street and extending 35 metres in a northerly direction.
- (c) That staff explore landscaping options for Harakeke Bridge.

15.2 RATTRAY STREET – STREET RENEWAL PROJECT

The Board **resolved**:

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

15.3 KATHLEEN CRESCENT – PROPOSED “NO STOPPING” RESTRICTION

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

15.4 KINSELLA CRESCENT – PROPOSED “NO STOPPING” LINES

The Board **resolved** that the stopping of vehicles be prohibited at any time on the south side of Kinsella Crescent, commencing at a point 58 metres west from its intersection with Antonia Place and extending in a South westerly direction for a distance of 41 metres, subject to there being no issues with the resource consent for parking at the kindergarten.

15.5 PRINCESS STREET – LOADING ZONE AND P60 AT MINISTRY OF EDUCATION

The Board **resolved**:

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

15.6 LANCEWOOD DRIVE PEDESTRIAN FACILITY

The Board **resolved**:

- (a) 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.
- (b) To request that staff explore warning advisory signage for motorists.