

14. 8. 2008

RICCARTON/WIGRAM COMMUNITY BOARD
1 JULY 2008

A meeting of the Riccarton/Wigram Community Board
was held on Tuesday 1 July 2008 at 5pm

PRESENT: Peter Laloli (Chairperson), Helen Broughton, Jimmy Chen,
Beth Dunn, Judy Kirk, Mike Mora, and Bob Shearing

APOLOGIES: Nil

The Board reports that:

PART A - REPORTS REQUIRING A COUNCIL DECISION

1. KINTYRE DRIVE/NEATHWEST AVENUE/MASHAM ROAD IMPROVEMENTS



General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI: 941-8608
Officer responsible:	Asset and Network Planning Unit Manager
Author:	Weng-Kei Chen, Asset Policy Engineer Malcolm Taylor, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to inform the Council of the background to the residential zoning and to advise of a course of action as a result of public submissions to works that have commenced at the intersections of Masham Road and Kintyre Drive, and Kintyre Drive and Neathwest Avenue.

EXECUTIVE SUMMARY

2. On 20 June 2008 the Riccarton/Wigram Roding and Transport Committee considered a report titled Masham Road and Kintyre Drive – Installation of ‘Stop’, Cycle Lane and No Stopping Restriction.
3. That report sought approval of no stopping restrictions and a cycle lane, and is attached (**attachment 4**). During the consideration of the report, the Committee asked that further information be provided at its Board meeting on 1 July 2008. The following report replaces the information contained in attachment 4.
4. The subdivision development of the Masham Block, which is generally that area between Masham Road, Buchanans Road and Yaldhurst Road, is as a consequence of an application to rezone the land and the Council decision not to support it. This decision was appealed and a decision to develop the land was given by the Environment Court on the 21 August 2006. The decision, an 83 page of the decision document included the following clause on the intersections:

“Alteration to road layout for safe access to and from Masham Road, Kintyre Drive, Neathwest Avenue and Buchanans Road

- (a) *The extent and cost of works and land required to alter the existing road layout to accommodate the safe and efficient movement of all road users along and through these roads and intersections:*
 - (i) *The Masham Road/Kintyre Drive intersection;*
 - (ii) *Kintyre Drive;*
 - (iii) *The Kintyre Drive, Neathwest Avenue intersection;*
 - (iv) *Neathwest Avenue;”*

The Environment Court decision was incorporated into the City Plan and in particular under the City Plan appendix 3n.1 outlines the key structuring elements and appendix 3q has diagrams setting out the movement network for roads and cycle routes.

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5. As a consequence of public submissions and concerns expressed to different Board Members about the works on Kintyre Drive, it is now proposed to carry out these improvement works in Kintyre Drive in two stages, as outlined below:

- (a) Stage 1;

Generally the works associated with the Masham Road - Kintyre Drive intersection.

These works are required in order to permit the developer of the new Masham development to safely gain access to the subdivision site as well as improving access and egress for local residents. The proposals provide for the provision of a deceleration lane on the State Highway, the provision of a cycle lane and an additional turning lane onto Kintyre Drive. These works require the modifications and changes to the traffic island and road humps in Kintyre Drive to allow two approach lanes to the State Highway. Also to be included are partial changes to the intersection of Kintyre Drive/ Neathwest Avenue intersection to allow new kerblines and landscaping to be completed at the cost of the developer by the developer.

- (b) Stage 2

Generally the works associated with the Intersection of Kintyre Drive and Neathwest Avenue

This includes the works associated with the change of priority at the Kintyre Drive/ Neathwest Avenue intersection and the provision of cycle lanes. These works can be planned with the rate of development of the new subdivision site, which will influence future traffic patterns. Included with these works is the provision of cycle lanes.

6. The works on the existing road reserve do require the approval of the Board. The provision of cycle lanes, the extent of no stopping, together with support for the works on the State Highway requires the separate approval of both the Board and the Council.

7. Two issues are apparent as a result of the consultation with residents. They are:

- (a) An appreciation of both the extent and nature of the proposed subdivision development.

The proposed new residential development is to be centred on a main spine road running between Buchanans Road and Yaldhurst Road where it is proposed to introduce a roundabout or other similar traffic control at both these junctions. The connections described from the Enterprise subdivision to the other parts of the wider subdivision is a requirement of the Environment Court decision to ensure integration between the existing and new communities. Until such time as these connections are provided, the development on the Enterprise block, which will have direct access from Kintyre Drive/ Neathwest Avenue, is limited to 200 houses. Residents have not generally been made aware of the alternative connections of these future roads. In addition there is some commercial development planned within the subdivision.

- (b) The provision of the long term method of control at the junction of Kintyre Drive and Neathwest Avenue.

The second issue was the proposed alternative methods of control for the Kintyre Drive/ Neathwest Avenue intersection. A variety of alternatives have been discussed and considered but each of these has presented particular issues or problems. The aim of the design as outlined in the initial report to the Committee provided for what was considered the safest long term solution which reflected the future changes to the major movements of traffic through the intersection and the ability to direct them safely. The overall traffic environment on Neathwest Avenue at full development is unlikely to result in major capacity problems at this intersection. Overall delays are likely to be low, so the change in priority should have only a minor effect on travel times for residents in Kintyre Drive, but is important for safety.

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- With a roundabout, there is limited ability to provide equal deflection to each of the movements and to adequately provide for safe movements and access to private driveways
- Keeping the current status quo in terms of priority would not lead to an effective traffic management system as traffic movement's increase, with the majority of the traffic wanting to continue straight on at the intersection
- To provide a standard treatment reflecting the unique character of the locality.

The residents however have been correct in expressing their concerns as there may be a more appropriate time to introduce priority changes to the intersection. While the priority changes will still be warranted in the long term as and when the subdivision development occurs. It is proposed that the intersection design for the short to medium term be such that it provides for the current priority hierarchy. This amendment to the proposals would be subject to a safety audit to ensure that the residents are provided with a safe intersection. It is further proposed that the intersection be monitored and the future priority changes be made as different traffic patterns occur.

FINANCIAL IMPLICATIONS

8. Under the decision of the Environment Court, the initial modifications to the two intersections are associated with the development of the adjacent land and therefore at the cost to the new development. However, there is the potential for claims to the Council if there is unnecessary delay to the proposed works.

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

9. The works are not associated with the LTCCP funding categories

LEGAL CONSIDERATIONS

10. The works on the road are generally a Council responsibility and the approvals for work on local roads have been delegated to the Community Board. The Council interest has been determined by the Environment Court decision and the eventual need to include cycle lanes once significant development has occurred.
11. A separate report to the Board will be required when the traffic conditions at the intersection of Kintyre Drive and Neathwest Road significantly alter and there is a need to change the existing intersection priorities or to enable the intersection to operate safely.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. The report is in alignment with Council core function to manage the roading network.

ALIGNMENT WITH STRATEGIES

13. The nature of the work proposed at this intersection is in accordance with the strategies to safely manage the roading network.

CONSULTATION FULFILMENT

14. This report is in direct response to the consultation process and the feedback from residents.

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STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Request staff to provide an information leaflet to the residents of Kintyre Drive and Neathwest Avenue informing them of the extent and nature of the subdivision development, its future connection to the existing roading network and possible timings of the development.
- (b) That the changes to the roadways in the locality take place in two stages:

Stage 1

- 1. The layout of the intersection of the Kintyre Drive and Masham Drive is laid out generally in accordance with the attached plan. **(Attachment 1)**
- 2. Recommend to the Council that they support the submission to Transit NZ that the provision of cycle lanes and no stopping parking restriction as illustrated in the attached plan be implemented. **(Attachment 1)**
- 3. That the intersection of Kintyre Drive/Neathwest Avenue be constructed to its final formation **(Attachment 1)** with any works necessary to safely maintain the existing priority at this stage.
- 4. That the temporary delay to the proposed works is uplifted to allow the works at the Kintyre Drive / Masham Road to continue.

Stage II

- 1. That the Council request that traffic monitoring of the intersection traffic flows is undertaken by staff as the subdivision development occurs, and as the traffic patterns change, to enable the priority arrangements at the intersection to be reviewed, in conjunction with local residents, before being changed to its final formation.
- 2. That the Council reconsider the need for cycle lanes in Neathwest Avenue following completion of the construction of the balance of the street.

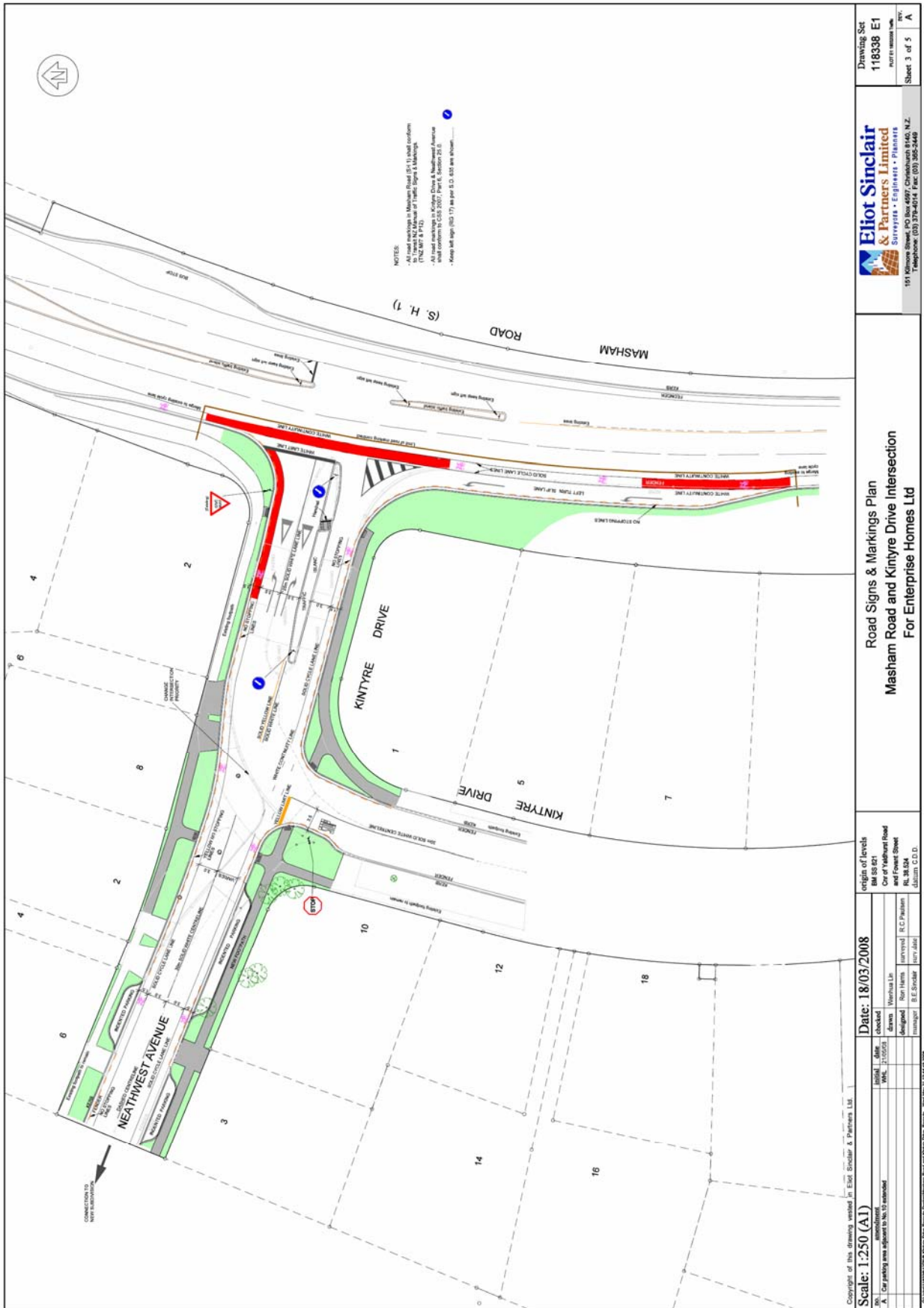
BOARD RECOMMENDATION

That the Council:

- (a) Subject to the final approval of the sub-division, approve the completion of the works identified as Stage 1 (Masham/Kintrye Drive Intersection) on the modified plan. **(Attachment 2 – Board Modified Plan)**
- (b) That the Council make representation to Transit New Zealand on the concerns expressed by residents on Masham Road and Kintyre Drive intersection.
- (c) That no further work be undertaken on Stage 2 until staff carry out a safety audit on the provision of a roundabout and traffic calming measures at the Kintyre Drive and Neathwest Avenue intersection similar to the modified plan and report back to the Board via the Transport and Roothing Committee.

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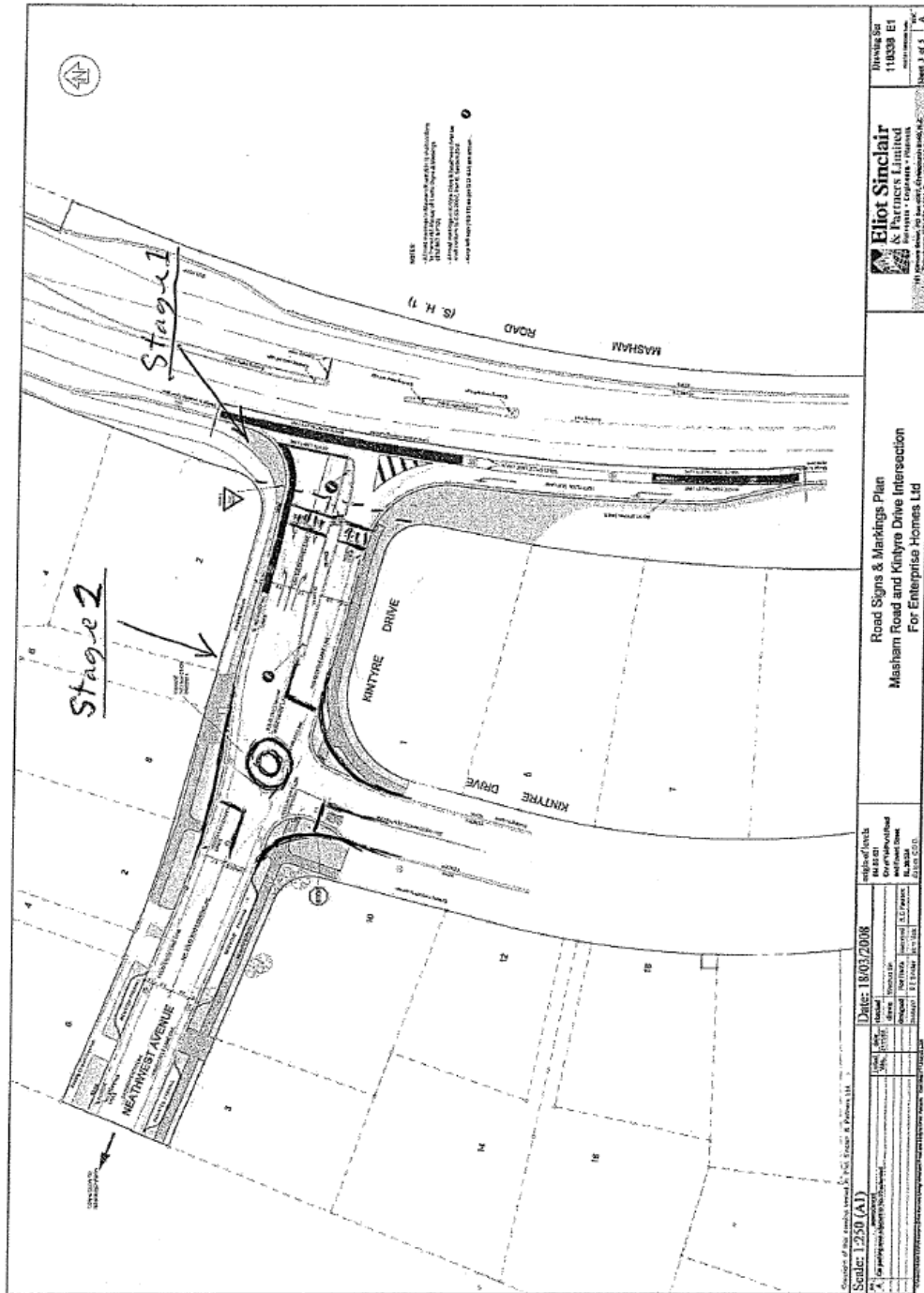
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RICCARTON WIGRAM COMMUNITY BOARD MODIFIED PLAN



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14 May 2008

«Title» «Name» «Surname»
 «Company»
 «Street»
 «Address_1»
 «Suburb»
 «TOWN» «POSTCODE»

Dear Sir/Madam

NEATHWEST AVENUE – PROPOSED STREET IMPROVEMENTS

I thank you for the time and effort you put in for your submissions to the above project. The Council received 29 submissions and they are summarised as follows:

- 20 submissions indicate support to the changes with some concerns.
- 9 submissions indicate their opposition.

The 20 supporting the changes raised a number of issues and they are as follows:

- Signage and numbering of properties.
- Delay for right turner to Masham Road.
- Suggest roundabout instead of Tee intersection.
- Increased traffic to the area.
- Pedestrian Crossing to be better defined.

The 9 submissions not supporting the changes for the following reasons:

- Yalhurst Road entry to be constructed first.
- Do not support no stopping restriction along Neathwest Avenue.
- Stop sign will cause delay at Kintyre Drive.
- Delay for right turner to Masham Road with increased traffic.
- Do not want change.
- No change to existing median.
- Need right turn lane to Kintyre Drive at Masham Road to be extended.
- No to 'Stop' sign at Kintyre Drive losing priority to new residents.

By way of background Masham Road access is one of the three accesses required to serve the zone change from 'Rural' to 'Living' for the Masham block. The other two accesses are at Buchanan Road and Yalhurst Road.

The anticipated traffic growth requires alteration to the existing road network and this proposal has the approval of Transit NZ that manages the state highway and Masham Road is a part of the network.

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The proposal plan (see attached) provides the following:

- Widening of Masham Road to provide a left turning lane for entry into Kintyre Drive and maintaining two north-bound traffic lanes.
- Widening of Kintyre Drive at Mashams Road intersection to provide a right turn lane, a left turn lane and a cycle lane for traffic coming out of Kintyre Drive and likewise for a free left turn lane into Kintyre Drive. The provision of marked cycle lane also provides a no stopping restriction to that part of Kintyre Drive.
- A tee-intersection at Kintyre Drive and Neathwest Avenue with a Stop control at Kintyre Drive. A 'Stop' control is appropriate due to the existing boundary fence that will create a slight inadequacy for sight distance for traffic from Masham Road.
- In replacing the current landscaping at the existing median island, the Council is requiring the developer to provide landscaping features at Kintyre/Neathwest intersection. These works will be carried out in consultation with the affected properties frontage.

The changes to the road network is funded by the developer and the construction is to commence soon. The staff will be preparing a report to the June Riccarton and Wigram Community Board for their consideration on 'Stop', 'Give Way', Cycle Lane, and no stopping restriction at intersections and lanes.

I thank you again for your interest in this project.

Yours faithfully



Weng Kei Chen
ASSET POLICY ENGINEER
CITY ENVIRONMENT GROUP

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ATTACHMENT 4 TO CLAUSE 1

MASHAM ROAD AND KINTYRE DRIVE – INSTALLATION OF ‘STOP’, CYCLE LANE AND NO STOPPING RESTRICTION

(Report presented to Riccarton/Wigram Road and Traffic Committee on 20 June 2008)

PURPOSE OF REPORT

1. The purpose of the report is to seek the Council's approval:
 - (a) for the installation of no stopping restrictions, cycle lane along Masham Road, Kintyre Drive and Neathwest Avenue as shown in **Attachment 1** (which indicates the long term proposals). There is already an existing "Give Way" control on Kintyre Drive at Masham Road intersection.
 - (b) recommendation to the Board to review the future traffic control priorities at the intersection of Neathwest Avenue/Kintyre Drive as a result of changing traffic conditions.

EXECUTIVE SUMMARY

2. The transport requirements to serve the recent rezoned land in Masham Block are the construction of three accesses located at Buchanan Road, Masham Road and Yalhurst Road.
3. The construction of Buchanan Road access has now been completed and a subdivision consent was recently granted for the development by Enterprise Home Ltd with access from Masham Road.
4. The existing Neathwest Avenue, Kintyre Drive and Masham Road intersections will require alterations to accommodate the traffic as a consequence of the new planning zone. The proposed plan as shown in the attachment has been approved by Transit NZ who controls Masham Road.
5. A consultation plan showing the extent of the proposed work was delivered to residents and 29 submissions were received with 20 of the submitters indicating their support and also they raised some of their concerns.
6. The proposed change to existing Masham Road and Kintyre Drive consists of:
 - (a) widening of Masham Road to accommodate a left turning lane to Kintyre Road.
 - (b) widening of Kintyre Drive to accommodate cycle lanes and traffic lane for entry; cycle lane and two traffic lanes for exit.
7. The intersection of Kintyre Drive and Neathwest Avenue currently has priority for traffic on Kintyre Drive. Initially it is proposed to retain this priority arrangement, but, as a result of the completion of the proposed new development or as a result of changing traffic conditions, it is proposed that the existing vehicles rights of way be revisited by the Board.
8. The option of a small roundabout at Kintyre Drive and Neathwest Avenue was considered and is not a preferred option. This option will create safety concerns for accesses to the existing properties at No's 4, 6 and 8 Kintyre Drive. It will compromise safety to cyclists using the proposed cycle lanes and the efficiency of the network when the projected traffic demands on Neathwest Avenue exceed that of Kintyre Drive.

FINANCIAL IMPLICATIONS

9. This work is being carried out by the developer and at no cost to the Council.

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

10. Yes.

LEGAL CONSIDERATIONS

11. The Land Transport Rule provides for the installation of traffic controls, cycle lane and no stopping restrictions and these require Council and or Board delegated approvals as set out in Councils by laws and delegations.

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

12. Yes as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. The issues being considered are consistent with the Councils objectives in the LTCCP page 152 'Street and Transport Objectives' – to provide a sustainable network of streets which distribute traffic between neighbourhoods and connect to major localities within and beyond the city.

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

14. Yes.

ALIGNMENT WITH STRATEGIES

15. This action is consistent with the traffic objectives in the City Plan.

Do the recommendations align with the Council's strategies?

16. Yes.

CONSULTATION FULFILMENT

17. 29 submissions were received and they are summarised in **Attachment 3**.

18. Further discussion was also held with owners of the property at 10 Kintyre Drive and their request for an extra parking space along Neathwest Avenue can be accommodated by extending the proposed intended parking.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) 'Cycle Lanes' to be installed along Kintyre Drive and Neathwest Avenue on both sides of these roads commencing from Masham Road extending in the westerly direction for a distance of 110 metres. Their implementation will also prohibit stopping of vehicles along these roads except where parking bays are provided.
- (b) 'No Stopping' of vehicles to be prohibited along the left turn lane to Kintyre Drive commencing from the southern corner of Masham Road and Kintyre Drive intersection extending in the southerly direction for a distance of 70 metres.

It is recommended that the Board:

- (a) Requests staff to monitor the likely changes to the intersection of Kintyre Drive and Neathwest Avenue as a consequence of the development of the new residential area with the view to change the existing priority at the intersection if required.
- (b) Approves the 'No Stopping' of vehicles to be prohibited outside 10 Kintyre Drive at anytime on the western side of Kintyre Drive commencing at the intersection of Neathwest Avenue extending in the southerly direction for a distance of 15 metres.
- (c) Approves the 'No Stopping' of vehicles to be prohibited outside 1 Kintyre Drive at any time at a point 8.5m north of the south west corner of 1 Kintyre Drive extending in the northerly direction along the eastern kerb and channel of Kintyre Drive for a distance of 17 metres.

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BOARD CONSIDERATION

This report was considered by the Riccarton/Wigram Roding and Transport Committee. The Committee recommended to the Board not to accept the staff recommendations and made the following recommendation:

That the Board

- (a) approve that the report lay on the table until a full consultation process has been undertaken and reported back to the Roding and Transport Committee.
- (b) request staff that no further work be undertaken at Masham Road, Kintyre Drive and Neathwest Avenue intersections except to only ensure intersection safety.
- (c) that further information is requested to be presented to the Board's 1 July 2008 meeting.

In the meantime the Board **received** the report to its 1 July 2008 meeting in which staff considered the Transport and Roding Committee's concerns and separated the intersections of Masham Road/Kintyre Drive and Kintyre Drive/Neathwest Avenue into stages.

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PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT



2.1 RICCARTON BOWLING CLUB

Mr K Derbyshire and Mr P Corboy of the Riccarton Bowling Club outlined to the Board their concerns on the future of the club facilities. Riccarton Workingmen's Club have sold their land to a retirement village developer and the club are seeking the Council's support in finding a new clubrooms and bowling green location.

2.2 KINTYRE DRIVE NEATHWEST AVENUE MASHAM ROAD IMPROVEMENTS

Mrs Dianne White and Mr Bennie, residents of Kintyre Drive, discussed with the Board the concerns they had on the proposed amendments to the Kintyre Drive, Neathwest Avenue, and Masham Road intersections.

3. PETITIONS

Nil.

4. NOTICE OF MOTION

Nil.

5. CORRESPONDENCE

The Board **received** correspondence from the following:

- (a) A letter from Selwyn District Council inviting the Board to meet with the Selwyn Central Community Board to discuss the possibility of establishing a joint swimming pool/sports academy.

The Community Board Adviser was requested to arrange the meeting.

- (b) A letter from Mr and Mrs Fursdon, and Mr and Mrs Sneyd, residents of Archdall Place, asking for assistance in the removal of a large silver birch tree in Archdall Place.
- (c) A letter from Mr James Eyles requesting that a footpath be installed from School Road to the Halswell Quarry on the left hand side of Kennedys Bush Road.

6. BRIEFINGS

Nil.

7. APPROVAL OF THE RICCARTON/WIGRAM COMMUNITY BOARD SUBMISSION TO THE COUNCIL ON DRAFT METROPOLITAN SPORTS FACILITIES PLAN AND DRAFT LIBRARIES 2025 FACILITIES PLAN

The Board considered a report to approve the submitting of the Board submissions on the Council's Draft Metropolitan Sports Facilities Plan and Draft Libraries 2025 Facilities Plan.

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The Board **decided** to approve the Board's submission to the Council on the Council's Draft Metropolitan Sports Facilities Plan and Draft Libraries 2025 Facilities Plan and the action of the Board in forwarding to the Council be approved.

The Board referred the matter of how to support sporting organisations that may have their own visions for sporting facilities and/or supporting of joint ventures be referred to the Board's Environment Committee.

8. COMMUNITY BOARD ADVISER'S REPORT

The Board **received** an update from the Community Board Adviser on Board related activities, projects within the ward, upcoming community events and the Board's Funding account.

9. ELECTED MEMBERS INFORMATION EXCHANGE

Elected members were given the opportunity to provide an update on activities and issues within the Community. During the discussion the following was noted:

- ECan are currently reviewing the Halswell bus service and residents have been encouraged to continue making submissions.
- Board members discussed the possibility of having a joint cultural awareness training with Fendalton/Waimairi Community Board. The Community Board Adviser to seek further information.
- The Community Board Adviser was asked to seek further clarification on the availability of the front league field at Halswell Domain for the Halswell Residents' Association Showcase Halswell event to be held in March 2009.

The Board **agreed** to grant leave of absence to Dr Judy Kirk for the period of 2 July to 15 August 2008 inclusive.

10. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

11. CONFIRMATION OF MEETING REPORT – 17 JUNE 2008

The Board **resolved** that the report of its meeting held on Tuesday 17 June 2008 be confirmed as a true and accurate record of that meeting.

12. RICCARTON/WIGRAM ENVIRONMENT COMMITTEE – REPORT OF 5 JUNE 2008

The Board received the report of the Environment Committee meeting of 5 June 2008. The Board requested a report after a residents' consultation survey on the removal of the Silver Birch trees outside 12 Jamell Place has been completed.

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13. RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE – REPORT OF 17 JUNE 2008

The Board received the report of the Community Services Committee meeting of 17 June 2008 and resolved:

13.1 2008/2009 RICCARTON WIGRAM YOUTH DEVELOPMENT SCHEME ESTABLISHMENT

- (a) To approve the establishment of the 2008/09 Youth Development Scheme and operate as outlined in the report with the following amendments:
- Paragraph 7 to read: ...that individuals only be allowed to apply once per financial year.
 - Paragraph 8, second bullet point to read: the level of excellence/commitment at which the group or individual is performing in their chosen field.
 - Paragraph 8, third bullet point to be deleted.
- (b) That \$10,000 be transferred from the Riccarton/Wigram Community Board's 2008/09 Discretionary Fund to the Board's 2008/09 Youth Development Scheme.
- (c) That the Riccarton/Wigram Community Services Committee have the delegated authority to allocate the 2008/09 Riccarton Wigram Youth Development Scheme Fund.

13.2 APPLICATION TO THE RICCARTON WIGRAM COMMUNITY BOARDS 2008/2009 DISCRETIONARY FUND – HALSWELL RUGBY LEAGUE CLUB

To approve the funding application of Halswell Rugby League Club and make a contribution of \$15,000 from the Board's 2008/09 Discretionary Fund towards costs of installation of additional floodlighting, providing that the floodlights are installed subject to the necessary consents and conditions of the approval given on 18 December 2007.

14. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE – REPORT OF 20 JUNE 2008

The Board received the report of the Transport and Roothing Committee meeting of 20 June 2008. It was noted that Bob Shearing left the meeting at 8.55am.

It was also noted that Mike Mora and Jimmy Chen were advised of their conflict of interest; they did not declare their interest when the Committee considered the Masham Road and Kintyre Drive – Installation of 'Stop', Cycle Lane and No Stopping Restriction report.

14.1 MANDEVILLE STREET PROPOSED "NO STOPPING" RESTRICTION

That the Board approve:

- (a) That the parking of vehicles (within the cycle lane) are prohibited at any time on the eastern side of Mandeville Street commencing at a point 221 metres from its intersection with Leslie Hills Drive and extending in a southerly direction for a distance of 70 metres be revoked.
- (b) That the parking of vehicles (within the cycle lane) be prohibited at any time on the eastern side of Mandeville Street commencing at a point 41 metres from its intersection with Leslie Hills Drive and extending in a southerly direction for a distance of 250 metres.

14.2 PEER STREET PROPOSED PARKING RESTRICTIONS

That the Board approve that the parking of vehicles be restricted to a maximum period of 5 minutes, from 8am to 9am and 2.30pm to 3.30pm, on school days, on the west side of Peer Street commencing at a point 268 metres from its intersection with Yaldhurst Road and extending in a northerly direction for a distance of 23 metres.

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14.3 PICTON AVENUE KERB AND CHANNEL RENEWAL: PEVEREL STREET TO BLENHEIM ROAD

That the Board approve:

- (a) That the Picton Avenue Kerb and Channel Renewal; Peverel Street to Blenheim Road project proceed to detailed design, tender and construction.
- (b) That the stopping of vehicles be prohibited at any time on the eastern side of Picton Avenue commencing at the extension of the Blenheim Road kerb line on the northern side and extending for 24 metres in a northerly direction.
- (c) That the stopping of vehicles be prohibited at any time on the eastern side of Picton Avenue commencing at the extension of the Blenheim Road kerb line on the northern side and extending for 24 metres in a northerly direction.
- (d) That the stopping of vehicles be prohibited at any time on the western side of Picton Avenue commencing at the extension of the Blenheim Road kerb line on the northern side and extending for 23 metres in a northerly direction.
- (e) That the stopping of vehicles be prohibited at any time on the eastern side of Picton Avenue commencing 75 metres north of the extension of the Blenheim Road kerb line on the northern side and extending for 41 metres in a northerly direction.
- (f) That the stopping of vehicles be prohibited at any time on the western side of Picton Avenue commencing at the extension of the Lyndon Street kerb line on the southern side and extending for 16 metres in a southerly direction.
- (g) That the stopping of vehicles be prohibited at any time on the southern side of Lyndon Street commencing at the extension of the Picton Avenue kerb line on the western side and extending for 16 metres in a westerly direction.
- (h) That the stopping of vehicles be prohibited at any time on the northern side of Lyndon Street commencing at the extension of the Picton Avenue kerb line on the western side and extending for 16 metres in a westerly direction.
- (i) That the stopping of vehicles be prohibited at any time on the western side of Picton Avenue commencing at the extension of the Lyndon Street kerb line on the northern side and extending for 20 metres in a northerly direction.
- (j) That the stopping of vehicles be prohibited at any time on the eastern side of Picton Avenue commencing 197 metres north of the extension of the Blenheim Road kerb line on the northern side and extending for 36 metres in a northerly direction.
- (k) That the stopping of vehicles be prohibited at any time on the western side of Picton Avenue commencing at the extension of the Elizabeth Street kerb line on the southern side and extending for 14 metres in a southerly direction.
- (l) That the stopping of vehicles be prohibited at any time on the southern side of Elizabeth Street commencing at the extension of the Picton Avenue kerb line on the western side and extending for 18 metres in a westerly direction.
- (m) That the stopping of vehicles be prohibited at any time on the Northern side of Elizabeth Street commencing at the extension of the Picton Avenue kerb line on the western side and extending for 14 metres in a westerly direction.
- (n) That the stopping of vehicles be prohibited at any time on the western side of Picton Avenue commencing at the extension of the Elizabeth Street kerb line on the northern side and extending for 16 metres in a northerly direction.
- (o) That the stopping of vehicles be prohibited at any time on the eastern side of Picton Avenue commencing at the extension of the Burden Street kerb line on the southern side and extending for 27 metres in a southerly direction.

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- (p) That the stopping of vehicles be prohibited at any time on the western side of Picton Avenue commencing at of the extension of the Burden Street kerb line on the southern side and extending for 15 metres in a southerly direction.
- (q) That the stopping of vehicles be prohibited at any time on the southern side of Burdale Street commencing at the extension of the Picton Avenue kerb line on the western side and extending for 17 metres in a westerly direction.
- (r) That the stopping of vehicles be prohibited at any time on the northern side of Burdale Street commencing at the extension of the Picton Avenue kerb line on the western side and extending for 17 metres in a westerly direction.
- (s) That the stopping of vehicles be prohibited at any time on the Southern side of Burdale Street commencing at the extension of the Picton Avenue kerb line on the eastern side and extending for 15 metres in an easterly direction.
- (t) That the stopping of vehicles be prohibited at any time on the Northern side of Burdale Street commencing at the extension of the Picton Avenue kerb line on the eastern side and extending for 15 metres in a easterly direction.
- (u) That the stopping of vehicles be prohibited at any time on the eastern side of Picton Avenue commencing at the extension of the Burdale Street kerb line on the northern side and extending for 12 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the western side of Picton Avenue commencing at the extension of the Burdale Street kerb line on the northern side and extending for 31 metres in a northerly direction.
- (w) That the stopping of vehicles be prohibited at any time on the Eastern side of Picton Avenue commencing 59 metres north of the extension of the Burdale Street kerb line on the northern side and extending for 148 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the western side of Picton Avenue commencing at the extension of the Peveral Street kerb line on the southern side and extending for 23 metres in a southerly direction.
- (y) That the stopping of vehicles be prohibited at any time on the southern side of Peveral Street commencing at the extension of the Picton Avenue kerb line on the western side and extending for 11 metres in a westerly direction.

15. SUPPLEMENTARY REPORT

The Board was referred to the following late item which had been separately circulated after the agenda had been distributed:

- Kintyre Drive/Neathwest Avenue/Masham Road Improvements

The Board was advised that it had not been possible to circulate this item with the agenda as the required information was not available at that time.

The Board **resolved** that the late item be received and considered at the present meeting. The Board's recommendation on the matter is recorded under clause 1 of this report.

The meeting concluded at 7pm

CONSIDERED THIS 15TH DAY OF JULY 2008

**PETER LALOLI
CHAIRPERSON**