

10. 7. 2008

**RICCARTON/WIGRAM COMMUNITY BOARD
3 JUNE 2008**

**Minutes of
a meeting of the Riccarton/Wigram Community Board
held on Tuesday 3 June 2008 at 5pm
in the Board Room, Sockburn Service Centre**


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 – MATTERS REQUIRING A COUNCIL DECISION

1. CARMEN ROAD – MINOR SAFETY WORK



General Manager responsible:	General Manager, City Environment, DDI 941 8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Malcolm Taylor, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval for the proposed installation of parking restrictions on Carmen Road (State Highway 1) from Buchanans Road south to the Railway Crossing, Hornby. **(Refer to Attachments).**

EXECUTIVE SUMMARY

2. Transit NZ is carrying out minor safety work on Carmen Road (State Highway 1), Halwyn Drive to south of the railway crossing. The minor safety work commenced in 2006/2007 to improve the signage and pavement markings in this section of Carmen Road to better facilitate through traffic flows.
3. The project has been split into two stages, Stage One is already completed and Stage Two commenced on 14 April 2008.
4. The proposed work includes:
 - Painted medians
 - New on-street and off-street cycle lanes
 - No Stopping lines
 - New recessed bus stops
 - New recessed parking bays
 - New "Give Way" and "Stop" controls
5. Transit NZ has delegated responsibility for installing all parking restrictions (including "no stopping") along State Highways in the city to the Council. Transit NZ has asked that the Council approve the restrictions on the parking of vehicles on the eastern and western side of Carmen Road (State Highway 1) between Buchanans Road and south to the railway crossing.

FINANCIAL IMPLICATIONS

6. This work is being carried out by Transit NZ at no cost to the Council.

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

7. As noted in paragraph 6.

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LEGAL CONSIDERATIONS

8. The Land Transport Rule provides for the installation of parking restrictions, including "no stopping" lines.

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

9. Any legal implications will be considered by Transit NZ.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes - Safety: By providing a safe transport system.

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

11. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. As noted in paragraph 12.

CONSULTATION FULFILMENT

14. OPUS International Consultants Ltd was engaged by Transit NZ to investigate and implement the work. Consultation was carried out by visiting all business, households and the school in this area. The NZ Police, Ambulance, Fire and the Bus Company via ECan also supported the proposal.

STAFF RECOMMENDATION

That the Council approve:

- (a) That the existing parking restrictions on the eastern side of Carmen Road between Buchanans Road and Waterloo Road be revoked.
- (b) That the existing parking restrictions on the western side of Carmen Road between Buchanans Road and Waterloo Road be revoked.
- (c) That the stopping of vehicles prohibited at any time on the southern side of Halwyn Drive commencing at its intersection with Carmen Road and extending in a easterly direction for a distance of 9 metres be revoked.
- (d) That the stopping of vehicles prohibited at any time on the northern side of Halwyn Drive commencing at its intersection with Carmen Road and extending in a easterly direction for a distance of 9 metres be revoked.
- (e) That the stopping of vehicles prohibited at any time on the southern side of Bella Rosa Drive commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 70 metres be revoked.
- (f) That the stopping of vehicles prohibited at any time on the northern side of Bella Rosa Drive commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 29 metres be revoked.

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- (g) That the stopping of vehicles prohibited at any time on the southern side of Tirangi Drive commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 30 metres be revoked.
- (h) That the stopping of vehicles prohibited at any time on the northern side of Tirangi Drive commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 30 metres be revoked.
- (i) That the stopping of vehicles prohibited at any time on the eastern side of Carmen Road commencing at a point 247 metres from its intersection with Waterloo Road and extending in a southerly direction for a distance of 43 metres be revoked.
- (j) That the stopping of vehicles(within the cycle Lanes) be prohibited at any time on the eastern side of Carmen Road commencing at its intersection with Waterloo Road and extending in a northerly direction for a distance of 169 metres.
- (k) That a bus stop be installed on the eastern side of Carmen Road commencing at a point 169 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 17 metres.
- (l) That the stopping of vehicles(within the cycle lanes) be prohibited at any time on the eastern side of Carmen Road commencing at a point 186 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 164 metres.
- (m) That the parking of vehicles be restricted to a maximum period of 10 minutes on the eastern side of Carmen Road commencing at a point 350 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 39 metres.
- (n) That the stopping of vehicles(within the cycle lanes) be prohibited at any time on the eastern side of Carmen Road commencing at a point 389 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 286 metres.
- (o) That the stopping of vehicles be prohibited at any time on the southern side of Halwyn Drive commencing at its intersection with Carmen Road and extending in a easterly direction for a distance of 9 metres.
- (p) That a "Give Way" control be placed against Halwyn Drive at its intersection with Carmen Road.
- (q) That the stopping of vehicles be prohibited at any time on the northern side of Halwyn Drive commencing at its intersection with Carmen Road and extending in a easterly direction for a distance of 9 metres.
- (r) That the stopping of vehicles(within the cycle lanes) be prohibited at any time on the eastern side of Carmen Road commencing at its intersection with Halwyn Drive and extending in a northerly direction for a distance of 55 metres.
- (s) That the parking of vehicles be restricted to a maximum period of 30 minutes on the eastern side of Carmen Road commencing at a point 55 metres from its intersection with Halwyn Drive and extending in a northerly direction for a distance of 19 metres.
- (t) That a bus stop be installed on the eastern side of Carmen Road commencing at a point 74 metres from its intersection with Halwyn Drive and extending in a northerly direction for a distance of 17 metres.
- (u) That the stopping of vehicles(within the cycle lanes) be prohibited at any time on the eastern side of Carmen Road commencing at a point 91 metres from its intersection with Halwyn Drive and extending in a northerly direction for a distance of 45 metres.

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- (v) That a path shared by pedestrians and cyclists be provided on the western side of Carmen Road commencing at the intersection of Waterloo Road and extending to the intersection of Bella Rosa Drive.
- (w) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at its intersection with Waterloo Road and extending in a northerly direction for a distance of 65 metres.
- (x) That a bus stop be installed on the western side of Carmen Road commencing at a point 65 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 16 metres.
- (y) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at a point 81 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 274 metres.
- (z) That the parking of vehicles be restricted to a maximum period of 60 minutes on the western side of Carmen Road commencing at a point 355 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 55 metres.
- (aa) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at a point 410 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 95 metres.
- (bb) That the stopping of vehicles be prohibited at any time on the southern side of Bella Rosa Drive commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 70 metres.
- (cc) That a path shared by pedestrians and cyclists be provided on the western side of Carmen Road commencing at the intersection of Bella Rosa Drive and extending to the intersection of Tirangi Street.
- (dd) That the stopping of vehicles be prohibited at any time on the northern side of Bella Rosa Drive commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 29 metres.
- (ee) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at its intersection with Bella Rosa Drive and extending in a northerly direction for a distance of 51 metres.
- (ff) That the parking of vehicles be restricted to a maximum period of 60 minutes on the western side of Carmen Road commencing at a point 51 metres from its intersection with Bella Rosa Drive and extending in a northerly direction for a distance of 23 metres.
- (gg) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at a point 74 metres from its intersection with Bella Rosa Drive and extending in a northerly direction for a distance of 55 metres.
- (hh) That the stopping of vehicles be prohibited at any time on the southern side of Tirangi Street commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 30 metres.
- (ii) That a "Give Way" control be placed against Tirangi Drive at its intersection with Carmen Road.
- (jj) That the stopping of vehicles be prohibited at any time on the northern side of Tirangi Street commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 30 metres.

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- (kk) That a path shared by pedestrians and cyclists be provided on the western side of Carmen Road commencing at the intersection of Tirangi Street and extending in a northerly direction for 25 metres.
- (ll) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at its intersection with Tirangi Street and extending in a northerly direction for a distance of 25 metres.
- (mm) That the stopping of vehicles (within the cycle lanes) be prohibited at any time on the western side of Carmen Road commencing at a point 25 metres from its intersection with Tirangi Street and extending in a northerly direction for a distance of 13 metres.
- (nn) That a bus stop be installed on the western side of Carmen Road commencing at a point 38 metres from its intersection with Tirangi Street and extending in a northerly direction for a distance of 14 metres.
- (oo) That the stopping of vehicles (within the cycle lanes) be prohibited at any time on the western side of Carmen Road commencing at a point 52 metres from its intersection with Tirangi Street and extending in a northerly direction for a distance of 128 metres.
- (pp) That a path shared by pedestrians and cyclists be provided on the eastern side of Carmen Road commencing at the intersection of Waterloo Road and extending to the South Island Main Trunk Railway line.
- (qq) That the stopping of vehicles be prohibited at any time on the eastern side of Carmen Road commencing at a point 142 metres from its intersection with Waterloo Road and extending in a southerly direction for a distance of 148 metres.
- (rr) That a path shared by pedestrians and cyclists be provided on the western side of Carmen Road commencing at the intersection of Waterloo Road and extending to the intersection of Chestnut Avenue.
- (ss) That the stopping of vehicles be prohibited at any time on the northern side of Chestnut Avenue commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 22 metres.
- (tt) That a "Stop" control be placed against Chestnut Avenue at its intersection with Carmen Road.
- (uu) That the stopping of vehicles be prohibited at any time on the southern side of Chestnut Avenue commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 12 metres.
- (vv) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at its intersection with Chestnut Avenue Road and extending in a southerly direction for a distance of 139 metres.
- (ww) That a path shared by pedestrians and cyclists be provided on the western side of Carmen Road commencing at the intersection of Chestnut Avenue and extending to the intersection of Smart Road.
- (xx) That the stopping of vehicles be prohibited at any time on the northern side of Smarts Road commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 15 metres.
- (yy) That a "Give Way" control be placed against Smarts Road at its intersection with Carmen Road.

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BOARD RECOMMENDATION

That the staff recommendation be adopted with the following additional clause:

- (zz) That the Council ask Transit New Zealand to give urgent consideration for the upgrading to four lanes of the section of Carmen Road from the Main South Railway Line to Waterloo Road.

2. INSTALLATION OF TRAFFIC SIGNAL OUTSIDE 55 SHANDS ROAD AND HEAVY TRAFFIC RESTRICTION TO SEYMOUR STREET AND SKERTEN AVENUE



General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Acting Transport & Greenspace Unit Manager
Author:	Weng-Kei Chen, Asset Policy Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval:
 - (a) For the installation of traffic signals at Seymour Street and Shands Road intersection as the result of the former Glassworks development at 55 Shands Road.
 - (b) To restrict heavy traffic on Seymour St and Skerten Avenue pursuant to Section 70AA of Transport Act 1962.
 - (c) To declare the provision of a cycle lane as indicated on the plan (**Attachment 1**).

EXECUTIVE SUMMARY

2. The proposed development at 55 Shands Road, known as Crown Crystal Glassworks Site, consists of 12 warehouse buildings and in granting the resource consent, the developer is required to install traffic signals for its main access at Shands Road and to restrict heavy traffic movement onto Seymour Street and Skerten Avenue.
3. The road works required are consistent for a major access onto the Council's minor arterial network.
4. The developer made a presentation of the development to the Riccarton/Wigram Community Board's 4 December 2007 meeting. The presentation also included the traffic management features proposed on residential streets to reinforce the heavy traffic restriction on the local roads.
5. A consultation plan was circulated to stakeholders and 90 submissions were received. The feedback was positive and the majority of the submissions supported the installation of traffic signals and heavy traffic restriction to residential streets.
6. Following the feedback the traffic signals design for the intersection was modified to accommodate the concern raised requesting a safe right hand turn land from Seymour Street to Shands Road. The plan (**Attachment 1**) addresses most of the concerns raised and it also provides cycle lanes at the signalised intersection.

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7. The approval of the required work on Shands Road, mainly traffic signals and provision of a cycle lane, together with a Council's resolution to restrict heavy traffics onto Seymour Street and Skerten Avenue will enable the developer to proceed with their building activities on site and at the same time continue the upgrading of Shands Road. Approval from the Community Board was sought for a stopping restriction along the frontage of the development shown on the plan (**Attachment 1**). This is reported in clause 16.2.
8. A report for the approval of traffic management features on Seymour Street will be presented to the Community Board for consideration. Staff are currently working with the developer on the design elements of these features and are confident that most issues raised by the submitters can be satisfied.

FINANCIAL IMPLICATIONS

9. The road upgrading will be funded by the developer.

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

10. Yes, see above.

LEGAL CONSIDERATIONS

11. The Council's approval as owner of infrastructure is required following the granting of a resource consent.
12. Traffic signals, cycle lane, traffic measures and no stopping restriction require the Council and/or Board delegated approvals as set out in the Council's bylaws and delegation.
13. **Section 70AA Restriction of heavy traffic on roads of the Transport Act 1962**
 - (a) The Minister in the case of a government road, Transit New Zealand in the case of a State Highway the control of which has not been delegated to a territorial authority under Part 4 of the Transit New Zealand Act 1989, and the territorial authority in the case of any road under its control, may from time to time, by public notice, direct that any heavy traffic, or any specified kind of heavy traffic defined in the notice, shall not proceed between any two places by way of any road or roads specified in the notice.
 - (b) A copy of every notice under this section shall be displayed in at least one prominent position on every road to which the notice applies.
 - (c) Every person commits an offence who contravenes the requirements of any notice under this section unless the person proves that there was no other way reasonably available for the traffic concerned.
Section 70AA was inserted, as from 1 October 1989, by section 14(1) Transport Amendment Act 1989 (1989 No 77).

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

14. Yes, see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. The issues being considered are consistent with the Council's objectives in the LTCCP page 152 "Streets 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.

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ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

17. Yes, both in terms of growth and assets renewals.

CONSULTATION FULFILMENT

16. 90 feedbacks were received.

- 70 feedbacks indicate support for the traffic treatment features with some concerns.
- 20 feedbacks indicate their opposition.

17. The 70 supporting submissions raised a number of issues and they are as follows:

- The narrowing of Seymour St and Skerten Ave intersections will result in delays.
- Proposal needs to address the issues of safety for cyclists and pedestrians.
- Introduce 40km/hr zone for Shands Road.
- Speed trailer use to reduce speed.
- No cobblestone treatments for traffic management feature.
- Landscaping required along Glassworks site.
- Halswell Junction Road and Main South Road intersection needs upgrading.
- Trucks parking on residential streets.
- Access to proposed heavy traffic restricted area by Truck drivers.

18. The 20 submissions not supporting the proposal for the following reasons:

- Waste of money, traffic signals will cause traffic delays.
- No right turn from Glassworks site onto Shands Road.
- Other intersection in the area need more urgent work e.g. Shands/Halswell Junction intersection and Halswell Junction Road/Main South Road.
- Difficulties for residential properties accessing onto Shands Rd.
- Shands Road requires four laning.
- One way traffic movement for new road.
- Roundabout should be installed not traffic signals.
- Restricting truck drivers when required to call home in the heavy traffic restricted area.

STAFF RECOMMENDATION

That the Council:

- (a) Approve the installation of traffic signals for the main entry to the Glassworks development at 55 Shands Road and the associated works on Shands Road as shown on **Attachment 1**.
- (b) Declare the provision of a cycle lane as indicated on **Attachment 1**
- (c) Impose heavy traffic restriction on Seymour St and Skerten Ave except for deliveries in these street pursuant to section 70AA Restriction of heavy traffic on roads of the Transport Act 1962.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

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3. EXTENSION OF CHALMERS STREET TO WATERLOO ROAD



The Board discussed the recent visit to Hornby by members of the Strategy and Planning Group in May 2008. During the discussion the Board revisited the concept of a link road with a railway underpass between Chalmers Street to Waterloo Road, Hornby.

BOARD RECOMMENDATION

The Riccarton/Wigram Community Board **decided** to request that urgent consideration be given by the Council to the extension of Chalmers Street under the railway lines and across Kyle Park to Waterloo Road.

PART B – REPORTS FOR INFORMATION



4. DEPUTATIONS BY APPOINTMENT

4.1 CHRISTCHURCH – LITTLE RIVER RAILTRAIL TRUST

Mr Chris Fearar, Chairperson of the Little River Railtrail Trust, discussed with the Board the preferred starting point option of the Christchurch – Little River Railtrail be Goulding Avenue in the vicinity of the Hornby Library.

The Board discussed the concerns of having adequate parking in the vicinity of the commencement of the trail.

The Board agreed to facilitate a meeting between the Trust, Library and Council staff to progress the matter.

5. PRESENTATION OF PETITIONS

5.1 SUPPORT FOR A CROSSING OR LIGHTS AND 40KM SIGN OUTSIDE SOUTH HORNBY SCHOOL

Helen Broughton presented a petition to the Board requesting support for a crossing or lights and 40km sign out the front of the school on Shands Road, the lights to work between 8.20-9am, then again at 2.45-3pm.

The Board requested further information on the priority of 40km School Speed Limit Lights for South Hornby School in view of the proposed traffic works on Shands Road/Seymour Street. The matter was referred to the Board's Transport and Roading Committee.

6. NOTICES OF MOTION

Nil.

7. CORRESPONDENCE

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

- (a) A letter from the Riccarton Park Residents Association on the results of the Heavy Vehicle Traffic Count in Gilberthorpes and Buchanans Road. The letter was referred to the Board's Transport and Roading Committee.
- (b) A letter from Templeton Residents' Association requesting a footpath/cycleway on Waterloo and Main South Roads, Templeton.
- (c) A letter from Halswell Residents' Association seeking confirmation that the main league field within Halswell Domain will be available for Showcase Halswell event in March 2009.

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8. BRIEFINGS

Nil.

9. COMMUNITY BOARD ADVISER'S UPDATE

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 Report.

The Board agreed to hold a meeting on Friday 6 June at 8am to review the Board Objectives.

The Board requested a report on the Board purchasing Ellerslie Flower Show Tickets from the Board's Discretionary Fund to distribute to the Riccarton Wigram Community.

10. ELECTED MEMBERS' INFORMATION EXCHANGE

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

- Members attended the World Smoke Free Day event (31 May 2008) that was held at Wycola Park.
- The Board were asked to consider a proposal to give each high school in the area a memorial cup in remembrance of Sir Edmund Hillary. The Board agreed to place this matter on the agenda when they meet with school principals in the near future.
- Board members were thanked by Jimmy Chen for attending the fundraising event in Cathedral Square on 24 May for the victims of the recent Chinese earthquake.
- Members had attended the opening of the new Fijian Social Services office in Hillary Crescent.

PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE BOARD

11. CONFIRMATION OF BOARD MEETING REPORT – 20 MAY 2008

The Board **resolved** that the report of its meeting held on Tuesday 20 May 2008 be confirmed as a true and accurate record of that meeting.

12. KEEP NEW ZEALAND BEAUTIFUL CONFERENCE

The Board considered a report seeking funding for two Board members to attend the Keep New Zealand Beautiful Conference in Dunedin in September 2008.

The Board **resolved** that Mike Mora and Judy Kirk attend the Keep New Zealand Beautiful 2008 Conference at an approximate cost of \$1,300 from the Board's operational budget of 2007/08.

13. RICcarton ROAD/ROTHERHAM STREET – BUS STOP EXTENSION

The Board considered a report for the extension of an existing bus stop on Riccarton Road east of the intersection with Rimu Street and opposite the entrance to Rotherham Street.

The Board **resolved**

- (a) That the existing bus stop on the northern side of Riccarton Road commencing at a point 16 metres east from the intersection with Rimu Street and extending in an easterly direction for a distance of 18 metres, be revoked.

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- (b) That the two existing P60 parking spaces to the east of the existing bus stop commencing at a point 34 metres east from the intersection with Rimu Street and extending in an easterly direction for a distance of 12 metres, be revoked.
- (c) That a bus stop be installed on the northern side of Riccarton Road commencing at a point 16 metres East from the intersection with Rimu Street and extending in an easterly direction for a distance of 30 metres.

14. APPLICATION TO RICCARTON WIGRAM 2007/2008 DISCRETIONARY FUNDING – TANGATA 2 TANGATA PROGRAMME

The Board considered a report for \$16,500 from the Board's 2007/08 Discretionary Fund towards the costs of providing the Tangata 2 Tangata programme at Hornby High School in the 2008/09 year.

The Board **resolved** to grant \$6,000 from its 2007/08 Discretionary Fund to Tangata 2 Tangata programme.

15. RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE - REPORT OF 20 MAY 2008 MEETING

The Board received the report of the Community Services Committee meeting of 20 May 2008 and **resolved**:

15.1 APPLICATION TO RICCARTON WIGRAM 2007/08 DISCRETIONARY FUNDING – TANGATA 2 TANGATA PROGRAMME

The Committee's recommendation on this matter is recorded in the separate report to this meeting of the Board (Clause 14 of this report refers).

16. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE - REPORT OF 23 MAY 2008 MEETING

The Board received the report of the Transport and Road Committee meeting of 23 May 2008 and **resolved**:

16.1 CARMEN ROAD – MINOR SAFETY WORK

The Committee's recommendation on this matter is recorded in the separate report to this meeting of the Board (Clause 1 of this report refers).

16.2 INSTALLATION OF TRAFFIC SIGNAL OUTSIDE 55 SHANDS ROAD AND HEAVY TRAFFIC RESTRICTION TO SEYMOUR STREET AND SKERTEN AVENUE

The Board's recommendation to the Council on the approval of traffic signals, restricting heavy traffic and the installation of a cycle lane is recorded in Clause 2 of this report.

The Board **resolved** to approve the following no-stopping restrictions:

- (a) Commencing 10 metres eastward of the north-east corner of 55 Shands Road travelling generally in south-westerly direction along the new kerb line on Shands Road for a distance of approximately 140 metres.
- (b) Commencing 6 metres south of the north-west corner of 49 Seymour Street along the eastside of Seymour Street travelling generally south for a distance of approximately 15 metres and turning eastward for a distance of 15 metres along Shands Road.

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- (c) Commencing 5 metres south of North-East corner of 50 Shands Road along the westside of Seymour Street travelling generally south for a distance of 17 metres and turning westward for a distance of 50 metres along Shands Road.
- (d) Commencing 13 metres south of north-west corner of 2 Skerten Avenue along the eastside of Skerten Avenue travelling generally south for a distance of 17 metres and turning eastward for a distance of 15 metres along Shands Road.
- (e) Commencing 12 metres south of north-east corner of 72 Shands Road along the westside of Skerten Avenue travelling generally south for a distance of approximately 17 metres and turning westward for a distance of 17 metres along Shands Road.

16.3 AIDANFIELD SUBDIVISION – PROPOSED ROAD AND RIGHT-OF-WAY NAMING

The Board **resolved** to approve the proposed road and right-of-way names within Aidanfield Subdivision Stage 7A as 'Donovan Close', 'Somerville Crescent', 'Eliza Place' and 'Ambrosia Lane'.

16.4 RICCARTON ROAD/ROTHERHAM STREET – BUS STOP EXTENSION

The Board **resolved**:

- (a) That the existing bus stop on the northern side of Riccarton Road commencing at a point 16 metres east from the intersection with Rimu Street and extending in an easterly direction for a distance of 18 metres, be revoked.
- (b) That two existing P60 parking spaces to the east of the existing bus stop commencing at a point 34 metres east from the intersection with Rimu Street and extending in an easterly direction for a distance of 12 metres, be revoked.
- (c) That a bus stop be installed on the northern side of Riccarton Road commencing at a point 16 metres East from the intersection with Rimu Street and extending in an easterly direction for a distance of 30 metres.

16.5. BUS STOP RELOCATION – 56 ILAM ROAD TO 28 ILAM ROAD

The Board **resolved**:

- (a) That the existing bus stop located outside 56 Ilam Road be revoked.
- (b) That the Board rescind the resolution made on 20 September 2007 to locate the new stop 82 metres south of the intersection of Ilam Road with Kirkwood Avenue.
- (c) That new bus stop commencing at a point 224 metres south of the intersection of Ilam Road with Kirkwood Avenue, 1 metre north of the edge of the kerb crossing for the driveway of Ilam Lifecare Resthome, and extending 18 metres in a northerly direction.

16.6. FOOTPATH ON SPARKS ROAD FROM HALSWELL ROAD TO MACARTNEY AVENUE

That the Riccarton/Wigram Community Board request urgent priority be given to the installation of a footpath on the north side of Sparks Road from corner of Halswell Road to Macartney Avenue.

During the Committee's report the Board were advised that the subdivision developer will be installing a footpath from the corner of Halswell Road to Macartney Avenue.

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17. QUESTIONS UNDER STANDING ORDERS

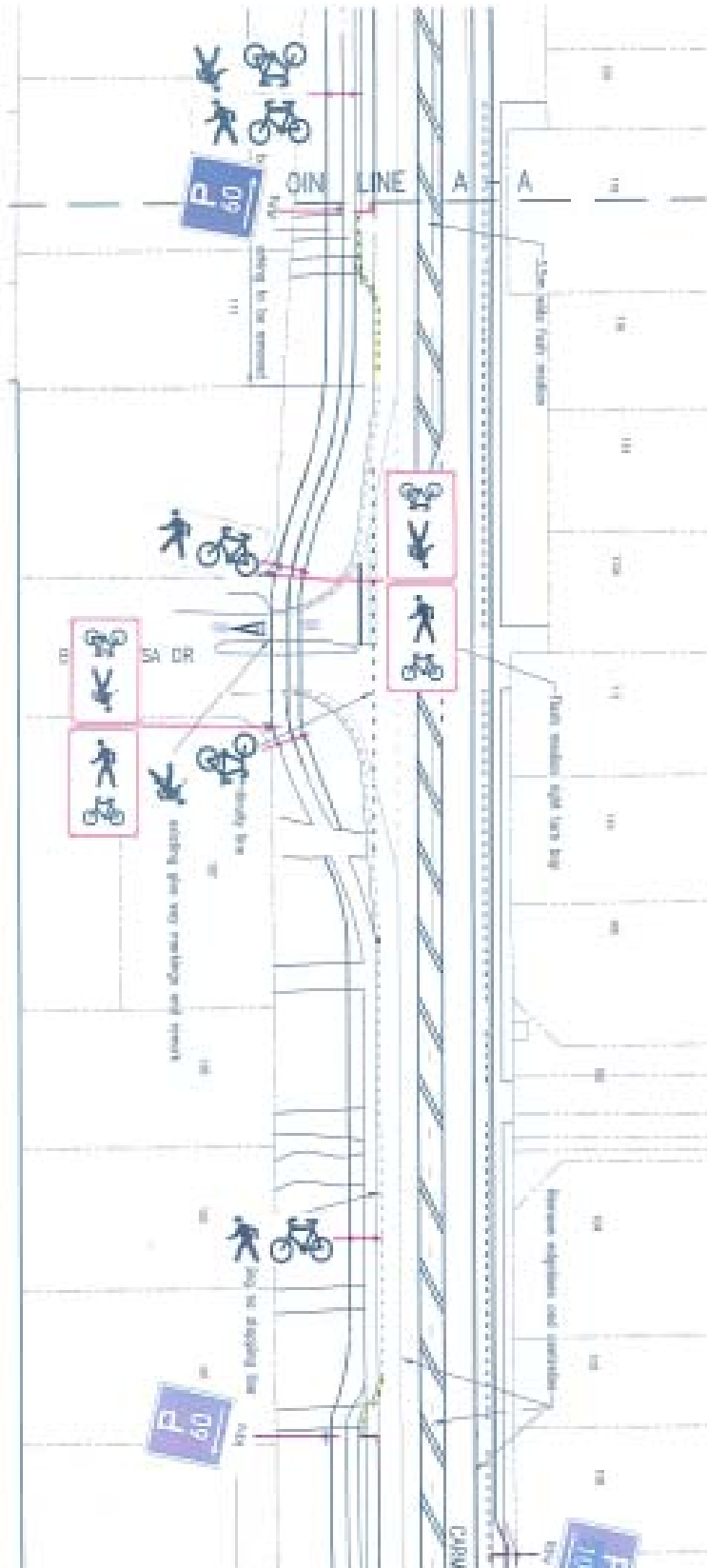
Nil.

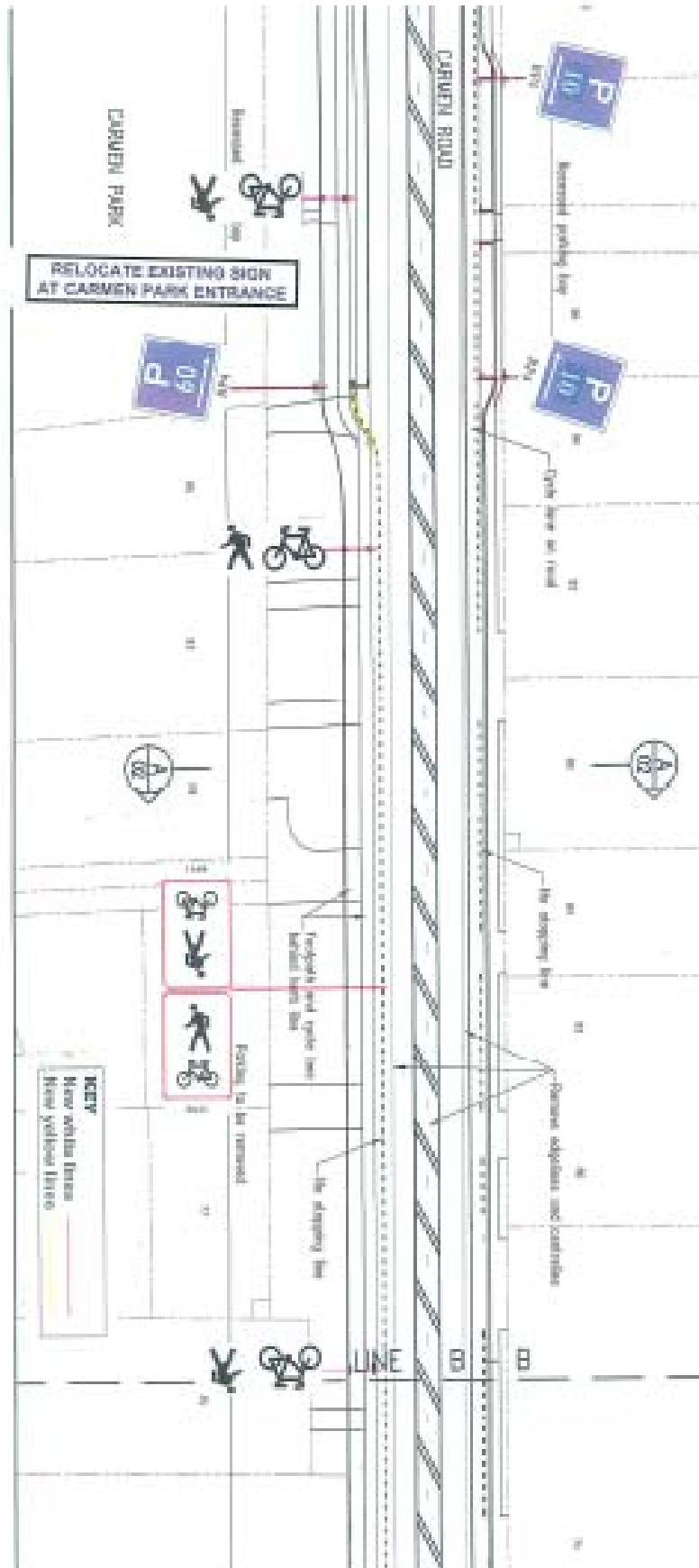
The meeting concluded at 6.25pm.

CONFIRMED THIS 17th DAY OF JUNE 2008

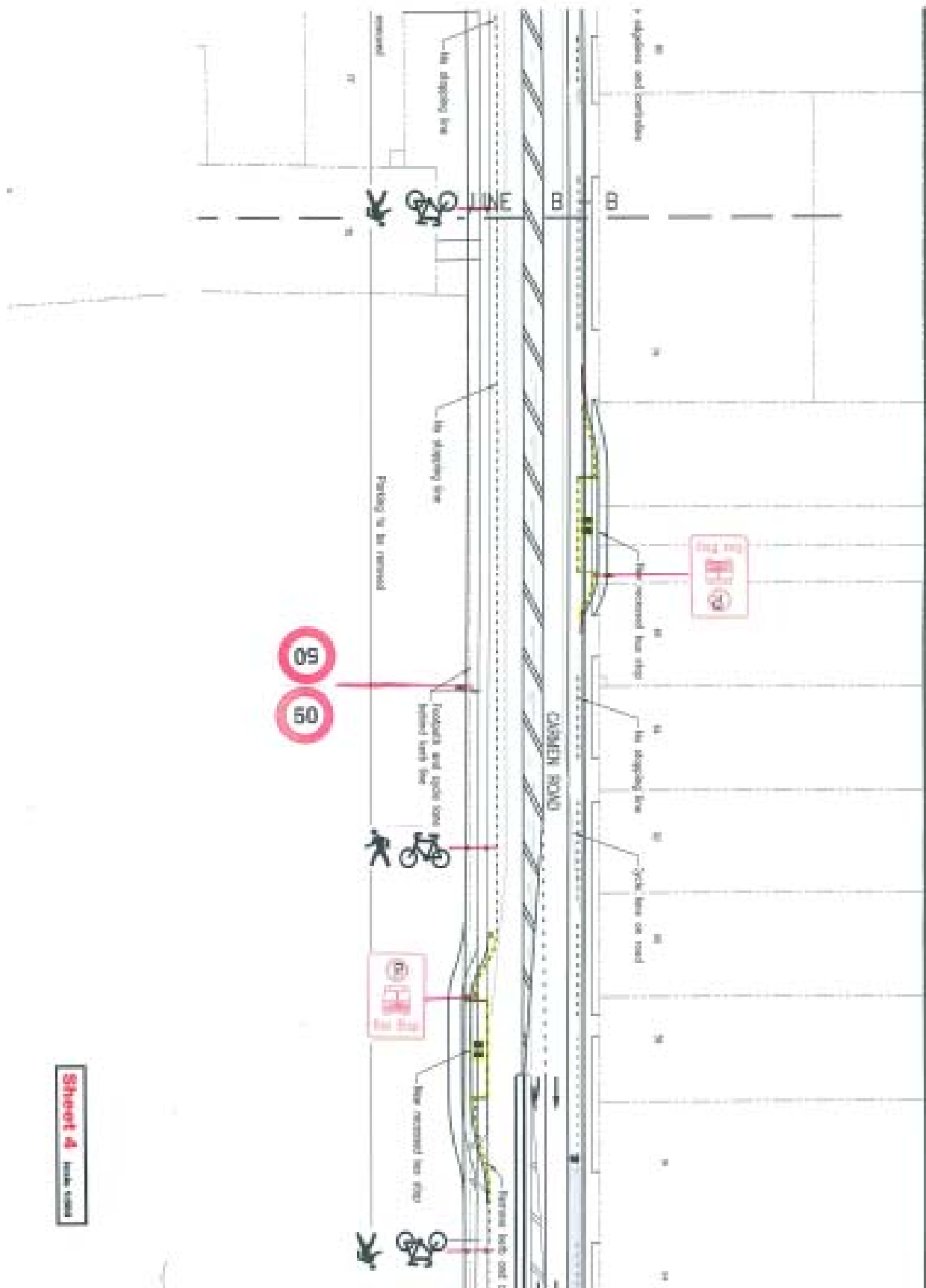
**PETER LALOLI
CHAIRPERSON**

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Sheet 4 - bus stop

