



## Christchurch City Council

# SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 6 APRIL 2005

AT 4.00PM

IN THE BOARD ROOM, PAPANUI SERVICE CENTRE,  
CNR LANGDONS ROAD AND RESTELL STREET

**Community Board:** Yvonne Palmer (Chairperson), Myra Barry (Deputy Chairperson), Ngaire Button, Bill Bush, Graham Condon, Megan Evans, Norm Withers.

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- PART A - MATTERS REQUIRING A COUNCIL DECISION
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**1. APOLOGIES**

**2. CONFIRMATION OF MEETING REPORTS – 16 MARCH 2005**

The report of the Ordinary Meeting of 16 March has been previously circulated.

**CHAIRPERSON'S RECOMMENDATION**

That the report of the Ordinary Meeting of 16 March 2005 be confirmed.

**3. DEPUTATIONS BY APPOINTMENT**

- 3.1 Matthew Noon from Environment Canterbury will be in attendance to update the Board about public transport in the Shirley/Papanui area.

**4. CAVENDISH ROAD/GRAMPION STREET - "NO STOPPING"**

<b>Officer responsible</b> Manager, Transport & City Streets	<b>Author</b> Basil Pettigrew, DDI 941-8542
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**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for the installation of "no stopping" lines within the intersection of Grampion Street and Cavendish Road.

**EXECUTIVE SUMMARY**

2. On 13 September 2004, there was a street meeting with residents, Clayton Cosgrove MP, local Community Board members and Council staff, to discuss residents' concerns over safety at the intersection of Grampion Street and Cavendish Road. A commitment was made at the meeting by the Council to carry out a safety review and this has since been completed.
3. The consultant's recommendations were to implement the changes and additions in the following areas:
- Signs
  - Chevrons (horizontal indicator boards)
  - Road marking
  - Pedestrian facilities
4. The scope of this work is shown on the attached plan. The Transport & City Streets Unit is planning to carry out this work following the resealing of the intersection. The roadmarking and provision of signs and chevrons will be funded by the maintenance budget. Changes to the pedestrian crossing points will require capital funding and this still needs resolving.
5. The plan was circulated to the adjoining properties on 14 December 2004. Two residents responded and their concerns have been addressed.
6. The Transport and City Streets Unit now requires Community Board approval for the installation of the "no stopping" lines.

**FINANCIAL AND LEGAL CONSIDERATIONS**

**7. Cost**

Signs and chevrons	\$2,000
Road marking	<u>\$2,000</u>
Total estimated cost	\$4,000

#### 4. Cont'd

##### 8. Legal Considerations

The Traffic Regulations 1976 – “108” state:

“No stopping lines – at any place where a controlling authority has prohibited the kerbside stopping of vehicles at all times, drivers may be advised of this prohibition by the marking and maintaining of a broken yellow line not less than 100 mm wide and not more than 1 m from the adjacent kerb or edge of roadway.”

##### STAFF RECOMMENDATIONS

It is recommended that the Community Board agree that:

- (a) The stopping of vehicles be prohibited at any time on the southern side of Royleen Street commencing at a point 12 metres from its intersection with Cavendish Road and extending in a southerly direction around the corner to a point 12 metres south of projection of kerblines of Royleen Street onto Cavendish Road.
- (b) The stopping of vehicles be prohibited at any time on the eastern side of Cavendish Road commencing at a point 12 metres from its intersection with Royleen Street and extending in a northerly direction to a point 39 metres from the projection of the northern kerblines of Grampion Street and Cavendish Road.
- (c) The stopping of vehicles be prohibited at any time on the western side of Cavendish Road commencing at a point 29 metres from its intersection with Grampion Street and extending in an easterly direction and then in a northerly direction around the corner to a point 39 metres from the projection of the northern kerblines of Grampion Street and Cavendish Road.
- (d) The stopping of vehicles be prohibited at any time on the western side of Cavendish Road commencing at a point 22 metres from its intersection with Grampion Street and extending in a northerly direction and then a westerly direction around the corner to a point 22 metres from the projection of the northern kerblines of Grampion Street and Cavendish Road.

##### CHAIRPERSON'S RECOMMENDATION

1. That the Staff recommendations be adopted.
2. That the Transport and City Streets unit provide a memo to the Board, updating the Board on the functioning of the intersection.

#### 5. HILLS ROAD/INNES ROAD - TREE REMOVAL

<b>Officer responsible</b> Transport and City Streets Manager	<b>Author</b> Lorraine Wilmshurst, DDI 941-8667
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##### PURPOSE OF REPORT

1. The purpose of this report is to seek approval to remove a tree at the intersection of Hills Road/Innes Road in order to meet obligations under the safe city strategy.

##### EXECUTIVE SUMMARY

2. The trees on the road reserve at the north west corner of the intersection of Hills Road and Innes Road prevents the primary lantern for the traffic signals from being seen by traffic approaching on Innes Road. The project team has considered several options for increasing the visibility. The recommendation is that the tree be removed.

**5. Cont'd**

**FINANCIAL AND LEGAL CONSIDERATIONS**

3. The installation of the traffic signals at the Hills Road/Innes Road intersection is part of the Transport and City Streets Unit capital works programme and has already been approved and the project's contract let. The cost of removing the tree can be met from the project budget.
4. There are no legal implications associated with this recommendation.

**STAFF RECOMMENDATION**

It is recommended that the Community Board:

Approve the removal of a street tree on the north west corner of the intersection of Hills Road and Innes Road.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted in the best interest of safety.

**5. Cont'd**

**BACKGROUND**

5. In March 2002 the (then) City Streets Unit was approached by Mairehau High School to consider remedial work at the intersection to improve the safety of the students. A new residential subdivision to be established east of Hills Road was believed to exacerbate the current safety issues at the Hills Road/Innes Road intersection because of additional vehicle movements.
6. Staff had concluded that the existing traffic safety concerns combined with the anticipated

## 6. MCFADDENS ROAD AND CRANFORD STREET - PARKING PROPOSALS

<b>Officer responsible</b> Manager, Transport & City Streets	<b>Author</b> Basil Pettigrew, DDI 941-8542
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### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a short section of "no stopping" and P30 restricted parking.

### EXECUTIVE SUMMARY

2. Vehicles often park between the kerb line and the traffic island. This reduces visibility, safety and impedes the movement of vehicles approaching this intersection, as the kerbline to island width is only 5.4 metres.
3. The Christchurch Central Police Traffic Unit have subsequently requested that "No Stopping" broken yellow lines be installed on McFaddens Road at its intersection with Cranford Street to improve safety and efficiency (**see plan attached**).
4. During consultation with adjacent local businesses a request was made to make a short section of P30 parking available because the kerbside was fully parked with commuter vehicles.
5. A space for three vehicles is consequently being proposed as shown on the plan, and has been discussed with the businesses in the vicinity to obtain their agreement.

### FINANCIAL AND LEGAL CONSIDERATIONS

6. **Cost**  
Road marking and signs = \$400.

7. **Legal Considerations**

Land Transport (Road User) Rule 2004 Section 6.4:

- "(2) A sign that imposes a parking restriction and incorporates the letter "P" on the top of the sign, or relates to a loading zone, applies between the hours of 8.00 am and 6.00 pm on days other than public holidays.
- (4) A driver or person in charge of a vehicle must not stop, stand, or park the vehicles on any part of a roadway where the road controlling authority has marked a broken yellow line parallel to, and at a distance of not more than 1 m from the edge of the roadway."

### STAFF RECOMMENDATIONS

It is recommended that the Community Board agree that:

- (i) The stopping of vehicles be prohibited at any time on the north side of McFaddens Road commencing at a point 30 metres from its intersection with Cranford Street and extending in a north-easterly direction for a distance of 30 metres.
- (ii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the southern side of Cranford Street commencing at a point 17 metres from its intersection with McFaddens Road and extending in a north-westerly direction for a distance of 20 metres.

### CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

## 7. NORTH PARADE (AVERILL STREET TO MEDWAY STREET) UNDERGROUNDING OF AERIAL WIRING & KERB AND CHANNEL RECONSTRUCTION

<b>Officer responsible</b> Transport & City Streets Manager	<b>Author</b> Lee Kelly, DDI 941-8355
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### PURPOSE OF REPORT

1. The purpose of this report is to seek approval for the North Parade undergrounding and kerb and channel reconstruction project to proceed to final design, tender and construction.

### EXECUTIVE SUMMARY

2. The Council has budgeted for the undergrounding of the aerial wiring in North Parade (Banks Avenue to Medway Street) and kerb and channel reconstruction (Averill Street to Medway Street) in the 2004/2005 financial year. The budget for the undergrounding of the aerial wiring is from the underground conversion budget and the kerb and channel reconstruction is from the Capital Works budget.
3. In August 2003 a preliminary consultation leaflet was sent to residents and property owners in North Parade advising them of the Council's proposal to underground the aerial wiring and to undertake a kerb and channel reconstruction project. Included in the initial consultation leaflet was a list of the Council's aims and objectives for the project and information on the volume of vehicles per day along North Parade. Residents and property owners were advised that the Council was seeking feedback from them on what they would like to see (or not see) in their reconstructed street. A concept plan based on the Council's objectives for the project and including as many of their suggested changes as possible would be distributed to them for further comment.
4. The concept plan was distributed in January 2005. The plan satisfies the aims and objectives of the project and supports North Parades' function as a collector road while improving safety for residents, and all road users.
5. Three suggested changes were received back from residents, and these changes were considered by the project team. However they were not practical (as outlined in the report under background) and therefore the concept plan was not changed to accommodate them. One change was made and that related to the proposal to install a seating area and additional landscaping within the grassed area between North Parade and Medway Street. Adjacent residents were overwhelmingly against this proposal based on social grounds, and the project team concurred with the residents.

### FINANCIAL AND LEGAL CONSIDERATIONS

6. The estimated cost of the undergrounding work is \$310,000 and the kerb and channel work is \$200,000.

### STAFF RECOMMENDATIONS

It is recommended that:

- (i) The North Parade (Averill Street to Medway Street) undergrounding of aerial wiring and kerb and channel renewal project as illustrated in **Attachment 2** proceed to final design, tender and construction.
- (ii) That the seating area and additional landscaping proposed to be installed within the grassed area between North Parade and Medway Street be removed from the final design

**7. Cont'd**

- (iii) That all existing parking restrictions on North Parade between Averill Street and Medway Street be rescinded, and
  - (a) That the stopping of vehicles be prohibited at any time on the west side of North Parade commencing at its intersection with Averill Street and extending in a southerly direction for a distance of 146 metres.
  - (b) That the stopping of vehicles be prohibited at any time on the west side of North Parade commencing at its intersection with the north boundary of Randall Street and extending in a northerly direction for a distance of 16 metres.
  - (c) That the stopping of vehicles be prohibited at any time on the west side of North Parade commencing at its intersection with the south boundary of Randall Street and extending in a southerly direction for a distance of 21 metres.
  - (4) That the stopping of vehicles be prohibited at any time on the east side of North Parade commencing at a point 12 metres south of its intersection with the south boundary of Randall Street and extending in a north/east direction for a distance of 133 metres.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendations be adopted.



## **BACKGROUND ON NORTH PARADE UNDERGROUNDING AND KERB AND CHANNEL RENEWAL**

7. The Council is proposing to underground the aerial wiring on North Parade between Banks Avenue and Medway Street and to renew the kerb and channel between Averill Street and Medway Street in the 2004/2005 financial year. The kerb and channel work will commence once the undergrounding work is completed.
8. In August 2003 a preliminary consultation leaflet was sent to residents and property owners in North Parade advising them of the Council's proposed work and outlining to them the objectives of the project. Residents/property owners were advised that their feedback was sought on what they would like to see or not see (within the requirements of a collector road) in their reconstructed street.
9. Staff produced a concept plan that was distributed in January 2005 that brought together the Council's objectives for the project along with suggested changes from residents and property owners.

## **OBJECTIVES**

10. The Council's aims and objectives of the North Parade project are:
  - To underground the aerial wiring
  - To replace the existing dish guttering with kerb and flat channel
  - To improve safety for pedestrians, cyclists and motorists
  - To install cycle lane
  - To install a central painted flush median
  - To enhance landscaping
  - To complete construction by July 2005 (this to be revised)
11. Suggestions received back from residents on the initial consultation included requests
  - To remove the existing all day parking and to introduce time restricted parking (to discourage local school students from parking)
  - To relocate an existing bus stop, and to reduce the volume of traffic on North Parade and to introduce traffic calming
12. In reply, residents were advised that:
  - Removal of 6 on street car parks had been included in the proposed plan adjacent to numbers 67 & 73 North Parade. The removal of these parks, however, would be undertaken to provide adequate carriageway space to install a central flush median rather than to address the issue of school students parking on street all day.
  - Environment Canterbury determine the bus routes throughout the City including the spacing and location of bus stops. However, the Council has considered the request but in the end cannot support it because of the need to keep the distances between bus stops at convenient intervals for passengers.
  - The classification of North Parade as a collector road effectively eliminates the opportunity to reduce the volume of traffic and/or to introduce strong traffic calming measures. The purpose of a collector road within the roading hierarchy is an important one. It allows for the movement of fairly significant volumes of traffic, including commercial vehicles, through the City allowing links to and from the minor arterial and arterial roads.
13. The current volume of traffic along North Parade is 12,000 per day and as a collector road it can carry anything between 7,000 – 14,000 vehicles per day.

## 7. Cont'd

14. The Shirley/Papanui Community Board had allocated \$5,000 to this project so that a seating area along with additional landscaping could be installed within the grassed area between Medway Street and North Parade. The Board and the project team were aware that some residents, adjacent to the grassed area, were not supportive of the seating and additional planting being installed. It was decided, however, to include the proposal in the concept plan so that a more formal indication of the residents feelings could be ascertained. Feedback received on this feature was that the seating area should not be installed. The project team are happy to support this view and the staff recommendation in this report is that the Board support it also.
15. As part of the proposed work on North Parade, the Greenspace Unit will be undertaking an upgrade of the Dudley Creek at that point where the creek is visible to the public i.e. adjacent to property no 73 North Parade. The creek is also adjacent to property no 71 North Parade. The upgrade will essentially consist of removing a section of the existing 1.8m high wooden paling fence, which is the North Parade boundary fence of no 73 North Parade, and replacing it with a 1.8m decorative wrought iron fence. Consents have been obtained from the owner to do this. The property owner of no 71 North Parade has also consented on the proviso that the wrought iron fence be the same height as the existing wooden paling fence to ensure that her property remains secure and that security is maintained during the installation of the new fence.
16. It is also proposed to install a Adshel bus shelter at the bus stop adjacent to the North Parade property boundary of no 2 Poulton Avenue. The property owner is agreeable to this.

## OPTIONS

17. Two options were developed for North Parade. They have exactly the same kerb alignments and berm layouts. The two plans differ only in the way the road is marked out.

### Option 1 ( recommended option)

18. The recommended option is to retain the 14m wide carriageway and to install new footpaths and grass berms along both sides of the carriageway. The existing old dish guttering, along the west side, and the 'filled' old dish guttering on the east side will be replaced with kerb and flat channel. A full width flush median will be installed along the length of the proposed work to enable safer entry and exit for residents. It will be necessary to remove 6 on street parks to accommodate the painted flush median.
19. The undergrounding of existing overhead wiring and a street lighting upgrade is programmed to be carried out prior to the kerb and channel reconstruction.
20. Cycle lanes will be installed along both sides of North Parade and red asphalt used at conflict points and on the inside of the curves. A new cut down and path extension is included to link Medway Street to North Parade for south bound cyclists.
21. It is also proposed to remove the existing 1.8m paling fence adjacent to the Dudley Creek at 73 North Parade and to replace it with a same height wrought iron fence to open up the Creek for viewing by pedestrians. It is proposed to install a name plaque and additional landscaping alongside the footpath adjacent to the new wrought iron fence. Future plans by the Greenspace Unit will see stream and bank enhancement work take place.
22. The preferred option (**refer attachment 2**) has been selected for the following reasons:
  - (a) It satisfies the aims and objectives of the project
  - (b) Residents and property owners were supportive of the project

## 7. Cont'd

## Option 2

23. The option 1 proposal retained more on street parking than the preferred option although 4 parks would have been required to be removed. Option 1 did not have a painted flush median.

24. Option 1 was \$400 cheaper than the preferred option, Option 2.

	Benefits (current and future)	Costs (current and future)
<b>Social</b>	<ul style="list-style-type: none"> <li>Recommended option is consistent with the Council's aims &amp; objectives for a collector road and has been developed in consultation with the community</li> </ul>	
<b>Cultural</b>	<ul style="list-style-type: none"> <li>Area-wide consistency</li> </ul>	Nil
<b>Environmental</b>	<ul style="list-style-type: none"> <li>Recommended option is consistent with the Council's aims and objective</li> <li>Street enhancement is proposed through the provision of additional landscaping</li> </ul>	Nil
<b>Economic</b>	<ul style="list-style-type: none"> <li>Renewal of a Council infrastructure asset</li> </ul>	Capital expenditure

**Extent to which community outcomes are achieved:**

Primary alignment with community outcome a "Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life " by providing a high quality transportation network"

Also contributes to "Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability" by managing all assets to optimise their value and usefulness over the long-term.

**Impact on Council's capacity and responsibilities:**

No Impact

**Effects on Maori:**

It is considered that there are no effects on Maori.

**Consistency with existing Council policies:**

Consistent with the Council's road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safer facilities for pedestrians. It also complies with the Unit's Asset Management Plan.

**Views and preferences of persons affected or likely to have an interest:**

Residents suggestions were obtained from the initial consultation and addressed in the subsequent concept plan delivered in January 2005. The overall feed-back was support for the proposed changes and included support from those residents who will lose the opportunity to have on-street parking adjacent to their properties.

Specifically the suggested changes were:

- A request to remove the existing all day parking and to introduce time restricted parking during the day
- A request to shift the existing bus stop adjacent to 47 North Parade
- A request to reduce the volume of traffic and to introduce traffic calming measures so that North Parade reflected more of a 'promenade' feel rather than a thoroughfare.
- A request to no install the seating area and additional landscaping on the grassed area between North Parade and Medway Street.

**Other relevant matters:**

Nil

**Maintain The Status Quo (If Not Preferred Option)**

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>		<ul style="list-style-type: none"> <li>• Aerial wiring retained thereby no addressing a major factor of increased injuries when motorists lose control of their vehicle on a collector and/or arterial route</li> <li>• Not renewing a Council Asset that is past its 'use by date'</li> <li>• Not improving safety for cyclists</li> <li>• Not improving safety for pedestrians</li> <li>• Not improving safety for residents when they enter or exit their properties</li> </ul>
<b>Cultural</b>	<ul style="list-style-type: none"> <li>• The up-grading of North Parade will ensure City wide consistency of collector and/or arterial roads</li> </ul>	
<b>Environmental</b>	<ul style="list-style-type: none"> <li>• Improving the roading environment for all road users while improving safety for residents</li> <li>• Increased environmental enhancement by installing additional landscaping</li> </ul>	
<b>Economic</b>	<ul style="list-style-type: none"> <li>• No Capital Expenditure</li> </ul>	<ul style="list-style-type: none"> <li>• Increase Capital Expenditure in the future</li> </ul>

**Extent to which community outcomes are achieved:**

Primary alignment with community outcome is not achieved by maintaining the 'Status Quo'.

**Impact on Council's capacity and responsibilities:**

Council not fulfilling its responsibility by not up-grading a Council asset and improving the roading environment for road users and the local community

**Effects on Maori:**

It is considered that there are no effects on Maori

**Consistency with existing Council policies:**

Maintaining the 'Status Quo' is not consistent with the CCC Capital Programme Financial plan, it conflicts with the objectives of the Asset Management Plan and does not support the Council's road Safety Strategy.

**Views and preferences of persons affected or likely to have an interest:**

The Consultation undertaken in respect of the North Parade project has indicated overwhelming support by residents and/or property owners for the proposed plan

**Other relevant matters:**

Nil

## 7. Cont'd

## Option 3

	Benefits (current and future)	Costs (current and future)
<b>Social</b>		
<b>Cultural</b>		
<b>Environmental</b>		
<b>Economic</b>		
<p><b>Extent to which community outcomes are achieved:</b>  Primary alignment with community outcome a  Also contributes to      and</p> <p><b>Impact on Council's capacity and responsibilities:</b></p> <p><b>Effects on Maori:</b></p> <p><b>Consistency with existing Council policies:</b></p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p><b>Other relevant matters:</b></p>		

## 8. PAPANUI CLUSTER (GRANTS RD, FRANK ST, MARY ST) - RESOLUTIONS

<b>Officer responsible</b> Transport and City Streets Manager	<b>Author</b> Tamsin Page, DDI 941-8662
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**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval of a number of resolutions for traffic restrictions associated with the kerb and channel reconstruction works occurring in Grants Road, Frank Street and Mary Street as part of the Papanui Cluster project.

**EXECUTIVE SUMMARY**

2. The Papanui Cluster project is a kerb and channel reconstruction project covering a "cluster" of streets in east Papanui, including Grants Road, Frank Street, Mary Street, Proctor Street, Horner Street, Wyndham Street, Gambia Street, and Loftus Street. An extensive "collaborative" consultation process was undertaken with the community in relation to this project through 2002 and 2003. Completion of the physical construction works is to be undertaken on a street-by-street basis over a number of years.

## 8. Cont'd

3. The first streets to be constructed are Grants Road, Frank Street and Mary Street, and the Community Board approved the final scheme plans for these three streets to proceed to final design, tender and construction at its meeting on 3<sup>rd</sup> March 2004. The contract for this work has been let, and work in Frank Street began in February 2005, and work in Mary Street is imminent.
4. However, at the time that final approval of the three schemes was sought from the Community Board in March 2004, approval was not also sought for the resolutions required for traffic restriction changes associated with the works. It is important that these resolutions are passed before the final elements of the physical works are completed so as to ensure that the new traffic restrictions are legally enforceable.
5. The final scheme plans provided to the Community Board at its March 2004 meeting are attached (Attachment 1). It is noted that the attached scheme plan for Mary Street shows an exit only configuration at Main North Road, however the final configuration for construction is in fact two-way. This was a result of the following process.
6. After the 3<sup>rd</sup> March 2004 meeting, further consultation on the exit only configuration was undertaken and the results reported back to the Board on 5<sup>th</sup> May 2004. The Board decided to defer the matter until after completion of all of the works associated with the Papanui Cluster project as these works are likely to impact on traffic flows through the area, and thus the need or otherwise for making Mary Street exit only at Main North Road.

## FINANCIAL AND LEGAL CONSIDERATIONS

7. There are no financial considerations associated with the approval of the resolutions being sought.
8. The principal legal consideration associated with the approval sought is that without approval of these resolutions, the new or changed traffic restrictions will not be legally enforceable upon implementation.

## STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the following new traffic restrictions:

- (i) That the stopping of vehicles be prohibited at any time on the north side of Grants Road commencing at a point 16 metres east of its intersection with Papanui Road and extending 16 metres in an east direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Grants Road commencing at a point 16 metres east of its intersection with Papanui Road and extending 16 metres in an east direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Mary Street commencing at a point 2.5 metres east of its intersection with Main North Road and extending 29 metres in an east direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Mary Street commencing at a point 5.5 metres east of its intersection with Main North Road and extending 14.5 metres in an east direction.
- (v) That the stopping of vehicles be prohibited at any time on the south side of Mary Street commencing at a point 50 metres east of its intersection with Main North Road and extending 4.5 metres in a north direction and 7 metres in an east direction.
- (vi) That all vehicles be prohibited from turning to the right from Papanui Road into Grants Road.
- (vii) That all vehicles be prohibited from turning to the right from Grants Road into Papanui Road.

## 8. Cont'd

- (b) Revoke and reinstate the following existing bus stops:
  - (i) Revoke the existing bus stop from the south side of Grants Road at its present position commencing 7.8 metres west of the intersection with Dulles Place and extending 15 metres in a west direction, and reinstate it on the south side of Grants Road commencing 25.6 metres west of the intersection with Dulles Place and extending 15 metres in a west direction.
  - (ii) Revoke the existing bus stop from the south side of Grants Road at its present position commencing 31 metres east of the intersection with Proctor Street and extending 15 metres in a west direction, and reinstate it on the south side of Grants Road commencing 11.5 metres east of the intersection with Proctor Street and extending 15 metres in an east direction.
- (c) Remove the following 'Give Way' signs:
  - (i) Remove the existing 'Give Way' sign from its present position against Horner Street at its intersection with the north side of Mary Street.
  - (ii) Remove the existing 'Give Way' sign from its present position against Horner Street at its intersection with the south side of Mary Street.
  - (iii) Remove the existing 'Give Way' sign from its present position against Mary Street at its intersection with the west side of Wyndham Street.
  - (iv) Remove the existing 'Give Way' sign from its present position against Mary Street at its intersection with the east side of Wyndham Street.
  - (v) Remove the existing 'Give Way' sign from its present position against Frank Street at its intersection with the north side of Mary Street.
  - (vi) Remove the existing 'Give Way' sign from its present position against Frank Street at its intersection with the south side of Mary Street.
  - (vii) Remove the existing 'Give Way' sign from its present position against Gambia Street at its intersection with the north side of Frank Street.
  - (viii) Remove the existing 'Give Way' sign from its present position against Gambia Street at its intersection with the south side of Frank Street.

## CHAIRPERSON'S RECOMMENDATION

For discussion.

## 9. RADCLIFFE ROAD AT HAWKINS ROAD - PROPOSED STOP CONTROL

<b>Officer responsible</b> Manager, Transport & City Streets	<b>Author</b> Basil Pettigrew, DDI 941-8542
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## PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a "Stop" control sign against Radcliffe Road at its intersection with Hawkins Road.

## EXECUTIVE SUMMARY

2. A safety audit has been carried out on this intersection and it was recommended that a Stop sign be installed, to address safety issues.
3. The Code of Signs and Markings recommends that Stop signs should be erected "at blind intersections where lack of visibility makes it unsafe to approach the intersection at a speed greater than 10 km/h".
4. Three crashes resulting in two injuries have been reported to Land Transport NZ for this intersection during the last five years.

**9. Cont'd**

5. A Give Way control is not appropriate because it does not meet the criteria defined in the code.
6. The Transport & City Streets Unit now required Community Board approval for the installation of the Stop sign.

**FINANCIAL AND LEGAL CONSIDERATIONS**

7. **Cost**  
Signs and markings = \$450.00.
8. **Legal Considerations**  
The "Stop" control will be installed according to MOTSAM (Manual of Traffic Signs and Markings) Transit NZ/LTSA.

**STAFF RECOMMENDATIONS**

That a "Stop" sign be placed against Radcliffe Road at its intersection with Hawkins Road.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

**10. PROPOSED NEW ROAD AND RIGHT OF WAY NAME**

<b>Officer responsible</b> Environmental Services Manager	<b>Author</b> Bob Pritchard, Subdivisions Officer, DDI 941-8644
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**PURPOSE OF REPORT**

1. The purpose of this report is to obtain the Board's approval to four new road names.

**EXECUTIVE SUMMARY**

2. The approval of proposed road and right of way names is delegated to Community Boards.
3. The Subdivision Officer has checked all proposed names against the Council's road name database to ensure they will not be confused with names currently in use. The names have also been discussed with staff at Land Information NZ who act on behalf of the emergency services in respect to road naming.

**(a) RMA 20016336 Colorado Developments Hills Road**

Stage 1 of this large subdivision will create forty-six new residential allotments, to be accessed via a new spine road off Hills Road near Mairehau High School, and two new roads running north of the spine road. Future stages of the subdivision may spread north to Queen Elizabeth II Drive, and possibly west to Philpotts Road. The applicants have expressed a desire to have a common theme for all the roads, and have proposed the names of famous Jazz musicians and members of the "Big Band era". Three names are proposed for the first three roads on stage 1, but the applicants also wish to have a "name bank" approved for use on the remaining stages, to ensure some of their more favoured names are not used on other subdivisions prior to the remaining stages of this subdivision being completed. There is precedent for this, where fifty names with a common theme were approved for the Broad Oaks subdivision in Hantsbury, ten years ago, and the names are still being allocated to the new roads constructed on the later stages of the subdivision at present. The names proposed for the first stage are **East Ellington Drive** (after Duke Ellington-songwriter, composer and acclaimed performer. 'East' was added as the road commences in the eastern part of the subdivision, and will make the name more distinctive) **Holiday Drive** (after Billie Holiday "Lady Day" the famous jazz singer who died in 1959), and **Teagarden Close** (after Jack Teagarden, a trombonist who was regarded as one of the best White Jazz singers in the 1920's New York Jazz scene). The names proposed to be held for the later stages do include some



## 10. Cont'd

longer names, however there will be some longer roads created on the later stages, so these should not create any problems. The proposed name bank is: **Bechet** (after Sidney Bechet 'the epitome of jazz'), **Lunceford** (Jimmie Lunceford –leader of a swinging big band and saxophone player), **Basie** or **Count Basie** (Piano player whose influence was said to be heard in every big band of his time), Cab Calloway ( a premier jazz entertainer, not only with his own orchestra but also for four decades in musicals), **Ammons** (Albert Ammons, the 'Boogie Woogie man "one of the big three of the late thirties", **Sweetman** (the Sweetman brothers, George and Dave played sax and bass respectively, and teamed up with their half-brother Emile Sweetman as Emile Ford and the Checkmates their first record was released in 1959), **Miles Davis** (the "Picasso of Jazz" recommend subject to the suffix not being "Place" – Davis Place exists), **Dizzy Gillespie** (one of the greatest jazz trumpeters of the 20<sup>th</sup> century" recommend subject to the suffix not being "Road" - Gillespies Road exists)

Other famous musicians were suggested by the applicants: Louis Armstrong "Satchmo" , Cab Calloway, Jimmy Dorsey, Benny Goodman and Nina Simone, but these names may be confused with the existing street names of Armstrong Avenue, Alloway Street, Dorset Street, Goodman Street and Simeon Street and Nina Lane. It is suggested that these latter names could be applied to names of reserves created in later stages.

### (b) 520 Hills Road Premier Developments Limited

This subdivision is situated in the south western corner of Queen Elizabeth II Drive and Innes Road. Eighteen new residential allotments will be created. Access is to be provided via a new road extending off Hills Road. As this will be a single road, no common theme has been requested. The names **Queenswood Gardens**, **Frogmore Close** and **Knollwood Place** have been proposed for the road. Queenswood from the proximity to Queen Elizabeth II Drive and the abundance of trees in the locality, Knollwood after the trees in the locality, and Frogmore after the frogs in the area.

## FINANCIAL AND LEGAL CONSIDERATIONS

4. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plates is charged to the developer. There is no financial cost to the Council. Local Authorities have a statutory responsibility to approve road names.

## STAFF RECOMMENDATIONS

It is recommended that the Board approve the names as submitted above, and consider the proposal for a name bank as requested in (a) above. Both subdivisions are reaching the critical stage for names, therefore the applicants request that if their preferences are not approved that the Board consider approving names from the additional names provided.

## CHAIRPERSON'S RECOMMENDATION

For discussion.

**11. BOARD SEMINAR – REPORT OF 23 MARCH 2005**

<b>Officer responsible</b> Community Board Principal Adviser, Elsie Ellison	<b>Author</b> Prebashni Naidoo, Community Secretary , DDI 941- 6726
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The report of the Seminar meeting held on 23 March 2005 is **attached**.

**STAFF RECOMMENDATIONS:**

That the following recommendations be adopted:

1. That a public meeting be held on the Marshland Road/New Brighton Road/North Parade/Shirley Road – Installation of the right turn phase traffic signal. The Burwood/Pegasus Community Board to be included in this public meeting.
2. The Community Engagement Adviser, Jill Gordon to arrange a meeting with the Board and the Northwood residents regarding the use of the tennis courts at Sheldon Park.
3. It was decided that the Chairperson meet with Christine Heremaia and Jill Gordon to decide on the consultation process on Englefield Reserve.

**CHAIRPERSON’S RECOMMENDATION:**

1. Recommendation 1 for discussion.
2. That staff recommendations 2 and 3 be adopted.

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