



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE AGENDA

FRIDAY 18 APRIL 2008

AT 8.00AM

**IN THE BOARDROOM, SOCKBURN SERVICE CENTRE
149 MAIN SOUTH ROAD, CHRISTCHURCH**

INDEX

	PAGE	CLAUSE	
PART B	2	1.	APOLOGIES
PART B	2	2.	DEPUTATIONS BY APPOINTMENT
PART B	2	3.	CORRESPONDENCE
PART B	2	4.	BRIEFINGS
PART C	3	5.	BRODIE STREET PARKING STUDY
PART A	14	6.	BRODIE STREET PROPOSED 'GIVE WAY' CONTROL
PART C	17	7.	ARANUI NO.51 BUS ROUTE EXTENSION TO TOWER JUNCTION – BUS STOPS
PART A & C	22	8.	HANSONS LANE KERB & CHANNEL RENEWAL
PART C	44	9.	CHURCH CORNER CLUSTER – KERB & CHANNEL RENEWAL PROJECT
PART B	70	10.	UPDATE ON CURRENT TRANSPORT ISSUES
PART B	70	11.	ELECTED MEMBERS' INFORMATION EXCHANGE

We're on the Web!

www.ccc.govt.nz/Council/Agendas/

18. 4. 2008

- 2 -

1. APOLOGIES
2. DEPUTATIONS BY APPOINTMENT
3. CORRESPONDENCE
4. BRIEFINGS

5. **BRODIE STREET PARKING STUDY**

General Manager responsible:	General Manager of City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Malcolm Taylor, Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to provide the Committee with information regarding a study that has been carried out on the existing parking restriction on the west side of Brodie Street, Upper Riccarton between the two speed humps. (**Refer Attachment 1**).

EXECUTIVE SUMMARY

2. Residents of Brodie Street presented an 85 signature petition to the Board's 31 August 2007 meeting. The petition stated that "this is a petition to get the Council to revert the two hour parking to 30 minutes during school hours on the west side of Brodie Street, particularly between the two speed humps".
3. The Board referred the petition to staff to investigate and to report back to the Board on two options, a P30 restriction and a No Stopping restriction for the west side of Brodie Street. A questionnaire was delivered on 27 November 2007 to the 15 properties who had not signed the petition. Nine responses were received with three wishing to retain the existing 120 minute restriction and six wanting to replace the 120 minute restriction with a 30 minute restriction.
4. A letter from the Principal of Villa Maria College is attached for member's information. (**Refer Attachment 2**).
5. Brodie Street is classified as a local street with an average daily traffic count of 1540 vehicles. Currently there is a 120 minute parking restriction on the western side of Brodie Street commencing at Yaldhurst Road and extending in a northerly direction for 461.5 metres between 8 am to 4 pm on school days. The western side of Brodie Street is residential with the Villa Maria College occupying most of the area on the eastern side between Villa Grove and Yaldhurst Road.
6. A Board member requested that all residents (including the ones listed in the petition) be further consulted as it was considered that some of the petitioners may have changed their minds. An additional questionnaire was delivered on the 14 January 2008 to the 44 affected properties and 31 responses were received. One responded "No" to each of the three options and four responses ticked two options. The survey indicated that the residents preferred a "No Stopping restriction".
7. Three options were offered to the residents for consideration and the results are list below:
 - (i) **Option 3** Replace the existing 120 minute parking restriction with a No Stopping restriction at all times, on the west side of Brodie Street between the two speed humps. Sixteen responses supported Option 3 and five responses of support were received from properties that were not directly affected by the parking restriction change. However, a No Stopping restriction would create a noticeable increase in speed of which was clearly an issue when the speed humps were installed in Brodie Street. No Stopping would also be abused by residents and their visitors owing to the inconvenience of having to park on the other side of the road.
 - (ii) **Option 2.** Replace the existing 120 minute parking restriction with a 30 minute parking restriction from 8 am to 4 pm on school days, on the west side of Brodie Street between the two speed humps. Thirteen responses supported Option 2 including two responses of support were received from properties that were not directly affected by the parking restriction change. However, a 30 minute parking restriction had previously been installed in this section of Brodie Street and was found not to be beneficial to residents in the area as the time limit did not suitably accommodate parking for visitors or trade people.

Clause 5 Cont'd

Option 2 Continued. The existing 120 minute parking restriction is consistent with parking restrictions located in other residential areas next to schools and is considered the most cost effective, strategically aligned and practical solution to the problem.

(iii) **Option 1.** Status Quo. Retain the existing 120 minute parking restriction on the west side of Brodie Street between the two speed humps. Five responses supported this option.

8. The status quo option is still a viable option and it is recommended that the existing 120 minute parking restriction be retained.

FINANCIAL IMPLICATIONS

9. Not applicable.

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

10. The installation of road signs and markings are within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

11. (i) Land Transport Rule, Road User 2004 Rule 61001, Part 6 Stopping and Parking.

(ii) Land Transport Rule, Traffic Control Devices 2004 Rule 54002, Section 12 Stopping, Standing and Parking.

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

12. As noted in paragraph 10.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. 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?

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

ALIGNMENT WITH STRATEGIES

15. The recommendation aligns with the Christchurch Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

16. As noted in paragraph 14.

CONSULTATION FULFILMENT

17. The views of the affected residents and Villa Maria College have been obtained. Survey forms were delivered to the 44 affected properties allowing residents to indicate their preference from three options and to also offer other comments. 31 responses were received. Seven responses were received from residents in Brodie Street who were not directly affected by the parking restrictions.

Clause 5 Cont'd

SUMMARY OF COMMENTS

18. Comments:

- All options need to be enforced.
- To make area "No parking" at any time because Brodie St is too narrow.
- That residents be given two parking permits or exemptions from restrictions.
- 30 minutes restriction too short 60 minutes would be better.
- Take all restrictions off north end of west side because students don't park there.
- Original P30 and existing P120 ignored, hope No Stopping at all times will be more effective.
- Road is too crowded when student's cars are parked during working hours.
- Villa Maria needs to provide more parking for pupils and parents as they have grounds to do it.
- I would like to think that anybody coming to my place could park outside. The school side is usually full.
- Is there a need for any restriction at all? I have no problem at all with people parking for as long as they like. I fail to see the difference between No Stopping restriction, consecutive cars parking for 120 minutes or the same car parking there all day!
- No parking on west side during school hours i.e. 8 am to 4 pm.
- No parking for non-residents. Free residents parking with permit.
- If Feltex site developed No Stopping lines more important than ever.
- Relocation P120 sign from out side number 60 to Villa Grove.
- Paint white lines on east side to help parking at driveways

STAFF RECOMMENDATION

That the Committee recommend that the Board approve that the existing restriction, of a maximum period of 120 minutes, from 8 am to 4 pm, school days, on the west side of Brodie Street commencing at a point 29.5 metres from its intersection with Yaldhurst Road and extending in a north-easterly direction for a distance of 461.5 metres, be retained.

BACKGROUND

19. There has been a long standing issue with cars associated with students from Villa Maria College parking in Brodie Street. Brodie Street has a 120 minute parking restriction on the western side opposite the school extending from the Yaldhurst Road intersection back along the street for approx 462 metres. The P120 works effectively in dissuading students from parking on the west side of Brodie Street during the school day. Brodie Street is 8.5 metres wide. When students from Villa Maria College park on the east side of the road and there are no parked vehicles on the west side there is sufficient space for two vehicles to pass at speed. By maintaining the P120 on the west side of the road, the intermittent parking has a significant slowing effect. Normally No Stopping or "P5 at Any Time" would only be installed in a road which is 7 metres wide or less.

Clause 5 Cont'd

20. The problems associated with students cars spilling onto the surrounding streets is quite common. Most residential areas in the vicinity of high schools experience these issues. Unfortunately, it is extremely difficult for the schools themselves to adequately address the issue. While new schools can plan for and accommodate a level of student parking, older more established schools do not have the infra-structure to successfully and safely accommodate student parking in any significant amount within the school grounds. In fact, some schools seek to specifically exclude students from any parking spaces on the school grounds owing to safety and congestion issues. As the Council has no power to make Villa Maria College provide student parking, the problem can realistically only be addressed, through the appropriate management of the on street parking that is available in the area.
21. The implementation of restrictions that force students to park on adjacent streets would not only create problems for other residents, it would also create safety issues for students crossing busy arterial roads around the school including Yaldhurst Road, State Highway 73, and Peer Street.
22. The management of the on street parking should ideally reflect a balance between the demands of the residents and the demands of students together with consideration for safety issues. The effects of displacing parking further into the residential areas resulting in a mere migration of the problem elsewhere must also be taken into consideration.

THE OBJECTIVES

23. To ensure the parking in Brodie Street will be controlled to protect and enhance neighbourhood amenities, support community resources, and maximise road safety.

THE OPTIONS

Option 1

24. Status quo: Retain the existing 120 minute parking restriction on the west side of Brodie Street between the two speed humps. The existing 120 minute restriction is consistent with parking restrictions located in other residential areas next to schools. The parking concerns in Brodie Street occurs only on school days.

Option 2

25. Replace the existing 120 minute parking restriction with a 30 minute parking restriction from 8am to 4pm on school days, on the west side of Brodie Street between the two speed humps.
26. The installation of a 30 minute parking restriction for specified periods covering the west side of Brodie Street will not provide a reasonable balance between the demand for student parking and the demand for resident related parking. It would however, create a demand for student parking in other areas. The previous 30 minute parking restriction in this section of Brodie Street was replaced with the current 120 minute restriction in March 2006 after consultation. It was found not to be beneficial to residents in the area as the time limit did not suitably accommodate parking for visitors or trade peoples. To change it back to 30 minutes after only two years would not appear to be improving the situation.

Clause 5 Cont'd

Option 3

- 27. Replace the existing 120 minute parking restriction with a No Stopping restriction at all times, on the west side of Brodie Street between the two speed humps.
- 28. The installation of No Stopping restriction at all times on the west side of Brodie Street will not provide a reasonable balance between the demand for student parking and the demand for resident related parking. The issue appears to be the need to prevent students from parking on the west side of Brodie Street. Although this was the preferred option for the residents, the No Stopping operates 24 hour/days, 365 days/year. This seems an extreme method of solving the problem. The speed of vehicles travelling along Brodie Street would also increase.

PREFERRED OPTION

Option 1

- 29. Status Quo. Retain the existing 120 minute parking restriction on the west side of Brodie Street between the two speed humps. The existing 120 minute parking restriction is consistent with parking restrictions located in other residential areas next to schools and is considered the most cost effective, strategically aligned and practical solution to the problem. It was installed to replace a 30 minute parking restriction which was found not to work. The P120 prevents students from Villa Maria College from parking in front of the residential properties all day while at the same time providing parking for residents, their visitors and tradespersons. The P120 is still considered to be the best option.

ASSESSMENT OF OPTIONS

The Preferred Option

- 30. Option 1 – Status Quo

	Benefits (current and future)	Costs (current and future)
Social	Retain the existing 120 minute parking restriction maintains a suitable parking facility for residents, school students and visitors in this section of Brodie Street.	Nil
Cultural	N/A	N/A
Environmental	N/A	N/A
Economic	N/A	N/A

Extent to which community outcomes are achieved:
 The existing 120 minute parking restriction is consistent with parking restrictions located in other residential areas next to schools.

Impact on the Council's capacity and responsibilities:
 Nil.

Effects on Maori:
 Nil. Continuation of service.

Consistency with existing Council policies:
 Supports the Council's 2006/16 LTCCP.

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

(a) Affected residents have indicated a preference for the replacement of the existing 120 minute parking restriction with a No Stopping restriction at all times, on the west side of Brodie Street between the 2 speed humps.

(b) The Villa Maria College have indicated their preference to retain the existing 120 minute parking restriction for the safety of their students.

Other relevant matters:

Nil.

Other Options

31. Option 2 - Replace the existing 120 minute parking restriction with a 30 minute parking restriction from 8 am to 4 pm on school days, on the west side of Brodie Street between the two speed humps. A 30 minute parking restriction would provide suitable "Drop off" parking for school and residents. However, a 30 minute parking restriction does not give sufficient time for visitors or trade people and a 30 minute parking restriction was installed previously and found not to work

	Benefits (current and future)	Costs (current and future)
Social	A change to 30 minute parking restriction would affect the ability of residents visitors, trades people, students and school visitors to park for a reasonable period in this section of Brodie Street, during the restricted times.	Replacement of signs \$ 330
Cultural	N/A	N/A
Environmental	N/A	N/A
Economic	N/A	N/A

Extent to which community outcomes are achieved:

The change to a 30 minute parking restriction would lower the number of vehicles that would park in this section of Brodie Street. However, it is not consistent with the parking restrictions located in other residential areas next to schools.

Impact on the Council's capacity and responsibilities:

Nil.

Effects on Maori:

To restrict the parking of vehicles in this section of Brodie Street to 30 minutes from 8 am to 4 pm on School days.

Consistency with existing Council policies:

Supports the Council's 2006/16 LTCCP.

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

(a) 29.5 % of the affected residents have indicated their preference for the replacement of the existing 120 minute parking restriction with a 30 minute parking restriction from 8 am to 4 pm on School days, on the west side of Brodie Street between the two speed humps.

(b) The 30 minute parking restriction would restrict Villa Maria College students and school visitors

from parking in this section of Brodie Street. The College prefers the retention of the existing 120 minute parking restriction.

Other relevant matters:

Nil.

32. Option 3 - Replace the existing 120 minute parking restriction with a No Stopping restriction at all times, on the west side of Brodie Street between the 2 speed humps. Although this was the preferred option from the resident's survey it would

- Prevent parking for residents.
- Prevent drop off parking residents.
- Prevent drop off parking for students.
- Increase traffic speed.
- Safety issues with increased speed and the dropping off of students.
- Doesn't mitigate the parking problem.

	Benefits (current and future)	Costs (current and future)
Social	The installation of No Stopping lines would affect the ability of resident's visitors, trades people, students and school visitors to park in this section of Brodie Street at any time.	Removal of existing signs and painting of No Stopping lines \$ 720
Cultural	N/A	N/A
Environmental	N/A	N/A
Economic	N/A	N/A

Extent to which community outcomes are achieved:

The installation of No Stopping lines would not allow residents visitors, trades people, students and school visitors to park in this section of Brodie Street at any time. It is also possible the speed of vehicles along this section of Brodie Street would increase.

Impact on the Council's capacity and responsibilities:

Council responsibility to provide where possible on street parking for residents visitors, trades people, students and school visitors next to schools.

Effects on Maori:

The removal of any vehicle parking in this section of Brodie Street.

Consistency with existing Council policies:

Supports the Council's 2006/16 LTCCP.

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

(a) 36 % of the affected residents have indicated their preference for the installation of a No Stopping restriction at all times, on the west side of Brodie Street between the two speed humps.

(b) The installation of a No Stopping restriction at all times, on the west side of Brodie Street between the 2 speed humps would effect Villa Maria College students and school visitors from parking in

18. 4. 2008

- 10 -

this section of Brodie Street. The College prefers the retention of the existing 120 minute parking restriction.

Other relevant matters:

Nil.



Original Plan Size: A4
 ISSUE.1 05/03/08
 TG034819 MCD

BRODIE STREET AREA
Existing Parking Restrictions
For Board Approval



Villa Maria College

LEARN TO PRIZE WHAT IS OF VALUE



22 November 2007

Traffic Engineer (Community)
Christchurch City Council
PO Box 237
CHRISTCHURCH

FILE REF. PA-001-8			
DOCUMENT No. EX107/4167			
27 NOV 2007			
M. Taylor			
XXXXXXXXXX			
<i>[Signature]</i>			

Dear Mr Taylor

RE Petition to change the parking time designation in Brodie Street

Thank you for the very informative meeting I had with you today. I would like to put in writing some of the issues raised in our discussion.

1 I would like to have information about the number of residents on the west side of Brodie Street who are, in fact, home during school hours. Is their need not addressed by the 8.00 am to 4.00 pm school days restriction?

2 We provide on-site parking for teaching and support staff. We also cater for itinerant teachers who visit the College for shorter periods of time. There is parking for visitors outside the Administration Block off Peer Street. We already occupy a small site and cannot consider providing on-site parking for students. This would deprive the majority of students of green space for sport, lunch, enjoyment.

3 We have concerns about safety in Brodie Street as large numbers of students arrive and leave the College. However, we have been assured that because of the tight space causing slow traffic movement there is little likelihood of serious accident or injury.

4 Students currently park on both sides of Brodie Street. If the parking on the west side is limited to less than two hours, students will be unable to park there. This will, in turn move up to 54 parked cars to other surrounding residential streets.

- Further north on Brodie Street which would cause competition for the University of Canterbury Education Faculty parking.
- This particular option will be further complicated by the development of the "carpet factory site".
- Bowen Street is a problem because it is also narrow, and has a heavier traffic flow. The kerb and channelling is about to be reconstructed.
- On the west side, Peer Street has no parking from Yaldhurst Road to beyond the College gates. The students could park beyond the yellow lines at the Athol Terrace end.
- On the east side, Peer Street has parking. We would be concerned about students crossing the ring road between the pedestrian lights and the Yaldhurst corner lights.
- On Yaldhurst Road there is no parking between Brodie and Peer Streets. They could park further west from the domain entrances.

- On Yaldhurst Road on the south side there would be parking, soon to be restricted by Transit's realignment. However, they could park west of Brodie Street. Again the concern would be the risks taken in crossing a main arterial road without pedestrian lights.

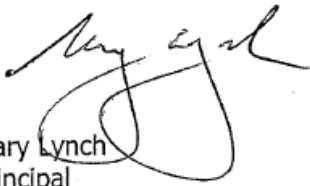
It would seem that the present 120 minute restriction for school days is the most appropriate.

Options that the Council might consider as they weigh residents needs against cost:

- Angle parking on the east side of Brodie Street, which might require one-way traffic from Athol to Yaldhurst
- Narrowing the grass verge on the west side of Brodie Street to reduce traffic congestion.
- Discouraging through traffic by forbidding right turns out of Brodie Street into Yaldhurst Road
- Discouraging through traffic by forbidding right turns into Brodie Street from Yaldhurst Road
- Putting a Give Way sign at the Brodie Street/Yaldhurst Road intersection.

We are grateful for the opportunity to respond to the Brodie Street/Villa Grove residents' petition. We look forward to further discussion after the matter has been considered by the Community Board.

Yours sincerely



Mary Lynch
Principal

6. **BRODIE STREET – PROPOSED “GIVE WAY” CONTROL**

General Manager responsible:	General Manager of City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Malcolm Taylor – Traffic Engineer, Community

PURPOSE OF REPORT

1. The purpose of this report is to seek Council approval via this Committee and the Board for the installation of a “Stop” control on Brodie Street at Yaldhurst Road, Upper Riccarton. (see **Attachment 1**).

EXECUTIVE SUMMARY

2. The Principal of the Villa Maria College has requested that the Council consider installing a “Give Way” control on Brodie Street at its intersection with Yaldhurst Road, Upper Riccarton. Due to the restricted vision of approaching eastbound vehicles on Yaldhurst Road, a “Stop” control is considered more appropriate than a “Give Way” control. In additions it meets the guidelines as outlined in the Manual of Traffic Signs and Markings.
3. Brodie Street is classified as a local street with an average daily traffic count of 1540 vehicles. While Yaldhurst Road (SH 73) is a Transit NZ road classified as a “Major Arterial Road” and carries an average count of 23,370 vehicles per day.
4. There is a right turning bay provided in the solid median on Yaldhurst Road for vehicles turning into Brodie Street. The “Stop” control will remove any confusion between right turning vehicles and make the intersection safer.

FINANCIAL IMPLICATIONS

5. An estimated cost for this work is \$400

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

6. The installation of road signs and markings are within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

7. The Land Transport Rule provides for the installation of “Stop” controls.

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

8. As noted in paragraph 7.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. 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?

10. As noted in paragraph 9.

ALIGNMENT WITH STRATEGIES

11. The recommendation aligns with the Christchurch Road Safety Strategy.

Clause 6 Cont'd

Do the recommendations align with the Council's strategies?

12. As noted in paragraph 11.

CONSULTATION FULFILMENT

14. Transit NZ, supports the installation of a "Stop" control on Brodie Street at Yaldhurst Road (SH 73).

STAFF RECOMMENDATION

That the Committee recommend to the Board to recommend to the Council that it approve;

- (a) The installation of a "Stop" control be placed against Brodie Street at its intersection with Yaldhurst Road.

18. 4. 2008

- 16 -



BRODIE STREET
Proposed 'Stop' Control
For Board Approval

Original Plan Size: A4

ISSUE.1 12/03/08
TG034820 MCD

7. ARANUI #51 BUS ROUTE EXTENSION TO TOWER JUNCTION – BUS STOPS

General Manager responsible:	General Manager, City Environment, DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
Authors:	Malcolm Taylor Transport Engineer, Community and Christine Toner, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to provide to seek the Committee's recommendation to the Board to approve the installation of bus stops necessary for the extension of the No 51 Aranui bus route to Tower Junction, within the Board's area.

EXECUTIVE SUMMARY

2. Environment Canterbury (ECAN) has requested that the Council resolve bus stops near these locations along this route.
3. The sites of the four proposed bus stops have been positioned in an attempt to maximise availability for bus patrons within the area, while limiting the number of times that the bus has to stop along the route.
4. The No 51 Aranui bus route is being extended at the eastern end as well, involving additional new bus stops that will be considered by the Burwood Pegasus Community Board.

FINANCIAL IMPLICATIONS

5. Costs for installing the bus stop signage and markings (\$2,000 estimated) will be met from the Passenger Transport Infrastructure budget available for the provision of new bus stop installations.

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

6. Yes.

LEGAL CONSIDERATIONS

7. The Council is the road authority for all the roads along this section of the bus route, and has delegated the imposing of parking restrictions along the sides of these roads to the Board. The Land Transport rules provide for the installation of regulatory parking restrictions including bus stops.

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

8. Yes, see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. LTCCP – Transport and Greenspace Capital Programme.

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

10. As per above.

ALIGNMENT WITH STRATEGIES

11. Liveable City (3) Provide a safe, efficient and affordable transport system. Ensure access to goods and services, and work opportunities.

Clause 7 Cont'd

Do the recommendations align with the Council's strategies?

12. Yes. Our Community Plan.

CONSULTATION FULFILMENT

13. Over the past year ECAN staff have carried out consultation with Ngai Tahu Holdings Corporation Limited (as well as the residents of Aranui and Bexley at the eastern end of the route extension) in an effort to settle on the best route for extending passenger transport coverage through the area.
14. The Council has undertaken extensive consultation with the owners and occupants of properties adjoining street locations which were identified as desirable bus stops.
15. Agreement has been gained from Te Runanga O Ngai Tahu Holdings Corporation Limited, which owns three of the four properties adjoining the proposed bus stop locations. One objection has been received from the tenant of one of the other properties. A summary of the consultation is included as **Attachment 2**. In this situation, and having properly considered the relevant issues raised, the most desirable site for a bus stop has been selected as the staff recommendation.

STAFF RECOMMENDATION

Resolution of Bus Stops.

That the Committee recommend to the Board that bus stops be installed in the following locations:

- (a) On the north side of Foster Street near the corner of Picton Avenue, commencing at a point 14 metres west from its intersection with the western boundary of Picton Avenue and extending in an westerly direction for a distance of 18 metres, retaining one car park to the east of the bus stop area.
- (b) On the south side of Foster Street commencing at a point 51 metres west from its intersection with the eastern boundary of Picton Avenue and extending in an easterly direction for a distance of 18 metres.
- (c) On the eastern side of Clarence Street South (sometimes referred to as Troup Drive), commencing at a point 53m south of the intersection (at the roundabout) with Troup Drive, and extending in a northerly direction for a distance of 18m.
- (d) On the western side of Clarence Street South (sometimes referred to as Troup Drive), commencing at a point 35m south of the intersection (at the roundabout) with Troup Drive, and extending in a southerly direction for a distance of 18m.

BACKGROUND (THE ISSUES)

16. At the end of January 2008, ECAN resolved that the Aranui No 51 Bus route would be extended at both ends, and at its western end it would follow Blenheim Road over the new over-bridge, turning left into Foster Street then following Foster Street to the roundabout with Troup Drive, continuing on to turn around at the entrance to the Railway Station car park. ECan established that the bus would not continue into the railway station car park. The bus then follows the same route in reverse to Moorhouse Avenue.
17. The placement of bus stops is a complex matter.

THE OBJECTIVES

18. Desirable locations for bus stops have been identified in accordance with the objectives set out in the Bus Stop Location Policy in the Christchurch City Council Policy Register.

Clause 7 Cont'd

20. The location of bus stops along the frontage of privately owned properties must generally come to a compromise decision.

THE OPTIONS AND ASSESSMENT

21. Various sites on Foster Street and Troup Drive were considered, but owing to safety and access reasons (optimising distance between stops) the above described locations are the only recommended options.

THE PREFERRED OPTION

22. The preferred option in each case is the staff recommendation.

Aranui #51 Bus Route extension to Tower Junction
Bus stop locations indicated by thick black line are approximate



Aranui #51 Bus Route Extension
Consultation feedback re proposed new Tower Junction Bus Stops

Bus Stop identifier	Option	Location	Affected property	Location description	Yes	No	Response	
M Tower Junction	M1	1 Picton 18 Foster	1 Picton Ave	outside the boundary between 1 Picton Ave and 18 Foster Street			No response from owner	
			18 Foster St	outside the boundary between 1 Picton Ave and 18 Foster Street			No response from owner	
			18 Foster St	outside the boundary between 1 Picton Ave and 18 Foster Street			No response from owner	
			1 Picton Ave				*	Occupier opposed as it will take away car parking for workers, and increase risk of tagging and damage to his building
			18 Foster St					No response from tenant
N Tower Junction	N1	66 Clarence St	66 Clarence St	outside 66 Clarence Street just west of the car park entrance			Campbell McGrouther Property Manager left a phone message indicating that Ngai Tahu do not have any objections to these locations Tenant - Manager of Kathmandu expressed delight that a bus stop is to be placed here.	
O Tower Junction	O1	62 Clarence St	62 Clarence St	outside 62 Clarence Street starting 36m south east of the Troup Drive intersection and extending 18m to enable the bus to pull in safely.			Campbell McGrouther Property Manager left a phone message indicating that Ngai Tahu do not have any objections to these locations Tenant - Manager of Baby City expressed delight that a bus stop is to be placed here.	
P Tower Junction	P1	55 Clarence St	55 Clarence St	outside 55 Clarence Street starting 35m south east of the Troup Drive intersection and extending 18m to enable the bus to pull in safely			Campbell McGrouther Property Manager left a phone message indicating that Ngai Tahu do not have any objections to these locations Tenant - Manager of Anna's Cafe expressed delight that a bus stop is to be placed here.	

8. HANSONS LANE STREET RENEWAL PROJECT

General Manager responsible:	City Environment, Jane Parfitt, DDI 941 8572
Officer responsible:	Unit Manager, Acting Transport and Greenspace
Author:	Philippa Upton, Transport Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek Council approval via this Committee and the Board for the Hansons Lane (Riccarton to Suva) Kerb and Channel Renewal project to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The Hansons Lane Kerb and Channel Renewal main project area extends from Riccarton Road to Suva Street. In addition, cycle lanes are proposed for the full length of the street, from Riccarton Road to Blenheim Road.
3. The primary aim of the project is to replace the existing kerb and dish channel with kerb and flat channel between Riccarton Road and Suva Street. Associated objectives are to provide appropriate cycle and pedestrian facilities, as well as improving safety at intersections, and enhancing landscaping. Hansons Lane is a busy collector road, with adjacent schools, businesses, supermarket, church/conference centre, reserve, student accommodation and retirement village contributing to the suburban mix.
4. The preferred plan was developed from community and technical objectives. Proposed safety features and pedestrian/cyclist facilities include a right-turning bay into Countdown Supermarket, a new "Stop" sign out of the Hansons Lane Countdown supermarket exit, flush median, tactile pavers for the partially sighted, retention/upgrade of pedestrian islands and existing seating, and landscaped build-out at the reserve reducing pedestrian crossing distance. Haynes Avenue intersection will be narrowed as a traffic calming measure and to improve pedestrian safety. The new cycle lane extends both sides of the full length of the street and is defined with red coloured surfaces at intersections and to indicate when it leaves the kerbside, with advance stop boxes for increased safety at either end of the street.
5. Following the review of the feedback received, the preferred option for Hansons Lane comprises of the features outlined in paragraph four and is shown on the plan at (**Attachment 1** Plan for Board Approval). The delegated authority for approving the implementation of cycle lanes currently sits with the Council and this aspect of the project is covered in the report as a Part A item. There is a slight anomaly in the current delegations which allows Community Boards to approve broken yellow (No Stopping) lines within a cycle lane and this aspect of the project is covered in this report as a Part C item.

FINANCIAL IMPLICATIONS

6. The Kerb and Channel Renewal works for Hansons Lane are programmed in the LTCCP for implementation in the 2008/09 financial year. The Transport and Greenspace Unit has the following budget provision for this project.

2007/08 Hansons Lane Kerb and Channel \$75,302
 2008/09 Hansons Lane Kerb and Channel \$604,822
 The total available budget is \$680,134.

7. The estimated cost for all work on Hansons Lane (including cycle lanes) is estimated at \$698,300, which includes a 20% (\$139,000) contingency sum. The cost of cycle lanes between Suva Street and Blenheim Road is estimated at \$40,811, which is included in the overall estimate of \$698,300.
8. Staff believe the project can still be delivered within the allowable budget (\$680,134) due to the size of the contingency. The above funding proposal was considered and approved by the Transport Tactical Project Control Group on 25 March 2008. The cost assessment also includes allowance for full pavement reconstruction from Haynes Avenue to Riccarton Road.

