



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**

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18. 4. 2008

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- 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

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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.

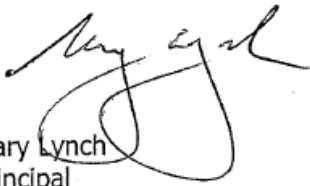
It would seem that the present 120 minute restriction for school days is the most appropriate.

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.

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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.

Clause 8 Cont'd

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

9. As above.

LEGAL CONSIDERATIONS

10. There are no property issues associated with this project. There are no heritage or historic buildings places or objects shown in the city plan for this area. No consents are required for the work proposed.

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

11. There are no legal implications for this project. Community Board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

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

13. As above.

ALIGNMENT WITH STRATEGIES

14. This project is consistent with key Council strategies including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

Do the recommendations align with the Council's strategies?

15. As above.

CONSULTATION FULFILMENT

16. Ten responses to an initial survey of Hansons Lane residents revealed moderate level concerns about through-traffic, speed, and cycle/pedestrian safety, as well as several serious concerns about drainage.
17. A seminar was held with the Riccarton/Wigram Community Board on 20 December 2007, prior to community and stake holder consultation.
18. The community was consulted on the consultation plan for Hansons Lane in January and February 2008. Approximately 580 consultation leaflets were delivered and sent to landowners, occupiers, and stakeholder groups. A public project evening was held at La Vida Conference Centre, Hansons Lane, on Thursday 7 February, 2008. Thirty seven consultation responses were received, of which 21 (56.8 percent) indicated full support, 15 (40.5 percent) indicated general support with suggestions for improvement, and one (2.7 percent) made a suggestion only.
19. The key concerns related to safety and access for cyclists, pedestrians, and drivers at the Countdown supermarket entrance and Riccarton Road intersection. To a lesser extent, traffic flow, speed, and parking concerns were raised for the rest of the street, including the Suva Street intersection, with several additional comments regarding landscaping.
20. A project team meeting was held on 23 February 2008 to discuss the feedback and agree on what changes (if any) were to be included in the scheme design. A summary of the consultation programme and of resulting changes is outlined at **Attachment 2** Summary of Consultation.

Clause 8 Cont'd

STAFF RECOMMENDATION

1. That the Committee recommends that the Board recommend to the Council that it approve a special vehicle lane, specifically a "cycle lane " which restricts the lane for use for bicycles in the following locations:
 - (i) On the west side, adjacent to the kerb, commencing at its intersection with Blenheim Road and extending 83 metres in a northerly direction.
 - (ii) On the west side, initially adjacent to the kerb, commencing at a point 83 metres north of its intersection with Blenheim Road and extending 30 metres in a northerly direction ending adjacent to the right of the parking lane.
 - (iii) On the west side, adjacent to the right of the parking lane, commencing at a point 113 metres north of its intersection with Blenheim Road and extending generally on this straight alignment for 251 metres in a northerly direction.
 - (iv) On the west side, adjacent to the kerb, commencing at a point 364 metres north of its intersection with Blenheim Road and extending generally on this straight alignment for 52 metres in a northerly direction.
 - (v) On the west side, adjacent to the right of the parking lane, commencing at a point 416 metres north of its intersection with Blenheim Road and extending generally on this straight alignment 110 metres in a northerly direction.
 - (vi) On the west side, adjacent to the kerb, commencing at a point 526 metres north of its intersection with Blenheim Road and extending 33 metres in a northerly direction.
 - (vii) On the west side, adjacent to the right of the parking lane, commencing at a point 559 metres north of its intersection with Blenheim Road and extending generally on this straight alignment 91 metres in a northerly direction.
 - (viii) On the west side, initially adjacent right of the parking lane, commencing at a point 650 metres north of its intersection with Blenheim Road and extending 23 metres in a northerly direction ending adjacent to the kerb.
 - (ix) On the west side, adjacent to the kerb, commencing at a point 673 metres north of its intersection with Blenheim Rd, and extending 45 metres in a northerly direction.
 - (x) On the west side, initially adjacent to the kerb, commencing at a point 718 metres north of its intersection with Blenheim Road and extending 20 metres in a northerly direction ending adjacent to the right of the commencement to the left turn lane into Riccarton Road.
 - (xi) On the west side, adjacent to the right of the commencement to the left turn lane into Riccarton Road, commencing at a point 738 metres north of its intersection with Blenheim Road and extending 36 metres in a northerly direction.
 - (xii) On the east side, adjacent to the kerb, commencing at its intersection with Riccarton Road and extending 90 metres in a southerly direction.
 - (xiii) On the east side, initially adjacent to the kerb, commencing at a point 90 metres south of its intersection with Riccarton Road and extending 29 metres in a southerly direction ending adjacent to the right of the parking lane.
 - (xiv) On the east side, adjacent to the right of the parking lane, commencing at a point 119 metres south of its intersection with Riccarton Road and extending 70 metres in a southerly direction.

Clause 8 Cont'd

- (xv) On the east side, initially adjacent to the right of the parking lane, commencing at a point 189 metres south of its intersection with Riccarton Road and extending 24 metres in a southerly direction ending adjacent to the kerb.
 - (xvi) On the east side, adjacent to kerb, commencing at a point 213 metres south of its intersection with Riccarton Road and extending 197 metres in a southerly direction.
 - (xvii) On the east side, initially adjacent to the kerb, commencing at a point 410 metres south of its intersection with Riccarton Road and extending 39 metres in a southerly direction ending adjacent to the right of the parking lane.
 - (xviii) On the east side, adjacent to the right of the parking lane, commencing at a point 449 metres south of its intersection with Riccarton Road and extending generally on this straight alignment 264 metres in a southerly direction.
 - (xix) On the east side, initially adjacent to the parking lane, commencing at a point 713 metres south of its intersection with Riccarton Road and extending 36 metres in a southerly direction ending adjacent to the right of the commencement to the left turn lane into Blenheim Road.
 - (xx) On the east side, initially adjacent to the right of the commencement to the left turn lane into Blenheim Road, commencing at a point 749 metres south of its intersection with Riccarton Road and extending 21 metres in a southerly direction.
2. That the Committee recommend that the Board:
- (a) Approve the proposal shown on Attachment 1 for detailed design tender and construction
 - (b) Approve revoking the following current stopping prohibitions:
 - (i) That all existing no stopping resolutions on both the eastern and western sides of Hansons Lane from Riccarton Road to Blenheim Road be revoked.
 - (c) Approve the following new No Stopping restrictions, subject to the Council approving the cycle lane:
 - (i) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Riccarton Road and extending 127 metres in a southerly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Riccarton Road and extending 133 metres in a southerly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Suva Street and extending 189 metres in a northerly direction.
 - (iv) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Suva Street and extending 60 metres in a southerly direction.
 - (v) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Arthur Street and extending 23 metres in a northerly direction.
 - (vi) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Arthur Street and extending 9 metres in a southerly direction.

Clause 8 Cont'd

- (vii) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Blenheim Road and extending 69 metres in a northerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Blenheim Road and extending 120 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at a point 32 metres north of its intersection with Arthur Street and extending 14 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Roche Avenue and extending 19 metres in a southerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Roche Avenue and extending 21 metres in a northerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Suva Street and extending 27 metres in a southerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Suva Street and extending 22 metres in a northerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at a point 100 metres north of its intersection with Suva Street and extending 29 metres in a northerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Haynes Avenue and extending 18 metres in a southerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the western side of Hansons Lane commencing at its intersection with Haynes Avenue and extending 17 metres in a northerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the southern side of Haynes Avenue commencing at its intersection with Hansons Lane and extending 15 metres in a westerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the northern side of Haynes Avenue commencing at its intersection with Hansons Lane and extending 15 metres in a westerly direction.

BACKGROUND (THE ISSUES)

21. The primary purpose of this project is to replace the existing kerb and deep channel with kerb and flat channel in Hansons Lane from Suva Street to Riccarton Road. The remaining length of Hansons Lane from Suva Street to Blenheim Road already has kerb and flat channel.

Clause 8 Cont'd

22. Hansons Lane is a busy collector road containing Rannerdale Village for War Veteran's Retirement Home, North West new Life Church and Conference Centre, with adjacent schools (Middleton Grange, Riccarton High, Lady May Kids First preschool. The southern end of the street contains a student village and MG Marketing, while the northern end services Countdown Supermarket and the House and Garden cluster of café, garden centre and landscape architects, with Church Corner and Bush Inn shopping centres situated further north. Hansons Lane is however predominantly residential, and includes a relatively high proportion of rental properties.
23. Secondary objectives for the project have arisen from the need to balance the busy collector status of the road with the needs of a wide range of residents and users, from frail pedestrians, to school and university students, cyclists, church-goers and shoppers. Drainage is recognised as a fundamental issue in this area, and initial issues consultation with residents raised pedestrian and cycle safety, and traffic issues relating to speed and volume as a concern. Parking was a minor issue for most, and landscaping even less so.
24. Consultation with the proposed plan, while gaining strong general support, reinforced the need to address issues relating to cycle, pedestrian and vehicle safety and flow, particularly in relation to the Countdown entrance and Riccarton Road corner.
25. The following changes to the plan were made as a result of project team review of each issue raised through consultation:
 - (a) The grass berm has been removed from outside the full length of the Countdown site.
 - (b) Advanced stop boxes will be provided at the Riccarton Road and Blenheim Road intersections.
 - (c) A minor adjustment to the cycle lane at the Riccarton Road intersection means that cyclists are moved out between the left and right turning lanes earlier to provide more queuing space for left-turners.
 - (d) No Stopping lines will now be included for all kerb side cycle lanes.
 - (e) The No Stopping lines on the eastern side of Hansons Lane opposite Countdown have been extended to match the existing length of No Stopping to allow for the entrance to the Countdown loading area. This No Stopping allows vehicles to manoeuvre around any trucks waiting to turn right into the loading area.
 - (f) Red surfacing has been included where cyclists are moved out from the kerb to outside the parking space, highlighting the shift to motorists.
 - (g) Minor changes have been made to the paint marking and No Stopping at the Arthur Street intersection, but this has not resulted in any change to the number of parking spaces lost.

THE OBJECTIVES

26. The primary (must do) objectives for the project are as follows:
 - (a) Replace existing deep dish kerb and channel with flat kerb and channel.
 - (b) Maintain a road environment suitable for existing collector status/classification of the road.
27. The secondary (would like to do, but add cost) objectives for the project are as follows in order of priority:
 - (a) Provide appropriate cycle facilities, including the section from Suva St to Blenheim Road.

Clause 8 Cont'd

- (b) Improve facilities for pedestrians.
- (c) Improve safety at intersections (Riccarton, Countdown, Haynes, Suva).
- (d) Enhance landscaping.

THE OPTIONS

28. Three options were considered for Hansons Lane, including a third Do Nothing Option, which did not meet any project requirements. Option 1 and 2 included sub-options.

- (a) Option 1 was considered because it removed or relocated none of the existing assets.
- (b) Less car parking spaces were removed than in Option 2, with only two spaces lost.
- (c) Option 1 met the project objectives but differed from Option 2 in that the proposed 0.8 metre flush median provided limited room for vehicles turning right into driveways on the eastern side of Hansons Lane. This may have blocked traffic and forced vehicles to use the cycle lane to manoeuvre around turning traffic.
- (d) Option 1a included retaining the existing No Stopping area at the retirement home, providing three less parking spaces than Option 1, with five spaces lost.

29. Option 2 is similar to Option 1, with the following differences:

- (a) Relocation of the existing flush median and central islands, providing 2 metres on-street parking space on the western side plus some parking on the eastern side of Hansons Lane, 1.8 cycle lanes on both sides of the carriageway, and a 3.3 m and 3.5 metre wide traffic lane on the street. This requires the existing flush median and the existing central islands to move approximately 0.5 m to the east.
- (b) Option 2 does not remove the existing on-street parking space on the eastern side of Hansons Lane except near the Suva Street intersection. A total of 39 parking spaces are provided with this option (six less than existing).
- (c) Option 2a is similar to Option 2 with the following difference: the new flush median extends to the proposed right turn bay near the countdown entrance. This removes the existing on-street parking spaces on the eastern side of Hansons Lane, providing approximately 23 on-street parking spaces (22 less than existing). However, this option provides a straight lane on Hansons Lane ie no deviation that occurs in Option 2 near the central island south of Haynes Avenue and no parking in front of the retirement home.
- (d) Option 2a has not been selected as the preferred option, as it removes a significant number of on-street parking spaces, resulting in 16 less than Option 2.
- (e) Option 2 has been further developed to result in the preferred option (See below).

THE PREFERRED OPTION

30. The preferred option (including changes made as a result of consultation), meets the project aims and objectives in the following ways:

- (a) **Primary Objective 1: Replacement of existing kerb and deep dish channel with kerb and flat channel**
 - (i) This option incorporates the replacement of kerb and dish channel with kerb and flat channel on both sides of Hansons Lane between Riccarton Road and Suva Street. The new kerb line will merge with the existing kerb and flat channel on Riccarton Road. The existing kerb and flat channel at the Suva Street intersection will not be replaced.

Clause 8 Cont'd

- (b) **Primary Objective 2: Maintain a road environment suitable for existing collector status/classification of the road**
 - (i) No speed bumps or road narrowing have been included on Hansons Lane
 - (ii) The relocation of the flush median improves traffic flow.
- (c) **Secondary Objective 1: Provision of adequate cycle facilities, including the section of Hanson Lane from Suva Street to Blenheim Road**
 - (i) New cycle lanes 1.8 m wide (1.6m wide for a short section from Suva Street to 27 Hansons Lane, where the cycle lane is against the kerb) will be provided on both sides of Hansons Lane between Blenheim Road and Riccarton Road.
 - (ii) Cycle lane treatments including advance cycle stop boxes will be installed at the Riccarton Road and Blenheim Road intersections.
 - (iii) Red surfacing will be installed at the intersections between Riccarton Road and Blenheim as well as these two key intersections.
 - (iv) As an additional safety measure, red surfacing will also indicate when the cycle lane leaves the kerb and continues outside the parking space, highlighting the shift to motorists.
- (d) **Secondary Objective 2: Improve facilities for pedestrians**
 - (i) A 30m long, 2m wide build-out is proposed at the existing central pedestrian island near Hansons Reserve on the western side of the carriageway. This will reduce the crossing distance for pedestrians crossing in this location.
 - (ii) The crossing distance is also reduced at Haynes Ave owing to the change in kerb radii.
 - (iii) No specific pedestrian improvements are proposed at the Countdown entrance owing to limited space. However providing the right turning bay is expected to provide some pedestrian safety benefits as a driver may concentrate more on pedestrians rather than vehicles coming from behind on Hansons Lane.
 - (iv) Pedestrian facilities will also be improved by narrowing the crossing width in front of Hansons Reserve and at Haynes Avenue intersection, replacing footpaths, and improving street lighting.
 - (v) To assist the partially sighted tactile pavers will be provided at all intersections and crossing points.
 - (vi) The existing seat outside the Middleton Grange playing fields will remain.
- (e) **Secondary Objective 3: Improve safety at intersections**
 - (i) This option provides a 2.5 m wide right turning bay at the Countdown supermarket entrance to cater for the high right turning flow into the countdown entrance.
 - (ii) A Stop sign will replace the Give Way sign at the countdown exit, to encourage drivers to check for pedestrians and cyclists before moving out on to the road.
 - (iii) The proposed kerb and flat channel will extend to Haynes Ave reducing the carriageway width at the intersection from 30m to 14 m by reducing the kerb radii. It is expected that the narrowing of the Haynes Avenue intersection will reduce the speed of vehicles turning into and out of Haynes Avenue.

Clause 8 Cont'd

- (iv) A minor adjustment to the cycle lane at the Riccarton Road intersection means that cyclists are moved out between the left and right turning lanes earlier to provide more queuing space for left-turners.
 - (v) The No Stopping lines on the eastern side of Hansons Lane opposite Countdown have been extended to match the existing length of No Stopping to allow for the entrance to the Countdown loading area. This No Stopping allows vehicles to manoeuvre around any trucks waiting to turn right into the loading area.
- (f) **Secondary Objective 4: Landscape enhancement**
- (i) The proposed build-out at Hansons Reserve will be landscaped
 - (ii) The grass berm outside the reserve is currently in poor condition owing to lack of sunlight and will be replaced with a wider footpath. White landscape roses will be considered for the landscaped area outside the reserve.
 - (iii) The grass berm will be removed for the length of the countdown site, and replace with asphalt.
 - (iv) In addition to, and as a result of meeting the above objectives, the following additional improvements/changes are proposed:

RELOCATION OF THE EXISTING FLUSH MEDIAN AND CENTRAL ISLANDS

31. This preferred option provides street parking on the western side plus some parking on the eastern side of Hansons Lane, 1.8 m cycle lanes on both sides of the carriageway (except for the short section on the east side from Suva Street to No 27, where the cycle lane is 1.6m wide), and 3.5m wide traffic lanes on Hansons Lane (except for the section of Hansons Lane north of Haynes Avenue where the north bound traffic lane reduces in width to 3.3m). This requires the existing 2.0m flush median and the existing central islands to move approximately 0.5 further to the east.

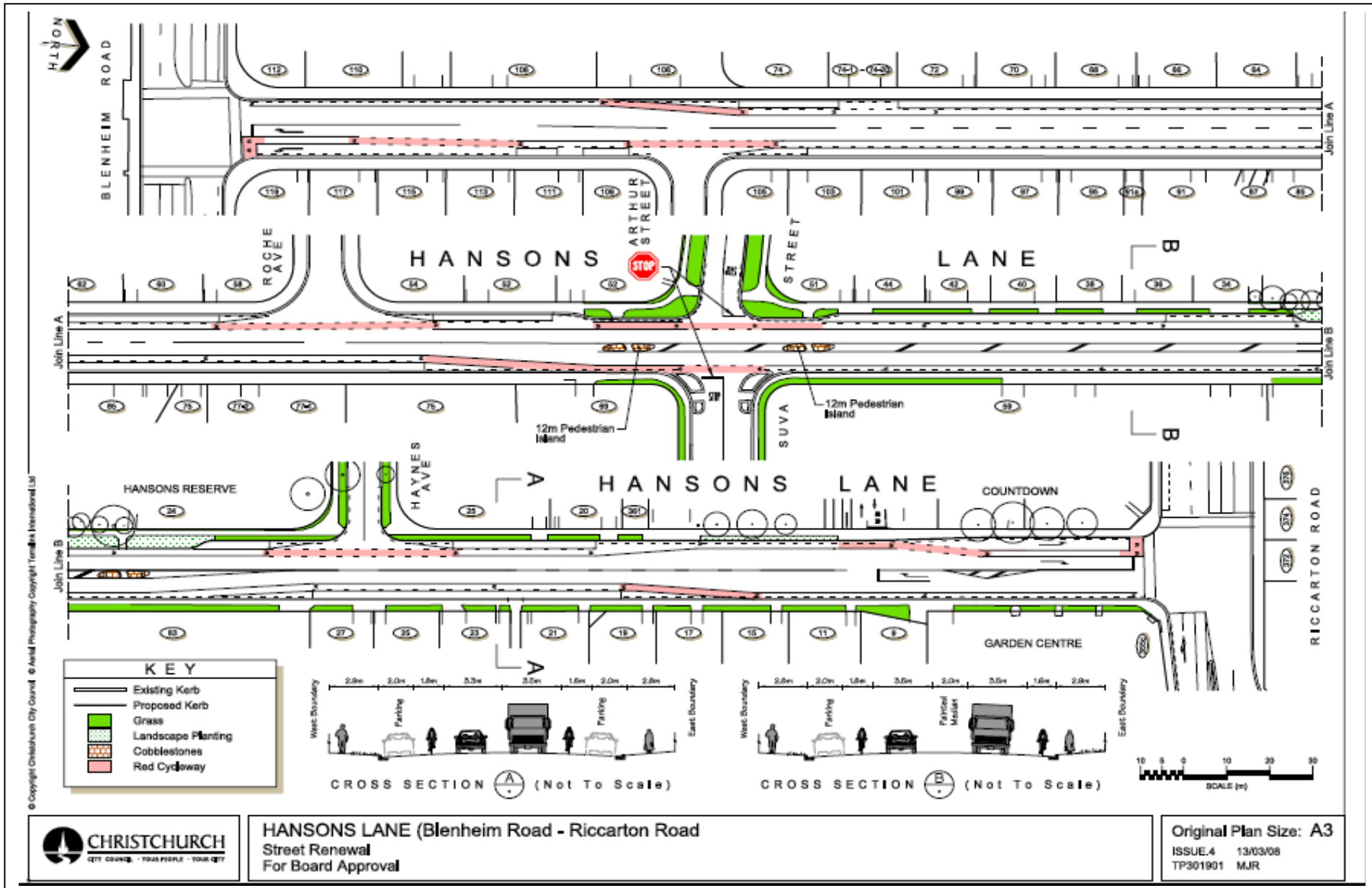
NO STOPPING AREAS

32. Most of the existing 'No Stopping' areas will remain except on the eastern side of Hansons Lane at the retirement home where the cycle lane will be located against the kerb. New 'No Stopping' will be provided at the following locations:
- (a) On the Western side of Hansons Lane outside North West New Life Church and Conference Centre, and 36 Hansons Lane. This will improve the sight distance for vehicles exiting the driveway at the Northwest New Life Church.
 - (b) Haynes Avenue intersection for the extent of the kerb and flat channel.
 - (c) Near the Blenheim Road intersection (opposite Arthur Street) to provide space for the cycle lanes.
 - (d) When the cycle lane is against the kerb.
 - (e) No Stopping lines will now be included for all kerb-side cycle lanes, to remind motorists that the space is designated No Stopping.
 - (f) Minor changes have been made to the marking and No Stopping at the Arthur Street intersection, with no change to the parking spaces available.

Clause 8 Cont'd

ON-STREET PARKING SPACES

33. Currently Hansons Lane near Countdown supermarket has high parking demand throughout the day. This option sees the removal of eight on-street parking spaces from the eastern side of Hansons Lane and at the kerb build-out in front of Hansons Reserve.
34. Full pavement reconstruction will occur from Haynes Avenue to Riccarton Road, with shoulder reconstruction only from Suva Street to Riccarton Road.



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Hansons Lane Kerb and Channel Renewal Consultation Programme

INITIAL ISSUES CONSULTATION

Initial issues survey 6-31 July 2007. Sent to all businesses and residents of Hansons Lane, from Suva St to Riccarton Road Summary of Hansons Lane Initial Issues Survey.

COMMUNITY BOARD CONSULTATION

20/12//07 Seminar with Riccarton/Wigram Community Board.

EXTERNAL CONSULTATION JULY 2007

10 Responses to initial survey of residents and stakeholders survey:

6 were moderately concerned about traffic speed,

5 about cycle and pedestrian safety, and

4 about through traffic.

4 survey responses indicated serious concern about drainage. Drainage has also been identified as an issue by Council. \$230,000 to \$320,000 has been set aside for this street, specifically for drainage.

6 respondents were happy with landscaping.

See above for comments and suggestions.

Main findings of Council Internal Consultation process

Volume of through traffic needs to be managed not limited, as this is a collector Road.

Collector road function must be maintained.

CONSULTATION NEWSLETTER

Approximately 480 copies delivered and mailed Jan 27 2008 to owners/occupiers/stakeholders. Distribution area: all of Hansons Lane, both sides of Riccarton Road between Brake and Newman Streets. Haynes Avenue as far as Ballantyne. Suva between Renfrew and Ballantyne. Roche and Homer. Roche as far as Middleton Grange School.

PROJECT INFORMATION EVENING

Thursday 7 Feb 2008 6-8.30 at la Vida Conference Centre 34A Hansons Lane.

RESPONSE RATE

A total of 37 responses were received (including project evening, email, phone and internal feedback).

Some issues were raised and comments made in relation to the consultation plan. These have been grouped together according to location or subject, and are shown below. The bracketed number following each response is a reference number which identifies its original source. Hard copies are filed, feedback summarised and recorded below.

Community consultation on the preferred option was undertaken January and February 2008. Approximately 580 households in Hansons Lane, Riccarton Road between Brake and Newnham Streets, Haynes Ave as far as Ballantyne Street. Suva Street between Renfrew and Ballantyne, Roche and Homer Streets, Arthur Street as far as Middleton Grange, absentee landowners and other interested groups, were consulted, of which 37 responded. The majority of respondents (97%) were in support of the proposal.

Support	Number of Responses	% of Total Responses
Generally Support	21	56.8%
Generally Support (with suggestion)	15	40.5%
Does Not Support	nil	0%
Suggestion only	1	2.7%
Total	37	100%

The following pages contain a list of all consultation feedback for Hansons Lane, grouped according to topic. Each comment was considered by the project team. Responses/Action points are recorded in the right hand column.

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		Feedback	Team Response
General		Liaison with businesses during construction will be critical. Need to understand when we can do the work best – eg La Vida, - liaise to fit around functions/church services; Countdown; House and Garden and any others? Will need to arrange a meeting with Countdown management if we don't have any feedback from them by the end of the consultation period.	Yes
		Cutdown required for alleyway to street (PE anon)	Scheme Designer to include.
Pedestrians		Need tactiles to indicate crossing points at Suva Street as a way from intersection to encourage crossing at refuge islands, also at intersection for crossing alignment.	Scheme Designer to include.
		If the entrance to Countdown is being treated as a road then you need tactiles, otherwise ensure that cars are required to stop and check, particularly as there are a number of older and frail residents in this area.(1)	Team to approach Countdown to ask if sign can change to Stop sign if it is not already. Scheme designer to check whether trees are impeding vision and if so advise Network Operations to raise RFS to trim.
Pedestrians		Can another seated area be incorporated into the grassed area? . Many older residents currently sit on fence or do not venture as far as the shops, or require breaks. (phone call follow up clarified that frail ambulant would benefit from another seat set in grass berm closer to Riccarton Road corner – set in grass, not footpath, so that mobility scooters etc are not limited (1)	Consultation Leader to approach no 17, 19 & 21 to see if they are OK to put seat and associated sealed area in front of their section.

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		Feedback	Team Response
		As most houses are rentals and empty for long periods I suggest green berms are not needed from Suva Street to Countdown. These paths are well used by pedestrians and would appreciate the extra width to get around the rubbish left on Rubbish day (15)	Grass berms to remain as per consultation plan except outside Countdown. Team considered that it is desirable to retain as much green as possible. Only one request for this. Wide footpaths are included.
		Footpaths on both sides of the road need doing even more than the kerb and channel. Many people have tripped or fallen on the appalling state of these paths(16)	Acknowledged, no action required.
		Should make cycleway near 25 Haynes Ave narrower. At certain times of the day that area is the busiest area at Hansons lane due to incoming goods delivered by HUGE Trucks at Countdown.(24)	Cycleway is as per Council standards.
Pedestrians		Check gateway from Rannerdale. Also check the gateway from the Middleton Grange playing fields – shown on plan as being opposite the pedestrian islands. Photo shows well worn track going to a gate at the south end, adjacent to Rannerdale.(PE2)	No action required
		Pedestrian crossing at Suva St corner?(26)	Doesn't meet warrant. No action required.
		Is there a good reason that the footpath (and vice versa the berm) is adjacent to the carriageway on one side and not the other?	No, layout is as it currently is. There are benefits either way. No action required.

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		Feedback	Team Response
Cyclists		<p>Thank you for the cycle lanes marked red which improve safety in Hansons Lane. Slowly cycling can come back to Christchurch. Well done(6)</p> <p>I have reservations re cyclists. I am an elderly one, and the cycle lane is going to be a death trap from someone. Is there no other way cycles could be separated? That is, the choice of Left and Right plus straight ahead is a recipe for disaster. But, best of luck, I am sure someone has deliberated over this proposal.(13)</p>	Scheme designer to include advance stop boxes at each end.
		As cost saver could have blobs of red instead of whole lane (cycle log in each), across the intersections.	No, not Council standard.
		Does the change of lane from kerb to outside the parking area need to be in red?	Scheme designer to include.
Cyclists		Cross section A – cycle lane could be 1.9 , reduce the Western side of the carriageway to 3.3 , to match the eastern side? Cross section B: change western cycleway to 1.9, carriageway to 3.4. Eastern side carriageway to 3.4, cycleway to 1.7?(29)	No action required, cycle lanes as per Council standard.
		Following meeting to look at cycle policy, it was raised that there are issues with people parking in the no-stopping areas inside the cycle lanes. Recommend putting BYLS (no stopping lines, dotted yellow), back in all kerb-side cycle lanes(29)	Scheme designer to install broken yellow no stopping lines in cycle lanes where they are adjacent to the kerb (as per instruction from cycle planner).
Landscaping		Landscaping on corners of Suva Street and Haynes Avenue/Roche Avenue=carpet roses(15)	No project action at Suva St intersection, Haynes is grass due narrow strips

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		Feedback	Team Response
		Suggest landscaping not just grass at intersection of Suva on western side of Hansons (issue with maintenance?)(PE2)	No project action at Suva St intersection
		Improvement should include cutting down of some the fluffy trees around our areas. The spill out cotton-like stuff around Christmas that messes up our whole neighbourhood (24)	No action required, not within project scope
		Please pull up some of the trees along Hansons Reserve or at least do some trimmings with some of the big trees (25)	Consultation Leader to raise RFS to get arborists to review.
		Cycle boxes at Blenheim and Richardton corners – improves cycle safety and visibility (30)	as above
On-street Parking		Limitations on parking in Arthur Street vicinity would reduce availability and further clog the lane and/or Arthur Street (14)	Scheme designer to review and ensure parking reduction is minimised
		La Vida would prefer to have additional vision rather than park to the left of La Vida entrance(PE 2)	Noted, no action required.
		La Vida has resource consent to use 174 car parks on the road. Countdown employees encroach and push people further down the street.	No action required
		I am pleased to see that most of the on-street parking is retained near private houses (23)	No action required

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		Feedback	Team Response
		Should be no parking outside 25 Haynes Ave and 20 Hansons Lane because of trucks parking outside Countdown. In addition our areas should have limited parking as do other parking areas in and around Christchurch. Why not?(14)	Already removing parking, do not want to remove parking unnecessarily.
		What parking status outside 111 – No stopping – should be lines? 105-103 - Two driveways close to Arthur Street - No Stopping should extend to 103? Taper could go back to there as well(30)	Scheme designer to review.
Traffic		Be aware Middleton Grange School bus in Arthur Street (PE 1)	No action required
Traffic		Access from Hansons Lane to Countdown should be minimised. Suggest shifting Riccarton/Road Countdown entrance closer to Hansons Lane (15 metres from corner) and relocating bus stop further up the road. Could control the right turn off Riccarton Road with signals, especially if the island to the north on Riccarton Road was enlarged. There is a problem with congestion and truck access/parking outside and into the Countdown entrance, including trucks parking on the wrong side of the road, and reversing out from Countdown. Countdown wants to do something about this (?)	Countdown has approval for current configuration, cannot easily change. No action required.

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		Feedback	Team Response
		Issue also with right hand turn from Hansons Lane coming from Blenheim Road end into the garden centre/landscaping businesses. – How do cars and cyclists get across the right-turning lane into Countdown? Could just have a painted median and no lane (31)	There is no restriction on turning across right turning lane. No action required
		Further improvements needed for the Hansons Lane/Countdown entrance and exit. It is NOT good practice for cars to be sitting over the footpath because they have no line of sight. Cars give no consideration to pedestrians and cyclists using the footpath and road edge. This entrance/exit is a pedestrian/cyclist death trap. Check accident data – there's been PLENTY of accidents at this particular spot (17).	Countdown has approval for current configuration, cannot easily change. Plenty of vehicle accidents (3) but no pedestrian accidents. Scheme designer to review amount of stacking length for LH lane.
Traffic		The changes proposed in the vicinity of Arthur Street would appear to limit traffic flow to Blenheim Road. Certainly the changes would make access at my address difficult (trailer involved).(14)	Cycle lane will provide additional space for trailer manoeuvring. No changes to kerblines.

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		Feedback	Team Response
		The existing traffic-calming measure at Suva Street/Hansons Lane has no benefit in slowing traffic because traffic must stop at the stop sign in any case. The benefit of the short crossing distance for pedestrians could be achieved by installing a centre pedestrian island instead. This would enable the addition of a left turn lane for Suva St traffic. Then right-turning and through Suva Street traffic would not block left turning Suva St traffic at this intersection (left-turning Suva St traffic gives way to only one lane of Hansons Lane traffic but through and right-turning traffic gives way to both lanes of Hansons Lane traffic. (23-includes diagram over page)	Project does not have funds to alter Suva Street. No action required.
		It's really sensible to put a Stop sign at Suva St intersection (25)	No action required.
		Enlarge the entrance of Suva Street between nos 51 and 52 , and make it a two lane stop junction. See diagram (25)	Do not want to encourage additional traffic onto Suva St. No action required.
		Slow the traffic down please. Trucks cause most noise and damage. Surface is in poor condition. Need traffic slowed and made safer for school children walking and biking(26)	This is scheme's intention. No action required.
Traffic		It's tricky coming out of the Garden Centre trying to turn right into Riccarton Road – quite often turn left into Haynes Ave and back!(27)	Agreed, it will be difficult with 10,000 vpd. No action possible.

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		Feedback	Team Response
		Council put in the continuity lines and double lanes at the Countdown corner (Western side, leading to Riccarton) because there had been accidents with cars coming from the south to turn left,, indicating early and being hit by cars turning right into Countdown. This accident rate has gone right down – but could rise again because the cycle lane takes away the definition?(30)	Scheme designer to review but consider that edge of cycleway provides similar definition.
Speed		Please consider more speed signs. Some cars tend to come off Blenheim Road at 60 km and carry on at that speed down Hanson Lane – a constant problem	Scheme designer to check that signage complies with current LTNZ requirements.
Outside scope of project		Request to prune pear trees in Hanson Reserve as walking becomes difficult in the park	RFS raised.

Internal Council Issues & Reponses

No other issues were raised.

Summary

The recommended changes to the scheme design, based on the consultation and responses detailed above, are summarised in Part 7 of the Scheme Report; Final Selected Option.

Supplemental Information

The following supplemental information, relevant to Part 2, has been held on file:

Description	Status
Details of Consultation Issues	February 2008
Details of Late Issues	Nil

9. CHURCH CORNER CLUSTER – KERB AND CHANNEL RENEWAL PROJECT

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Kirsten Mahoney, Consultation Leader – Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board to proceed to detailed design, tender and construction for the Church Corner Cluster project, as shown in the plans for Board approval at **Attachment 1**.

EXECUTIVE SUMMARY

2. The project was initiated by the Asset Renewal Team and involves the replacement of the kerb and dish channel with kerb and flat channel. Angela, Bowen, Brake and Leslie Streets are all located behind the shopping area at Church Corner and to ensure a co-ordinated and consistent approach in developing concept plans for the area, they have been treated as a cluster group of streets. The project is located between Waimairi Road, Riccarton Road, Yaldhurst Road and Peer Street.
3. The surrounding area is mainly residential and is zoned L2 (Living 2) with several multi - unit rental properties. Riccarton Road, Yaldhurst Road and Peer Street are all arterial roads and Waimairi is a collector road. They carry large volumes of traffic and both Riccarton and Yaldhurst Roads have businesses along their frontage.
4. Based on identified areas of concern from initial surveys with internal Council and external stakeholders and the community, the objectives for the project were set as follows:
 - To renew the existing kerb and dish channel with kerb and flat channel.
 - To ensure adequate drainage is provided.
 - To maintain or improve safety for all road users.
 - To ensure there are adequate footpaths and pedestrian crossing facilities.
 - To provide landscape enhancement, where possible.
 - To ensure adequate provision for on-street parking.
 - To maintain or enhance the local road nature of the streets.
5. A seminar was held with the Board on 18 December 2007, prior to the concept plan being distributed to the community and stakeholders for feedback.
6. The community and stakeholders were consulted on the concept plan in January / February 2008. Approximately 720 consultation leaflets were distributed to residents, landowners, and stakeholder groups. 83 responses were received, of which 65 (78%) were generally in support of the project, 8 (10%) did not support the project, and 10 (12%) did not specify a preference.
7. The key issues raised related to access to properties; flooding; the kerb and channel renewal; landscaping and berms; narrowing at intersections; parking; pedestrian safety; road layout; signals; street width; trees; under grounding; and utilities. A summary of the key issues raised in consultation and the project team's response is shown at **Attachment 2**.
8. As a result of the feedback received, the preferred option for the Church Corner Cluster project comprises the features outlined in paragraphs 60-66, and is shown in the plans for Board approval at **Attachment 1**.

Clause 9 Cont'd

FINANCIAL IMPLICATIONS

9. The proposed kerb and channel renewal works for the Church Corner Cluster project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 financial year. The estimated cost for the total project is \$1,405,900 (ie. \$225,000 for Angela Street, \$787,200 for Bowen Street, \$325,800 for Brake Street, and \$67,900 for Leslie Street).

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

10. As above.

LEGAL CONSIDERATIONS

11. There is a land ownership issue associated with this project, in that a resumption is required at #20 Angela Street to accommodate the footpath. There are no notable or heritage trees, or heritage or historic buildings, places or objects shown in the City Plan or on Webmap2. Angela and Bowen Streets have some street trees to be retained, so caution is to be taken during construction to maintain these trees in good health. No resource consents are required for the work proposed.

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

12. There appear to be no legal implications for this project. Community Board resolutions are required to approve the new traffic and parking restrictions. The Land Transport Rules provide for the installation of traffic and parking restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

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

14. As above.

ALIGNMENT WITH STRATEGIES

15. This project is consistent with key Council strategies including the Cycling Strategy, Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. As part of the Council's kerb and channel renewal programme, an initial survey was carried out with residents of the Church Corner Cluster area in July 2007.
18. There were 77 responses received, which identified parking and street drainage as the key issues of concern for the area.
19. A seminar was held with the Riccarton/Wigram Community Board on 18 December 2007, prior to the concept plans for the Church Corner Cluster being presented to the public for consultation. Community consultation was undertaken in January/February 2008 on these concept plans.

Clause 9 Cont'd

20. Consultation leaflets were distributed to approximately 720 households, including residents and landowners in Angela Street, Bowen Street, Brake Street, Leslie Street and the surrounding roads, as well as key stakeholder groups. There were 83 responses were received, of which 65 (78 percent) were generally in support of the project, 8 (10 percent) did not support the project, and 10 (12 percent) did not specify a preference.
21. The key issues raised related to access to properties; flooding; the kerb and channel renewal; landscaping and berms; narrowing at intersections; parking; pedestrian safety; road layout; signals; street width; trees; under grounding; and utilities. A summary of the key issues raised in consultation and the project team's response is shown at **Attachment 2**.

STAFF RECOMMENDATION

That the Committee recommend that the Board approve:

- (a) that the Church Corner Cluster project to proceed to detailed design, tender and construction, as shown on the plans for Board approval at **Attachment 1**.
- (b) that the following traffic and parking restrictions:

Angela Street

- (i) That the no stopping be removed from the west side of Angela Street at its present position commencing at the intersection with Yaldhurst Road and extending 54 metres in a northerly direction.
- (ii) That the no stopping be removed from the west side of Angela Street at its present position commencing at the intersection with Bowen Street and extending 9 metres in a southerly direction.
- (iii) That the no stopping be removed from the east side of Angela Street at its present position commencing at the intersection with Bowen Street and extending 9 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Angela Street commencing at its intersection with Yaldhurst Road and extending for 64 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Angela Street commencing at its intersection with Bowen Street and extending for 9 metres in a southerly direction.

Bowen Street

- (i) That the existing parking restriction P15 in Bowen Street between Fletcher Place and Waimairi Road be removed.
- (ii) That the no stopping be removed from the north side of Bowen Street at its present position commencing at the intersection with Peer Street and extending for 7 metres in an easterly direction.
- (iii) That the no stopping be removed from the north side of Bowen Street at its present position commencing at the intersection with Fletcher Place and extending for 35 metres in a westerly direction.
- (iv) That the no stopping be removed from the north side of Bowen Street at its present position commencing at the intersection with Fletcher Place and extending for 11 metres in an easterly direction.

Clause 9 Cont'd

- (v) That the no stopping be removed from the south side of Bowen Street at its present position commencing at 127 metres west of the intersection with Waimairi Road and extending for 28 metres in a westerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at its intersection with Peer Street and extending for 25 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Bowen Street commencing at its intersection with Peer Street and extending for 11 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Bowen Street commencing at 82 metres east of its intersection with Peer Street and extending 30 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at its intersection with Angela Street and extending for 14 metres in a westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at its intersection with Angela Street and extending for 11 metres in an easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at its intersection with Brake Street and extending for 9 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Bowen Street commencing at its intersection with Fletcher Place and extending for 52 metres in a westerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Bowen Street commencing at its intersection with Fletcher Place and extending for 10 metres in an easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Bowen Street commencing at 122 metres from its intersection with Waimairi Road and extending for 50 metres in a westerly direction.

Brake Street

- (i) That the no stopping be removed from the east side of Brake Street at its present position commencing at the intersection with Leslie Street and extending 9 metres in a southerly direction.
- (ii) That the no stopping be removed from the east side of Brake Street at its present position commencing at the intersection with Leslie Street and extending 13 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Brake Street commencing at 95 metres from its intersection with Yaldhurst Road and extending for 36 metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Brake Street commencing at its intersection with Leslie Street and extending for 10 metres in a southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Brake Street commencing at its intersection with Leslie Street and extending for 11 metres in a northerly direction.

Clause 9 Cont'd

- (vi) That the stopping of vehicles be prohibited at any time on the west side of Brake Street commencing at its intersection with Bowen Street and extending for 14 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Brake Street commencing at its intersection with Bowen Street and extending for 14 metres in a southerly direction.

Leslie Street

- (i) That the no stopping be removed from the north side of Leslie Street at its present position commencing at the intersection with Brake Street and extending 9 metres in an easterly direction.
- (ii) That the no stopping be removed from the south side of Leslie Street at its present position commencing at the intersection with Brake Street and extending 9 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Leslie Street commencing at its intersection with Brake Street and extending for 12 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Leslie Street commencing at its intersection with Brake Street and extending for 12 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Leslie Street commencing at 53 metres north east of its intersection with Brake Street and extending for 30 metres in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Leslie Street commencing at 53 metres north east of its intersection with Brake Street and extending for 13 metres in an easterly direction.

BACKGROUND (THE ISSUES)

- 22. This project was initiated by the asset renewal team and involves the replacement of the kerb and dish channel with kerb and flat channel along the length of Angela, Bowen, Brake Streets and part of Leslie Street. The four streets are all located behind the shopping area at Church Corner and to ensure a co-ordinated and consistent approach in developing concept plans for the area, they have been treated as a cluster of streets.
- 23. The surrounding area is mainly residential and is zoned L2 (Living 2) with several multi-unit rental properties. Riccarton Road, Yaldhurst Road and Peer Street are all arterial roads and Waimairi Road is a collector road. They carry large volumes of traffic and both Riccarton and Yaldhurst Roads have businesses along their frontage.
- 24. Angela Street is a local road and the road reserve varies from 15 -20m in width with an existing carriageway of 7m. There is a commercial area on the southwest corner, at Yaldhurst Road.
- 25. Brake Street is a local road and the road reserve varies from 15 -20m in width with an existing carriageway of 10m. There is a business zone on the east side from Yaldhurst Road to Leslie Street.
- 26. Bowen Street is a local road and the road reserve varies from 15 -20m in width with an existing carriageway of 10m. Opposite the intersection with Peer Street is Villa Maria Catholic Girls' College and this generates a large amount of both pedestrian and vehicular traffic. There is also a large Christchurch City Council housing complex at Fletcher Place.

Clause 9 Cont'd

27. Leslie Street is a local road and the road reserve varies from 15 -17.5m in width with an existing carriageway of 10m. There is a commercial area on the south side. Most of Leslie Street has already been renewed with kerb and flat channel, and has had traffic calming works done. This section is not part of the project. The length that has kerb and dish channel is at the western end of the street for a distance of approximately 70m.
28. The proposal for each street retains a slow local speed environment, which is not expected to alter the crash history. The majority of crashes in the area to date are at the intersections and crossings. The tighter radii and narrower carriageway is expected to have minor safety improvements for the area. The intersections with Yaldhurst Road are not included within the scope of this project.
29. Residents have reported vehicles hitting the pedestrian island on Bowen Street between Fletcher Street and Brake Street. These crashes have not been reported in the LTNZ Crash Analysis System. However, the pedestrian island and kerb have been re-designed to improve the vehicle tracking path, particularly in the south bound direction.
30. This project is located in the Upper Riccarton area, which falls within the jurisdiction of the Riccarton/Wigram Community Board.

THE OBJECTIVES

31. Based on the identified areas of concern from initial surveys with internal Council and external stakeholders as well as the community, the objectives for the project were set as follows:
 - To renew the existing kerb and dish channel with kerb and flat channel.
 - To ensure adequate drainage is provided.
 - To maintain or improve safety for all road users.
 - To ensure there are adequate footpaths and pedestrian crossing facilities.
 - To provide landscape enhancement, where possible.
 - To ensure adequate provision for on-street parking.
 - To maintain or enhance the local road nature of the streets.

THE OPTIONS

32. There were three options considered for each of Angela, Brake and Bowen Streets, and two options considered for Leslie Street.

Angela Street

33. There were several issues that are common to all three options for Angela Street. The existing carriageway is 7m wide, and power poles are located on the existing kerb line. The road boundary deviates with some fences not on the legal boundaries, and the Growers Direct Market is located at the Yaldhurst road end of Angela Street.

Option 1 – Angela Street

34. Option 1 included a 7.5m wide carriageway, with a 6m wide narrowing at the change in the boundary line offset near 6 Angela Street. The western corners of Angela Street with the intersections of Yaldhurst Road and Bowen Street have been tightened to allow continuity of the footpath and avoid an existing fence that is located on the boundary. A resumption is required at 20 Angela Street, and five power poles will need to be relocated.

Clause 9 Cont'd

35. The radius on the corner of Yaldhurst Road is tight for turning traffic to negotiate into Angela Street; however, this radius is necessary to retain the footpath and existing fence location of Growers Direct Market. This option was not selected as the preferred option for consultation because of the requirement to relocate power poles and the tight corner radii.

Option 2 – Angela Street

36. Option 2 included a 9m wide carriageway with 7m narrowings at each end of Angela Street. A large curve in the carriageway at the change in the boundary line offset near 9 and 10 Angela Street is included with a 6m narrowing at the change from commercial to residential land use. A resumption is required under this option at 26 Yaldhurst Road (i.e. Growers Direct Market), as well as a resumption at 20 Angela Street. A curved footpath is needed in some locations to maintain existing trees and six power poles need relocation under this option.
37. The widening of the carriageway from the existing 7m to 9m in Option 2 may attract through traffic and increase vehicle speed. Option 2 was not selected as the preferred option for consultation because of the requirement to relocate power poles, the resumption required at Growers Direct Market and the potential for the wider carriageway to attract traffic and increase vehicle speeds.

Option 3 – Angela Street

38. Option 3 included a 7m wide carriageway, which positions the kerb and flat channel on the old kerb alignment, and a 3.5m wide one-lane narrowing at the change in boundary line offset near 9 and 10 Angela Street at the business / residential boundary. Tighter radii on the corners of the Yaldhurst Road intersection with Angela Street are included to retain the footpath and avoid the existing fence, which is not located on the legal boundary. A tighter radius on the western corner of the Angela Street intersection with Bowen Street will reduce the speed of exiting traffic, retain a footpath and avoid the existing fence that is located on the boundary.
39. Although a resumption at 20 Angela Street is not a necessity under this option, the existing hedge protrudes onto the footpath making a narrow pathway and restricts the view down the street, so a resumption will be carried out at 20 Angela Street. Option 3 was the preferred option for consultation because it retains the existing carriageway width allowing the power poles to remain, defines the business / residential boundary with a one-lane narrowing, will retain the existing character of the street and will retain the existing low speed nature of the street.

Bowen Street

40. There were several issues that are common to all three options for Bowen Street. Fletcher Place is a Christchurch City Council housing area, and the crossing point across Bowen Street at Fletcher Place is to remain. There is a pedestrian desire line from Villa Maria College on Peer Street to the Bush Inn Shopping Centre on Waimairi Road, along Bowen Street. The flat kerb and channel at Fletcher Place is to be retained, along with the crossing facility at Fletcher Place and the pedestrian signals at the Peer Street intersection.

Option 1 – Bowen Street

41. Option 1 included a 9m wide carriageway, with a 7m wide narrowing at the intersections with Peer, Angela and Brake Streets. The splitter island at the intersection with Waimairi Road is replaced, and the kerb is replaced along the old kerb alignment on the south side to avoid a water main. The pedestrian refuge island is replaced with a standard size pedestrian refuge island at the same location near Fletcher Place. A 2m wide footpath is provided on the north side of Bowen Street to accommodate the Villa Maria College to Bush Inn Shopping Centre pedestrian desire line.
42. Option 1 retain the pedestrian refuge island near Fletcher Place in its current location, and the intersections being narrowed to 7m will prevent two exit lanes onto Peer Street and Waimairi Road, which may be perceived by the residents as a shortfall. Option 1 was not selected as the preferred option for consultation because of the narrower intersection.

Clause 9 Cont'd

Option 2 – Bowen Street

43. Option 2 included a 9m wide carriageway with 7m wide narrowings at the intersections with Angela and Brake Streets. A threshold is included at each end of Bowen Street narrowing to 7m and including a road hump. The kerb is replaced along the old alignment on the southern side of Bowen Street to avoid a water main. The pedestrian refuge island is replaced with a standard size pedestrian refuge island and located on the eastern side of Fletcher Place, and a 2m wide footpath on the north side of Bowen Street provides for the Villa Maria College to Bush Inn Shopping Centre pedestrian desire line.
44. The treatments at each end of Bowen Street were not supported by the project team, and it was considered best to retain the pedestrian island in the existing location on the western side of Fletcher Place. Option 2 was not selected as the preferred option for consultation because of the intersection treatments and the pedestrian refuge island placement.

Option 3 – Bowen Street

45. Option 3 included a 9m wide carriageway, with 7m wide narrowings at the intersections with Angela and Brake Streets. The splitter island at the intersection with Waimairi Road is replaced, and the kerb is replaced along the old alignment on the south side of Bowen Street to avoid a water main. The pedestrian refuge island is replaced with a standard size pedestrian refuge island at the same location, west of Fletcher Place. A 2m wide footpath on the north side of Bowen Street provides for the Villa Maria College to Bush Inn Shopping Centre pedestrian desire line.
46. The location of the pedestrian refuge island on the western side of Fletcher Place provides for the existing desire line. The alignment of the curve between Brake Street and Fletcher Place provides a more consistent drive line for eastbound traffic. Option 3 was the preferred option for consultation because of the 9m wide intersections and treatment of the curve and pedestrian island between Brake Street and Fletcher Place.

Brake Street

47. There were several issues that are common to all three options for Brake Street. The southern end of Brake Street is mainly comprised of businesses. There is a Methodist Church on the south-western side of Brake Street and a Mitre 10 on the southern corner of the intersection of Brake Street with Leslie Street. The northern half of Brake Street is residential.

Option 1 – Brake Street

48. Option 1 included a 9m wide carriageway, with a 7m wide narrowing at the intersections with Bowen Street and Leslie Street. The kerb is replaced along the old alignment on the eastern side of the street to avoid the water main, and the kerb on the western side of the street is located over a Telecom / Gas pipe.
49. The 9m wide carriageway is considered too narrow for the southern section of Brake Street with business parking and delivery trucks requiring access. Option 1 was not selected as the preferred option for consultation because the southern section of the carriageway was considered too narrow.

Option 2 – Brake Street

50. Option 2 included a 10m wide carriageway from Yaldhurst Road to Leslie Street and a 9m wide carriageway from Leslie Street to Bowen Street, with 7m narrowings at all intersections. The existing kerb alignment is maintained on the eastern side of the street, and the proposed kerb alignment is over a Telecom / Gas pipe on the western side.
51. The narrowing at the intersection with Yaldhurst Road was not supported by the project team; however, the combination of a 10m and 9m wide carriageway was supported. Option 2 was not selected as the preferred option for consultation because of the 7m wide narrowing at the intersection with Yaldhurst Road.

Clause 9 Cont'd

Option 3 – Brake Street

52. Option 3 included a 10m wide carriageway from Yaldhurst Road to Leslie Street, and a 9m wide carriageway from Leslie Street to Bowen Street, with a 7m wide narrowing at the Leslie Street and Bowen Street intersections. The existing kerb alignment is maintained on the eastern side of the street and the proposed kerb alignment on the western side of the street is over the Telecom / Gas pipe.
53. The 10m wide carriageway at the south end of Brake Street allows for parking and delivery trucks in the business zone. The 9m wide carriageway at the north end of the street defines the residential nature of the area. Option 3 was the preferred option for consultation.

Leslie Street

54. There was one issue common to both options for Leslie Street, which is that the street is used as an entrance to the car parks and back entrances to the businesses on Riccarton Road. This street is often fully parked out (i.e. high parking demand).

Option 1 – Leslie Street

55. Option 1 included a 9m wide carriageway, with a 7m wide narrowing at the intersection with Brake Street. The kerb is replaced along the old alignment on the south side due to a sump and storm water pipe, but this places a 9m wide carriageway over the water main to the north.
56. The 9m wide carriageway is considered too narrow. Option 1 was not selected as the preferred option for consultation because the carriageway was considered too narrow and there are service conflicts.

Option 2 – Leslie Street

57. Option 2 included a 10m wide carriageway, which moves the kerb off the water main on the north side of the street, with a 7m wide narrowing at the intersection with Brake Street. The kerb is replaced on the old alignment south side due to the sump and storm water pipe.
58. The 10m wide carriageway allows for parking and delivery trucks. Option 2 was the preferred option for consultation.

THE PREFERRED OPTION

59. As a result of the feedback received during consultation, the following changes were made to the concept plans presented in the consultation newsletter (January 2008):

Angela Street

- Removal of the one-lane narrowing at 7 Angela Street and replace it with a 7m wide, 75mm high raised platform.
- Extension of the no-stopping lines for the entire length on the western side of Angela Street, which was approved by the Board in December 2006.
- Widening of the footpath on the eastern side of Angela Street to 2m from 10 Angela Street through to Bowen Street.
- Installation of a 75mm high raised platform at the intersection with Bowen Street.

Bowen Street

- Extension of the no-parking lines on the southern side of Bowen Street for 25m from the Peer Street intersection.

Clause 9 Cont'd

- Installation of 75mm high raised platforms at the intersections with Angela Street and Brake Street.
- Removal of the proposed oak tree outside 28A Bowen Street.
- Landscape planting at 2A Bowen Street and on the northern side of Bowen Street between Brake Street and Fletcher Place.
- Provision of an additional driveway entrance to 31 Bowen Street.
- Revocation of the existing parking restriction P15 in Bowen Street between Fletcher Place and Waimairi Road.

Brake Street

- a) Changes to the design of the Brake Street / Leslie Street intersection, as follows:
- Removal of the proposed southern kerb extension, and replacement of the kerb and channel on the existing alignment.
 - Reduction of the north-eastern proposed kerb extension by 0.5m in width.
 - Reduction of the north-western proposed kerb extension in length and marked with no-stopping lines.
 - Narrowing of the northern side of the intersection from 7m to 6m and installation of a 75mm raised platform.
 - Removal of the three proposed oak trees outside 19 Brake Street.
 - Removal of the two proposed oak trees outside 7A Brake Street.
 - Installation of a 75mm raised platform at the Bowen Street intersection.

Leslie Street

- a) Installation of no stopping lines around the existing kerb build-outs on Leslie Street.
- b) Intersection changes as noted above for Brake Street.

60. Thus the key features of the preferred option for the project are:

Angela Street

61. In December 2006, the Board passed a resolution to ban parking along the western side of Angela Street, between the intersections with Yaldhurst Road and Bowen Street. This will be implemented as part of the construction programme.
62. The preferred option for Angela Street includes:
- 7m wide carriageway, with the kerb and channel replaced on the existing alignment.
 - 7m wide mid-block, 75mm high raised platform outside 6 Angela Street, near the business / residential boundary in Angela Street.
 - Tightened radii on the corners of the Yaldhurst Road / Angela Street intersection to maintain a footpath and avoid the existing fence, which is located on the boundary.
 - Tightened radius on the west side corner of the Angela / Bowen Street intersection to reduce the speed of exiting traffic, maintain a footpath and avoid the existing fence, which is located on the boundary.

Clause 9 Cont'd

- 75mm high raised platform at the intersection with Bowen Street.
- No stopping lines for the full length of Angela Street on the western side.
- 2m wide footpath from 10 Angela Street to Bowen Street, with the remaining footpath at 1.65m width.

Bowen Street

63. The preferred option for Bowen Street includes:

- 9m wide carriageway.
- 7m wide narrowing and 75mm high raised platforms at the intersections with Angela and Brake Streets.
- Pedestrian island replaced at the Waimairi Road intersection.
- Replacement of the kerb along the existing alignment on the south side to avoid a water main.
- Replacement of the pedestrian island with a standard size (1.8m wide) pedestrian island at the same location, i.e. west of Fletcher Place.
- A 2m wide footpath on the north side of Bowen Street to cater for the Villa Maria College to Bush Inn Shopping Centre desire line. The remainder of the footpath is 1.65m wide.
- Inter-path channel from Peer Street to Brake Street to ensure adequate drainage.

Brake Street

64. In December 2006, the Board also passed a resolution to extend the parking ban along both sides of Brake Street to a total of 24 metres from the Yaldhurst Road intersection in a northerly direction. This will be implemented as part of the construction programme.

65. The preferred option for Brake Street includes:

- 10m wide carriageway from Yaldhurst Road to Leslie Street.
- 9m wide carriageway from Leslie Street to Bowen Street.
- 7m wide narrowing and 75mm high raised platform at the Bowen Street intersection.
- Existing kerb alignment maintained on the east side.
- Proposed kerb alignment over the Telecom Gas on the west side of Brake Street.
- 6m wide narrowing and 75mm high raised platform outside 14/15 Brake Street.

Leslie Street

66. The preferred option for Leslie Street includes:

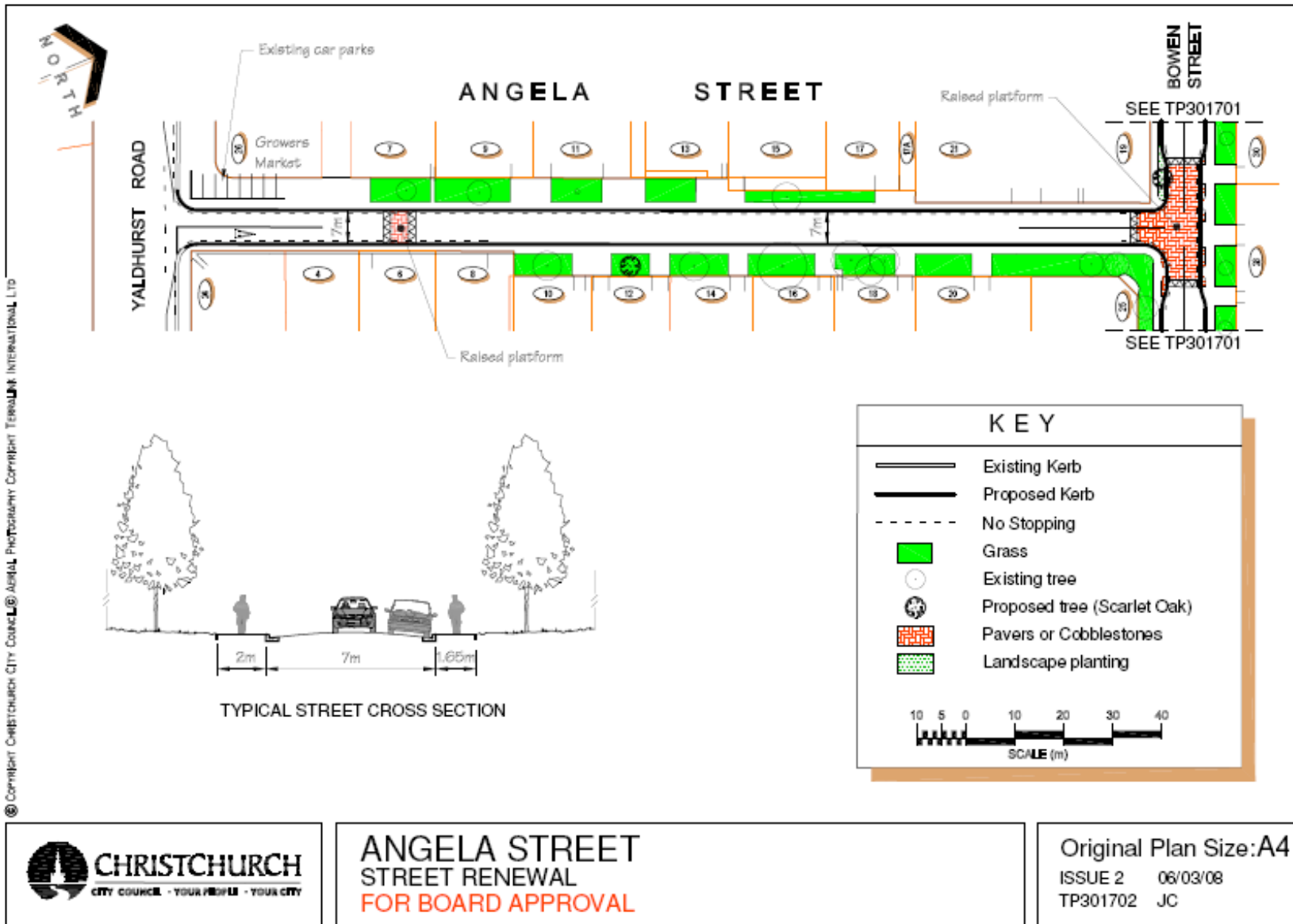
- 10m wide carriageway, which moves the kerb off the water main on the north side of the street.
- 8.5m wide narrowing at the intersection with Brake Street.
- Kerb replaced on the existing alignment on the south side due to the sump and storm water pipe.

Clause 9 Cont'd

- No stopping lines installed around the existing kerb build-outs on both sides of Leslie Street.
67. The preferred option for each street meets the aims and objectives of the project, as well as taking into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with this project.

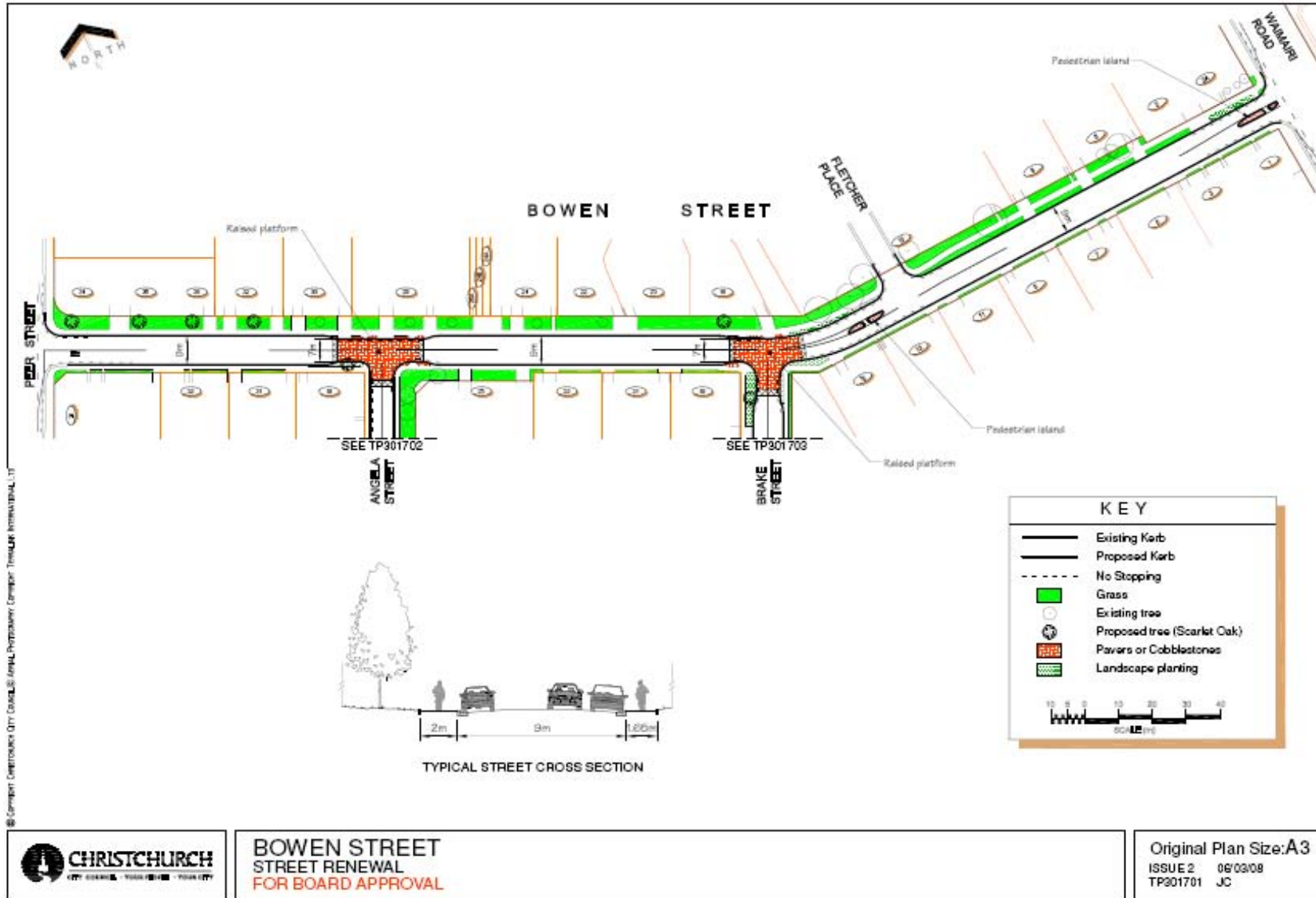
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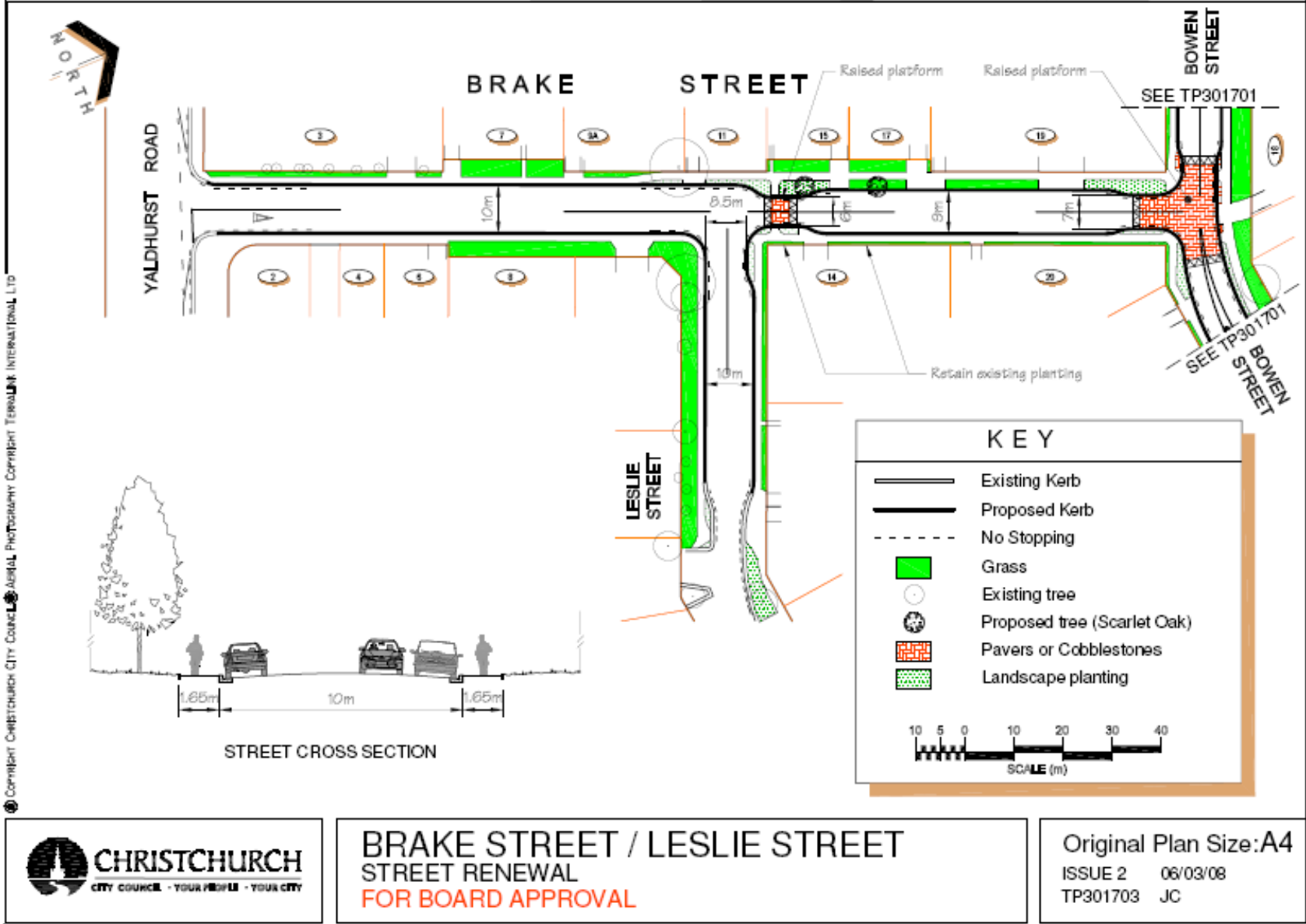


**BOWEN STREET
STREET RENEWAL
FOR BOARD APPROVAL**

Original Plan Size: A3
ISSUE 2 09/03/08
TP301701 JC

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Concern	Summary Description	Team Response
Access	<p>Also own the property over the road for parking (4 and 6 Angela St), although thinking of developing for townhouses in the future. Will access be available where the proposed raised hump is shown in the future?</p> <p>Our business often receives large trucks that deliver goods and it is often hard for them to travel safely and comfortably down Leslie Street. Since there are so many cars commuting to the Church Corner shops - so we support the plan for Leslie Street. We want to maintain the slow speeds down this street.</p> <p>I generally support this whole plan even though it doesn't make driving out our driveway any easier - visibility is blocked by bigger cars parking in car parking provided on left - cars coming from all directions - extremely dangerous.</p>	<p>Access available at 4 & 6 Angela St in future with road narrowing? <i>The submitter does not have any current plans for these properties, so the access points are unknown with respect to development. The project team proposes to remove the narrowing and put a raised platform across the width of the street at this location. Maintain slow speeds down Leslie St. No change proposed to Leslie Street in this respect so the slow speed environment will be maintained.</i></p> <p>Difficult to access 20 Leslie St due to parked cars on street and visibility. <i>Network Operations has advised that no stopping lines (i.e. broken yellow lines) are appropriate around the existing kerb build-out near 20 Leslie Street to ensure cars are not parked opposite the driveway entrance. Parking tics are only used where there is a parking time restriction, so in this instance, parking tics are not appropriate.</i></p>
Do Nothing	<p>Proposed changes are an unnecessary expense and money could be used for much better purposes. These are short small streets and do not lend themselves to fast traffic so that in itself is "calming". There is no need to make life even more difficult for motorists, and these changes will have an impact on all the businesses in the area because if parking or getting to a place is too hard, people will go elsewhere. These seem to be totally unnecessary and a waste of ratepayers money which would be better served in other areas. Don't fix what's not broken, please; there are no good reasons to make these changes.</p>	<p><i>Asset needs to be renewed, i.e. deep dish kerb and channel to be replaced with kerb and flat channel.</i></p>
Flooding	<p>The Council owned car park in the vicinity of Leslie Street suffers from flooding during the winter months. Upgrading the drainage of Leslie Street (as proposed) should not worsen this flooding, but improve it - I hope.</p> <p>I live at No. 6 Leslie St opposite Taylors Drycleaning. We badly need kerb and roadway repaired. It has been like this for 5 years and when it rains it pools outside my house as the drain is higher than the road.</p> <p>Upgrading of the drainage at the corners of Brake and Angela Streets.</p>	<p>Leslie St car park suffers from flooding in winter. Upgrade drainage in Leslie. <i>This is outside the scope of this project but will be referred to the Maintenance team for investigation.</i></p> <p>6 Leslie St requests kerb and roadway repaired. <i>This is outside the scope of this project, but will be referred to the Maintenance team for investigation.</i></p> <p>Upgrade drainage at corner of Brake & Angela Sts. <i>Drainage will be upgraded as part of this project.</i></p>

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<p>Kerb & Channel Renewal</p>	<p>I am delighted with the project you have in mind, particularly the kerb and flat channel for Bowen Street. Congratulations on take the time and money to upgrade the kerb and channel on these streets. It will be a huge improvement. It will otherwise be good to have friendlier gutters. We are very pleased to see the dish channel and high camber of the road taken away. The sooner the better. We have been in residence 24 years on 28 March 2008 and have had several promises about work on our street. I am pleased to know improvements will be made to footpaths and the high camber of the road altered. I fully agree with all the proposals for the Church Corner Cluster, particularly the renewal of the existing kerb and dish channels with kerb and flat channels which will make parking on street safer and easier. I do think you have addressed most of our problems in that we will have a safer, quieter street, i.e. without all the heavy traffic.</p>	<p>High camber of road to be removed? <i>All of the streets will be shoulder reconstructions only.</i></p>
<p>Landscaping / Berm</p>	<p>Suggest landscaping as opposed to grass berm, especially on Growers Market side to allow for parking. According to the concept plan, 19a Brake St is one of the more affected properties. I am in favour of the changes to the causeway the addition of pavers, and the adding of landscape planting. I am interested to know how the proposed changes will affect the existing grass areas outside my fence line, as it is difficult to tell from the plan. I would prefer to have landscape planting outside my house 2/25 Bowen - I WILL look after it whereas it may not be so well looked after at the other corner. It looks like the footpath is being changed in front of 19 Brake St to be between the fence line and a grassed area. It looks like the grassed area is being shifted from next to the fence line to next to the roadway. Refer to my first comment that the present grassed area is NOT Council land (or not all Council land). I'm a PhD student at Lincoln looking at ecological and biogeographical criteria for street tree selection. One of my main focuses at the moment is vertical and horizontal plant structures around street and park trees. Why you are only planting grass (lawn)? Why not provide more variety through smaller shrubs, lianas growing up the trees or shrubby groundcover in addition to lawn?</p>	<p>Landscaping requested instead of grass berm on Angela St, especially on Growers Market side (i.e. western side). <i>The standard treatment for street renewals is grass berm as it is cheaper and easier to maintain. Whilst Council relies on the goodwill of residents to mow berms and keep frontages tidy, it is the Council's responsibility to mow the berms if not maintained by residents.</i> 19a Brake St - effect of changes on existing grass area. <i>The grass berm which is located on Council land will be removed and replaced with footpath and grass berm against the kerb. The private land will be retained. The layout will be similar to that shown outside 17 Brake Street.</i> 2/25 Bowen St - request for landscaping outside house. <i>The standard treatment for street renewals is grass berm as it is cheaper and easier to maintain. Whilst Council relies on the goodwill of residents to mow the berms and keep frontages tidy, it is the Council's responsibility to mow the berms if not maintained by residents.</i> 19 Brake St - check ownership of land at this property re grass berm and footpath location. <i>The grass berm which is located on Council land will be removed and replaced with footpath and grass berm against the kerb. The private land will be retained. The layout will be similar to that shown outside 17 Brake Street.</i> Landscaping vs grass berm in streets? <i>The standard treatment for street renewals is grass berm as it is cheaper and easier to maintain. Whilst Council relies on the goodwill of residents to mow berms and keep frontages tidy, it is the Council's responsibility to mow the berms if not maintained by residents.</i></p>

<p>Narrowing at intersections</p>	<p>Opposed to narrowing at the intersections to 7m. Difficult to get around the corners currently and often queues of traffic waiting to turn right into Leslie St or Brake St. Lots of people have large vehicles.</p> <p>The only query we would have is that access for freight vehicles delivering to the shops use Bowen / Angela / Brake St not be impaired. Will the streets be closed for any periods?</p> <p>I live at 2/25 Bowen St, with the narrowing section of Bowen / Angela streets in front of my house. I have concerns with regards to the increased traffic noise with cars accelerating through the gap.</p> <p>The decrease in width of the street at corners of Brake / Leslie and Brake / Bowen will cause traffic congestion and I suspect a lot more hits or near misses.</p> <p>However, as I continually see large trucks, sometimes with trailers, exiting left from Leslie St, into Brake St, with much difficulty, I doubt that the narrowing of that intersection will be very welcome.</p>	<p>Narrowing at intersections to 7m – difficult to get around the corners, especially for larger vehicles. <i>The tracking paths for heavy vehicles have been checked to ensure that the intersections are safe for all vehicles, and in particular the Leslie / Brake Streets intersection. To ensure this, the scheme has been altered slightly at Leslie / Brake as follows: * the southern kerb is removed and the kerb and channel replaced on the existing alignment; * the north-eastern proposed kerb extension is reduced by 0.5m; * the north-western proposed kerb extension is reduced in length and marked with no stopping lines; * the opportunity to narrow the northern side of the intersection is suggested from 7m to 6m to ensure cycle safety and the installation of a raised platform to discourage heavy vehicles from using Brake St through to Bowen St, and using Brake St through to Yaldhurst Road.</i></p> <p>Closure of streets for any time period – impact on freight deliveries to shops. <i>The construction methodology will retain appropriate access.</i></p> <p>2/25 Bowen St – increased traffic noise concern with narrowing at Angela / Bowen intersection. <i>The narrowing at the intersection of Angela / Bowen is designed to slow traffic.</i></p> <p>Turning left from Leslie to Brake already difficult for large trucks – narrowing will make it impossible. <i>The intersection tracking paths for large trucks has been checked and the scheme has been altered slightly at the Leslie / Brake intersection as described above.</i></p>
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<p>Parking</p>	<p>What about widening the road to allow for parking? Parking on Brake Street is shocking. Danger to pedestrians. Camber is too steep. The street is too narrow. Corner of Peer Street, Bowen Street south side needs extension of yellow lines no parking. Reason - if you wish to turn left into Peer Street towards Yaldhurst Road you are held up at school closing time by cars wanting to make a right hand turn into Peer St. This stops the traffic flow! I note on the plan you intend to do this. Parking in Angela St - when will the no stopping lines be put in. <i>Advised that Board has resolved for no stopping lines to go in but no point painting up until road redone, and want to check still required.</i> We would like that parking be allowed only on one side of Angela Street. Allowing parking on both sides of a 7m carriageway effectively allows it on and often makes it a one way street (as clearly shown in your plan for Angela Street). This can lead to difficult access into driveways (especially for large vehicles or car and trailer), difficult and relatively blind access out of driveways. It may increase the danger for a child or other pedestrian suddenly emerging from a driveway or between parked cars because there may be no space to take avertive action. One may also ask why spend money making a narrowing at the Yaldhurst Road end when parked cars may already be narrowing the carriageway to one way. I had thought to restrict parking to one side of the road only, but as there will be traffic slowing measures in place, then two-way traffic should still be ok at this stage. It's a pity we have to lose so many parking lots; parking is very scarce around that area. Only resident parking should be allowed in the street. Entire area, and parking in all car parks should be enforced with strict time limits. Businesses should have to provide staff parking to relieve street parking pressure.</p>	<p>Widen road to allow for parking? <i>Parking is provided on each of the streets. Angela Street is to be reconstructed along its existing alignment to avoid the power poles and to provide a straight street due to the uneven alignment of the property boundaries.</i> Brake St too narrow for parking - camber steep. <i>The kerb and channel renewal will alleviate the steep camber issue currently experienced.</i> Extend yellow lines for no parking on Bowen St (south from Peer St intersection). <i>Parking on the southern side of Bowen Street at the Peer Street intersection will be extended to 25m from Peer Street. This allows for one car park space between Peer Street and the first driveway, and allows for left and right turning traffic from Bowen Street onto Peer Street.</i> When will no stopping lines be put in Angela St? <i>Following the construction of the kerb and channel renewal, the no stopping lines can be put in along the western side of Angela Street.</i> Parking on only one side of Angela St to allow access to properties. <i>The R/W Community Board passed a resolution to ban parking along the western side of Angela Street in Dec 2006. This can be implemented following the construction of the kerb and channel renewal.</i> Why narrow Angela St at Yaldhurst Road end? <i>The proposed narrowing has been removed by the project team and a raised platform will be installed instead at this location to reinforce the boundary between the residential and commercial area, and to deter rat running through the Cluster.</i> Put time limits on parking in place and strictly enforce. <i>Time restricted parking is not considered appropriate at this time, and can be installed if required in the future.</i></p>
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<p>Parking cont...</p>	<p>The main problem I would like addressed if possible is somehow preventing people parking cars on the grass. This damages the grass and my front fence. I would upgrade the fence but don't want to because I risk it being damaged by parked cars on the grass. I don't think any No Stopping areas are needed as the traffic is usually minimal and there is usually space for one car to pull over if 2 cars are going in opposite directions. We would like further restricted parking. Say one hour limit and also regular policing. But when there is parking on both sides at the same time, the amount of room left for traffic is almost too narrow! This parking is due in the main to churches using it as parking area. The vege shop on busy days attracts much illegal parking (i.e. on yellow lines) which is impossible to police but makes the street very hard to negotiate (fixable?). Last week there was a funeral at Church Corner Church and funeral people parked on both sides of Angela Street. It was difficult to drive through to get home from Bowen Street end and into No. 8. This happens with funerals and when vege shop busy. How can we manage this parking by church goers and vege shop folk? Concern that it is not uncommon for up to 20 cars to be parked using our six spaces and on the street. The hall is used almost daily. The loss of parking on the street is not a good move due to the extremely busy nature of the area and the roading in what is a commercial area. Would still like to see no parking on side of the street as the current situation produces a slalom effect in the street and on the odd occasion a "no-go" effect. From Property Committee, Upper Riccarton Methodist Church, Cnr Brake St & Yaldhurst Rd. We are in agreement with improvements planned for Brake St but are concerned that six parking spaces will be lost in the area. Is it possible the landscaping area opposite Leslie St could be reduced to allow two more parks? There are times when our car park is full and members need to park on Brake St or further away.</p>	<p>Prevent people from parking on grass berms. <i>Any issues such as this should be referred to the Parking Enforcement team, who can be contacted on (03) 941 8741.</i> Restricted parking on Leslie St (e.g. P60) with enforcement. <i>Time restricted parking is not considered appropriate at this time, and can be installed if required in the future.</i> Difficult to drive along Angela St with parking on both sides – particularly when people at church or using vege shop. <i>The R/W Community Board passed a resolution to ban parking along the western side of Angela Street in Dec 2006. This can be implemented following the construction of the kerb and channel renewal.</i> Hall concerned about loss of parking in area. <i>The Council's Parking Strategy states that the use of kerbside road space for parking has a lower priority than its use for safety, traffic flow, landscaping and pedestrian / cycle facilities. For safety and traffic flow reasons a loss of parking has been proposed.</i> No parking on one side of street in Angela Street to prevent slalom effect. <i>The R/W Community Board passed a resolution to ban parking along the western side of Angela Street in Dec 2006. This can be implemented following the construction of the kerb and channel renewal.</i> Reduce landscaping area opposite Leslie St to provide two parking spaces. <i>Parking is prohibited at an intersection, including opposite a street at a T intersection. See above from Parking Strategy.</i></p>
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<p>Pedestrians</p>	<p>Why not put in zebra crossings for pedestrians? Only worry is the "Pedestrian Crossing", I see so many near misses with elderly people trying to cross with pushers. Speeding motorists all the time. Needs huge slow notices coming up from Villa Maria to the bend. Frightening! I've notified the authorities but they are not interested. It is so dangerous out there. Something must be done before people get killed. Old deaf people can't hear the speed motorists are going. Will the footpaths be flat? <i>Advised that footpaths will be 1.65m wide to cater for elderly in motorised vehicles or parents with prams, and will be flat except at driveways.</i> Pedestrian crossing point near Fletcher Place - is this wider? <i>Advised that pedestrian island is in same location but will be upgraded to meet current design standards.</i> 5. Can the Council put a pedestrian crossing point in on Waimairi Road near Bowen Ave entrance to allow elderly ease of access to Bush Inn Centre. Traffic lights at Riccarton Road too far away, especially in bad weather. Footpaths - 1.65m wide sounds good - BUT the tree outside 14 Angela St droops to 112cm from the centre of the footpath, obstructing walking along the footpath. The poles for utility services jut significantly into the footpath space outside 20 Angela St. The space between pole and live hedge is less than 60cm outside 20 Angela St. The space between pole and Telstra Clear box is 80cm. Those streets mentioned are very dangerous especially for the elderly, the deep guttering makes it difficult for people crossing the road, and cars park out from the kerb with the steep camber. Although we live in Waimairi Road we use those particular streets a lot as we go to the Methodist Church & Growers Direct. Pedestrian islands are good; they are the safest way to cross.</p>	<p>Zebra crossing for pedestrians? <i>Zebra crossings are not considered to be a safe crossing option, unless they are in an area with a continuous flow of pedestrians, such as outside schools, libraries, hospitals. In this situation, pedestrian islands or narrowed intersections are considered to be the most appropriate treatment.</i> Notices to slow traffic on Bowen St. <i>The installation of two raised platforms along Bowen St at the intersections will slow traffic along Bowen St.</i> Will footpaths be flat? <i>Yes.</i> Width of pedestrian crossing point on Bowen St near Fletcher Place. <i>The island width on Bowen St is 1.8m with the line marking past it at 2m, which is in accordance with CCC std dwg SD635.</i> Request for pedestrian crossing point on Waimairi Road at end of Bowen St. <i>This is outside the scope of the project, but has been referred to the pedestrian facility team for investigation.</i> 14 Angela St - trim tree. <i>This will be referred to the Maintenance team for action.</i> 20 Angela St - move power pole and/or trim/remove hedge as footpath access impossible. <i>The PM is in discussion with the owners of this property to remove the hedge and allow for footpath as part of the kerb and channel renewal project. This property has encroached some way onto Council land.</i></p>
<p>Pedestrians cont...</p>	<p>In addition to pedestrian island at intersection of Bowen St and Waimairi Road the placement of a give way sign would reduce the approach speed of vehicles travelling east and double white lines would help prevent traffic nosing out onto Waimairi Road. This improves overall pedestrian and traffic safety. Concern with width of footpaths - give this is area of older pedestrians with mobility aids, pushchairs and students. Can the treatment of grass verges reflect the need to use this area for "passing" pedestrians? (Particularly on streets where services are not underground). Include appropriate tactile tiles at designated crossing facilities (installed as per RTS 14). There will need to be monitoring to ensure cars do not park over footpaths as is done in other narrow streets with blended / low kerbs. Support the 2 metre wide footpath on the northern side of Bowen Street. I am not happy that the pedestrian island located west of Fletcher Place is remaining. It is a road hazard driving from Waimairi Road to Peer Street, particularly after heavy rain when submerged. Surely with the narrowing of the 'T' intersection at Brake & Bowen and the fact that the traffic will be slowed it would be a safer place to cross.</p>	<p>Give Way sign at Bowen St / Waimairi Road intersection? <i>This is not considered appropriate at this intersection due to the lower traffic volumes than the adjacent Leslie Street.</i> Width of footpaths? <i>Footpaths will be a minimum of 1.65m wide, and will be 2m wide along the northern side of Bowen Street.</i> Tactile pavers? <i>Tactile pavers have not been included in the design, as it is not considered appropriate to apply these in isolation in an area.</i> 2m wide footpath supported on Bowen St. Ped island on Bowen St a road hazard - submerged after heavy rain - new design will need to be visible in all conditions. <i>This will be addressed as part of the detailed design phase.</i></p>

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<p>Road Layout</p>	<p>Although it is not part of the Church Corner Cluster the No Right Turn sign is still missing from the island just north of Leslie St on Waimairi Road. People are still making illegal turns into Bush Inn providing further hazards for pedestrians and Orbiter buses, taxis and right turning traffic from Bowen Street. I have witnessed a number of near misses as a result of impatience and poor decision making on the part of north bound traffic either originating from Riccarton Road or left turning traffic from Leslie St.</p>	<p>No Right Turn sign missing from on Waimairi Road just north of Leslie St. <i>This will be referred to the Maintenance Team.</i></p>
<p>Signals</p>	<p>You need to have a right signal arrow on lights when making a right hand turn from Peer St into Yaldhurst Road heading south. This would improve traffic flow as you often have to wait for three light changes before you can turn because of through traffic and not being able to see because of buses on other side.</p>	<p><i>Outside the scope of this project. Transit NZ controls this intersection.</i></p>
<p>Street width</p>	<p>Would prefer to see new kerb and channel whilst maintaining street width. For Angela you have provision to extend beyond 7 metres to 9 metres, why would you not do this. Growers Direct trucks are the biggest users. There is a large number of flats and back sections; increasing the number of street parking. The street is very narrow causing cars to be damaged on a weekly basis. Angela Street has the land available to be widened. I have had to find car owners and get them moved to be able to drive down the street. I am against narrowing roads, particularly build-outs at intersections. In my experience they make turning difficult. They squeeze cyclists out, where are they supposed to go? They are unsafe at night, particularly if planted with dark foliage as in Hanrahan Street. If you must have build-outs blocking the road they should be painted white and liberally sprinkled with reflectors. It is better not to have them. Islands are safer for pedestrians crossing. ANGELA STREET This is a narrow street already. If cars are parked on both sides it becomes a one-way street from your narrowing outside number 6 right through to Bowen Street. What is your proposal for this? Lights to operate when parking is full? A one-way street? How do they cope now? BOWEN STREET Why would you narrow a 10 metre street to 9 metres? The extra width for the north footpath could come from the berms outside the houses. Build-outs at intersection are a nightmare for cyclists, and decrease safety for turning traffic. BRAKE STREET Why would you narrow a section of Brake Street to 9 metres? It doesn't have to be narrowed to wear the 'local road' tag. The intersection with Leslie Street should NOT be narrowed. You have 10 metres on Brake and Leslie Streets acknowledging commercial traffic and truck needs in this area. How on earth are they going to turn into Leslie St if you do build outs and narrow to 7 metres? Cars waiting to turn would be squashed. A pedestrian island would be better than narrowing (island away from intersection).</p>	<p>Maintain existing street widths with new kerb and channel. Why not widen Angela to 9m? Increase on-street parking. Better access needed. <i>Angela Street is to be reconstructed along its existing alignment to avoid the power poles and to provide a straight street due to the uneven alignment of the property boundaries. In addition this would remove the parking at the Growers Market.</i> Oppose narrowing at intersections - makes turning difficult. Squeezes cyclists out. <i>Raised platforms have been proposed at the intersections to slow traffic and provide a safer environment for cyclists.</i> Make kerb build-outs visible in all conditions. Angela Street - parking on both sides an issue. <i>The R/W Community Board passed a resolution to ban parking along the western side of Angela Street in Dec 2006. This can be implemented following the construction of the kerb and channel renewal.</i> Bowen & Brake Streets - why narrow to 9m? <i>Traffic calming</i> How do trucks etc turn into and out of Leslie St with 7m narrowing? Dangerous for other traffic waiting to turn. <i>The intersection tracking paths for large trucks has been checked and the scheme has been altered slightly at the Leslie / Brake intersection as described above.</i> Suggestion for pedestrian island on Brake Street instead of intersection narrowings. <i>This is not considered appropriate at this location for the following reasons. Pedestrian islands allow crossing of busy streets to be made in two stages by providing a safe location for pedestrians to wait for a suitable gap in the traffic. With the lower traffic volumes on Brake Street, the need to stage the crossing was not evaluated as being required. Installation of a pedestrian island will result in more on-street car parking being removed than narrowing of the intersection.</i></p>

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<p>Street width cont...</p>	<p>It is a pity that this project is designed for the now and not the future (i.e. narrow roads). Angela St - We dislike the concept of the road narrowing at No. 6 and the speed hump. Reason - because this street is already narrow and road narrowing to 3.5m will mean cars could meet head on. What is the reason for this proposal? We would prefer just the traffic calming hump. There is a considerable volume of traffic generated by Growers Direct Market. Otherwise the development is pleasing. Specifically Angela Street, being so narrow, would I suspect be a potential vehicle trap!</p>	<p>Oppose street narrowing outside 6 Angela Street and speed hump. Prefer just traffic calming hump. <i>The project team agreed that a raised platform 7m wide will be installed at Angela St instead of the narrowing to 3.5m. The drainage will be addressed as part of the detailed design.</i> Angela St already narrow. <i>Angela Street is to be reconstructed along its existing alignment to avoid the power poles and to provide a straight street due to the uneven alignment of the property boundaries.</i></p>
<p>Trees</p>	<p>If you are replacing trees at the Waimairi Road end of Leslie Street, we'd be glad to see the cabbage trees replaced, perhaps with flaxes (or something that doesn't put loads of leaves up our drive on a southerly wind!). Request to not have a scarlet oak tree outside her property. She is 83 years old, and unable to clean up the leaves etc. Too many leaves in autumn and winter making the roads slippery. Who is responsible for trimming the trees? <i>Advised that trees on Council road reserve are responsibility of Council and others are responsibility of private landowners.</i> Corner of Bowen / Angela - tree needs trimming, also halfway along the street, and hedge outside #20. Replace trees with evergreen trees. The scarlet oak proposed for outside 19a Brake St is suggested for outside my property's master bedroom and kitchen. As a result, I am keen to know what height this tree is likely to grow to, and whether its foliage is likely to obstruct light. Also, how much do scarlet oaks shed their leaves, as these leaves are likely to end up on my property. Scarlet Oaks grow to 20/30 metres high! I think this shows a complete lack of imagination in tree selection!! Why plant a LARGE tree in front of someone's north side? My house is already completely boxed in by large trees - don't do it to somebody else! Use your imagination. Go to a nursery and ask for some advice! Why not have landscape planting in the kerbside strip on north side of street - between Fletcher Place and Waimairi Road? There are no trees down that end of the street so put in some shrubs or something.</p>	<p>Replace cabbage trees at Waimairi Road end of Leslie St with flaxes or similar. <i>This is outside the scope of this project.</i> No oak tree outside property - 28A Bowen St. <i>Remove oak tree proposed outside 28A Bowen St.</i> Who is responsible for trimming trees? <i>Refer to Maintenance team to look at trimming trees in Cluster.</i> Replace trees with evergreen trees - leaves, acorns etc hazardous. <i>Scarlet oaks proposed in line with existing street trees.</i> Height of scarlet oak - 19A Brake St. <i>It is recommended that all three trees outside 19 Brake St be removed.</i> Suggest landscape planting in kerbside strip on north side of street (between Fletcher Place and Waimairi Road). <i>It is recommended that there be landscaping at 2A Bowen Street and also small strips on the north side of the street near the islands.</i></p>

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<p>Trees cont...</p>	<p>Please note that the area between the fence line and the gutter in front of 19 Brake Street is not all Council land. I am not in favour of trees as there are already problems with drainage at the corner of Brake Street & Bowen Street - caused partly by foliage. I note the problem is being addressed. Also tree roots interfere with pipes and paving. I do have major concerns of oak selection - especially on north side of the street.</p> <p>As the owner of the front flat 7a Brake Street, I'm against the proposed planting of two oak trees outside my property. I give the following reasons. 1. Trees will be too close to the frontage (4.5m) of the property especially kitchen, living room and lounge. 2. Trees will cause darkness, dampness, tree root and spouting problems, possibly drainage problems. 3. Traffic hazard backing down driveway. 4. Trees dropping leaves, nuisance, causing work to keep gravel garden and lawns tidy. Also trimming grass around trees. We are responsible for maintenance on Council's exceptionally wide grass verge. Other residents are elderly and my pensioner husband has maintained this area for many years now. Trees will cause him more work. I'm not against landscaping property. Our frontage is planted selectively with low growing evergreen trees and shrubs. Please give consideration to my following suggestions: 1. Cut down size of grass verge and make a garden area, plant low growing, low maintenance plants. This would cut down maintenance for the owner of the front flat. 2. Low growing and maintenance plants would not present a nuisance factor to the property owners at 7 Brake St. 3. A garden in the grass verge area could be in keeping with the proposed landscaping further along Brake St, outside No. 11 and 15.</p> <p>Not keen about more trees to be planted as leaves are already a problem blocking drains in autumn.</p> <p>I think the size these pin oaks grow to; will prove to be a problem later on. They are already growing close to some of the power lines, and they produce a large number of leaves some of which hang on until the middle of winter, which will not help the flooding problem.</p>	<p>19 Brake St - prefer no trees as roots interfere with pipes and paving, drainage gets blocked by foliage. <i>It is recommended that these trees be removed.</i></p> <p>7a Brake St - oppose planting two oak trees. Trees too close to property - cause shading and visibility issues, foliage, etc. Suggest landscaping in front of 7 Brake St. <i>It is recommended that these two trees be removed.</i></p>
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<p>Trees cont...</p>	<p>I also notice that on the map you have my front fence at 9a Brake St level with No. 11, when actually it is level with No. 7, which makes my frontage much larger than shown. I would like to request once again (previously by phone) that the huge Oak Tree on the service strip outside my property - be removed. I fully realise that trees are a "must" but surely not to the detriment of surrounding properties. This particular one being approximately 1m outside my fence causes me no end of work, which with advancing age and immobility, I am finding much harder and stressful to cope with. Falling leaves which will not rot, and have to be picked up by hand and disposed of, at my expense. Thousands of large acorns, which also have to be picked up by hand and disposed of. They also hit my tin shed sounding like gunshot, which is very annoying and frightening especially to the elderly resident in 9C behind me. I have also seen pedestrians walk off rubbing their heads, so have obviously been hit. I also have been hit and can inform you that it is quite painful and now find I am dubious about going into my own back garden as a result. Then there is the digging up of the overlooked acorns which have sprouted most of them very hard to remove. (I have actually potted a number of them and they have gone to the country where they will be more welcome.) I continually have to wash my windows as the road dust adheres to the sticky sap which also comes off this oak tree on to the windows. As well, the sap is adhering to the root and soffits, causing damage to my property. The tree overhangs well into my property and I am concerned that if some of it should detach, it will cause large damage to my house and property. If this should occur and I, in my section, or anyone on the footpath, be in the vicinity, it could well be life threatening. I think this is a serious hazard which you need to be informed of and one which needs to be addressed. I sincerely hope that you can do something for me regarding this tree, maybe it can be replaced with a Red Oak in line with the others that are on the plan, and so look more uniform.</p> <p>I would also like the possibility of removing the rather large silver beech trees in front of my property (no. 18) to be considered and being replaced with a tree to match the rest of the street. The hedge at No. 20 is an ongoing problem, being constantly overgrown making the footpath one way only and producing difficulties for parents with pushchairs and elderly people with walkers going to the vege shop.</p> <p>Leaves in autumn are also a problem in the area so we would not like to see many more trees planted.</p>	<p>Remove oak tree on the service strip outside 9A Brake St – causes lots of work with falling leaves and acorns, damage to property. <i>This oak tree is located on private property, not Council land, and it is therefore the owner's responsibility to remove this oak tree at their cost.</i></p> <p>Remove 3 large silver beech trees in front of 18 Angela Street. <i>This is outside the scope of this project.</i></p> <p>Hedge at 20 Angela St overgrown and needs trimming back to allow pedestrian access. <i>The PM is in discussion with the owners of this property to remove the hedge and allow for footpath as part of the kerb and channel renewal project. This property has encroached some way onto Council land.</i></p>
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<p>Under-grounding</p>	<p>Queried why under grounding is not proposed for Angela St. Will power poles be moved if not under grounded. Can you tell me why the Council would not take the opportunity to widen the street or at least move the power poles underground? Under grounding these services is essential. And we don't really want the street ripped up for new kerbing and then 2 years later for under grounding services. Can you get rid of the UGLY power poles from both sides of the road? It's a shame that you are going to all this trouble to make the place nicer and leaving all those ugly wires for prosperity. My main gripe is that your project doesn't extend to underground wiring. Hopefully Bowen & Angela Streets will receive their underground wiring in the near future. Towering overhead services of Angela and Bowen Streets should be under grounded. They detract from the 'local road' ambience of the area as proposed and are an eye sore! If the Council is serious about enhancing the landscape features they should be removed. I am disappointed that the overhead wiring on Bowen St cannot be put underground at the same time. Will all the frontages of the sections on the southern side of Bowen St be brought into line as per the northern side?</p>	<p>Under grounding of overhead services requested. <i>The Council does not fund the under grounding of overhead services on local roads. Therefore under grounding is outside the scope of this project.</i></p>
<p>Utilities</p>	<p>Please note that Rock gas has reticulated gas mains in Brake Street and Leslie Street, and across the end of Angela Street on Yaldhurst Road. Plans for the existing mains are attached. Prior to commencing work, please request up-to-date plans.</p>	<p><i>Design team to check with Rock Gas re gas mains prior to commencing work - Contact Delwyn Harrison, Rockgas , 12 Caerphilly Place, PO Box 7195, Christchurch Phone 03 373 6424 Fax 03 373 6448</i></p>

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10. UPDATE ON CURRENT TRANSPORT ISSUES

11. ELECTED MEMBERS INFORMATION EXCHANGE