



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE AGENDA

FRIDAY 22 FEBRUARY 2008

AT 8.00AM

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

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

Andrew Hensley (Consultation Leader - Transport & Greenspace), will give a verbal update on Wigram Road Safety Maintenance.

5. ANDERSON AND POPE STREETS – PROPOSED “GIVE WAY” SIGNS

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 the Board’s approval to install a “Give Way” control on Anderson Street and Pope Street at their intersection with Tyne Street, Addington. (see **Attachment 1**).

EXECUTIVE SUMMARY

2. It has been identified that Anderson Street, Pope Street and Tyne Street, form an uncontrolled crossed intersection.
3. To comply with Land Transport Rule: Traffic Control Devices, Section 10.1 Intersections. *An intersection that has four or more approaching roadways must be controlled by:*
 - *stop or give way signs : or*
 - *a roundabout: or*
 - *traffic signals.*
4. There are no visibility constraints at this intersection which would require the installation of a “Stop” control and therefore a “Give Way” control is deemed appropriate.
5. The “Give Way” control will remove any confusion between right turning vehicles and make the intersection safer. This will provide motorists right turning into Anderson or Pope Street the priority.

FINANCIAL IMPLICATIONS

6. An estimated cost for this work is \$800.

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

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

LEGAL CONSIDERATIONS

8. The Land Transport Rule provides for the installation of “Give Way” controls.

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

9. As noted in paragraph 8.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

Clause 5 Cont'd

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

11. As noted in paragraph 10.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. As noted in paragraph 12.

CONSULTATION FULFILMENT

14. No residents/businesses are directly affected therefore no consultation was undertaken.

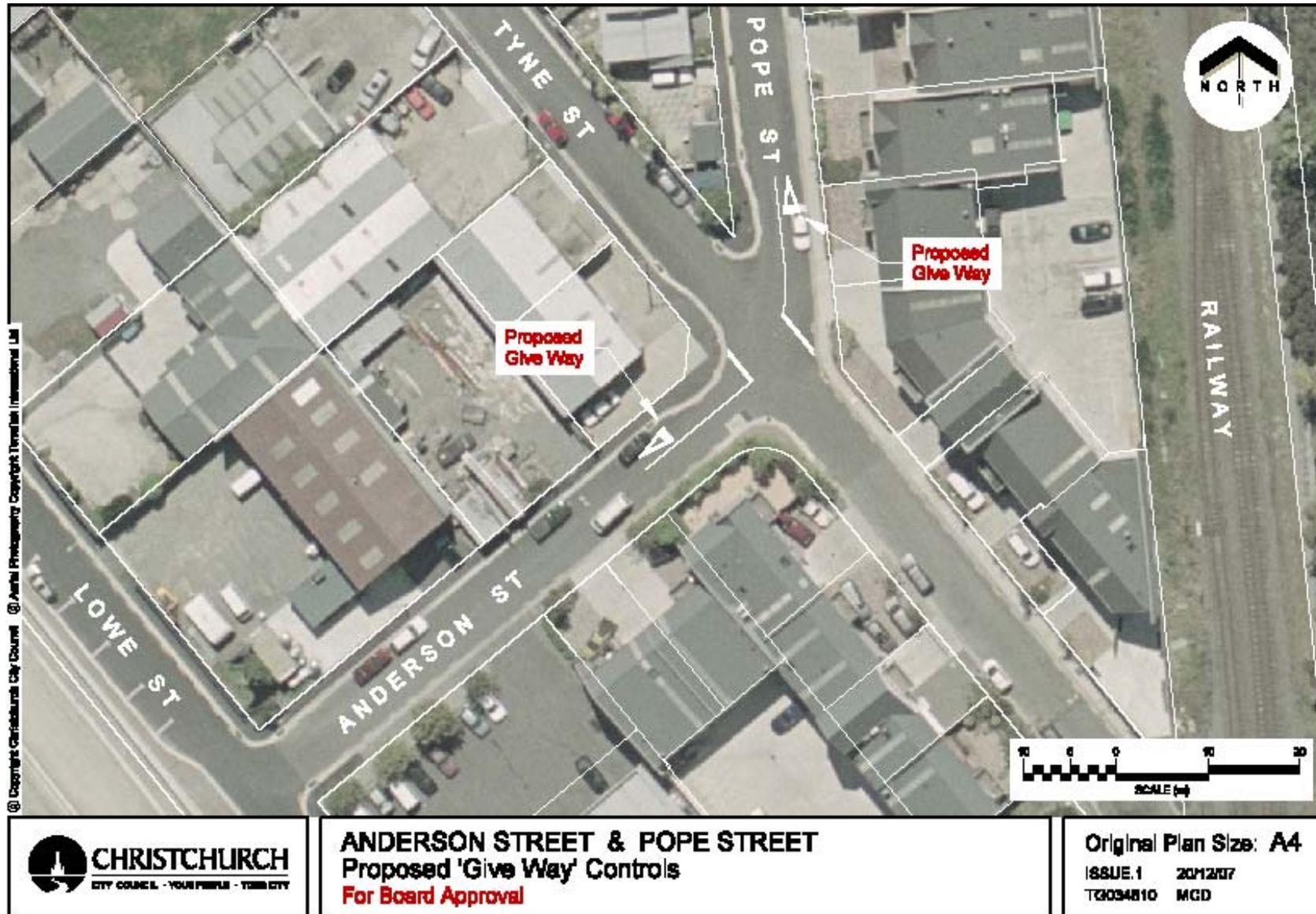
STAFF RECOMMENDATION

It is recommended that the Committee recommend that the Board approve:

- (a). a "Give Way" control is placed on Anderson Street at its intersection with Tyne Street.
- (b). a "Give Way" control is placed on Pope Street at its intersection with Tyne Street.

22. 2. 2008

5



6. HYNDHOPE ROAD – PROPOSED “NO STOPPING” RESTRICTION

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 the Board’s approval for the installation of “No Stopping” lines at the western end of Hyndhope Road, Halswell. (see **Attachment 1**).

EXECUTIVE SUMMARY

2. The residents of 23C Hyndhope Road have expressed concern at vehicles turning in their driveway and causing damage to the seal at their entranceway and the adjacent road way instead of turning at the end of the road.
3. There is no cul-de-sac at the end of the road and the ability of vehicles to make a turning manoeuvre at the end of the road may also be inhibited when vehicles are parked there, especially for service vehicles. Some vehicles are therefore turning prior to the end of the road and using a private driveway. This turning practice has caused damage to the road and the private driveway.
4. Owing to the damage being sustained to the road seal in this area, the Pavement Maintenance Team Leader proposes to carry out some remedial work and in addition, supports the installation of a turning facility.
5. To improve the manoeuvring area for vehicles at the western end of Hyndhope Road, it is proposed to install a sealed area on the north side of the road and “no stopping” lines on the north and south side of the road, as shown on the attached plan.
6. An additional “No Exit” sign has been installed on Hyndhope Road at the intersection of Kennedys Bush Road to reinforce the road design.

FINANCIAL IMPLICATIONS

7. An estimated cost for this work is \$2000.

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

8. The installation of road markings is within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

9. The Land Transport Rule provides for the installation of parking restrictions, including “No Stopping” lines.

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

10. As noted in paragraph 9.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. 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?

Clause 6 Cont'd

12. This contributes to improve the level of service for safety and access.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

14. As noted in paragraph 13.

CONSULTATION FULFILMENT

15. Two separate letters and plans were delivered to the affected residents in Hyndhope Road to explain the proposed work.

16. The first letter and plan of 9 November 2007 proposed "No stopping" lines on both sides of Hyndhope Road at its western end.

- Three residents supported the work. One resident requested consideration of a turning bay.
- One resident did not support the work (**Attachment 2**).
- No response from two residents.

17. The second letter and plan of 6 December 2007 proposed "No Stopping" lines on both sides of the road and a vehicle turning facility at the western end of Hyndhope Road. This information was sent to seven residents as the vehicle turning facility affected one additional resident.

- Four residents supported the work. One resident requested consideration that the street lighting is extended to the western end of the road. This is being investigated separately.
- One resident did not support the work. (**Attachment 3**).
- No response was received from two residents.

STAFF RECOMMENDATION

It is recommended that the Committee recommend that the Board approve;

1. the stopping of vehicles be prohibited at any time on the north side of Hyndhope Road commencing at the western end of Hyndhope Road and extending in an easterly direction for a distance of 30 metres.
2. the stopping of vehicles be prohibited at any time on the south side of Hyndhope Road commencing at the western end of Hyndhope Road and extending in an easterly direction for a distance of 25 metres.



36 Hyndhope Road
Halswell
CHRISTCHURCH 8025

19th November 2007

Malcolm Taylor
Traffic Engineer – Community
City Environment Group
Christchurch City Council
PO Box 237
CHRISTCHURCH

Dear Malcolm

Re Hyndhope Road Proposed 'No Stopping' Parking Restriction

After receiving your letter dated 9th November 2007 and following a phone conversation with yourself on 14th November 2007 at which time you advised us to put our concerns in writing we find ourselves as owners of 36 Hyndhope Road writing to voice our concerns over the Council's proposal to put 'No Stopping' Parking Restrictions at the western end of Hyndhope Road on the following basis:-

- 1) We live in a rural residential location and find this type of restriction offensive.
- 2) We have lived at 36 Hyndhope Road for 15 yrs and have never encountered or been made aware of any problems with other vehicles or trucks experiencing difficulties in turning around at the western end of Hyndhope Road.
- 3) From what we understand the neighbours at 23C Hyndhope Road who have complained to the Council have had some problems with trucks and other vehicles using their driveway as a turning point and at times problems have arisen whereby the trucks and other vehicles have caused damage to the driveway. This is not a result of cars being parked at the western end of Hyndhope Road causing this damage but the design of their driveway when their home was built in Hyndhope Road which comes into question. It means any vehicle coming into contact with their driveway through a backing manoeuvre is most likely to make contact with the bitumen on their driveway and therefore leave damage. This also happens to another driveway at 25 Hyndhope Road whereby a similarly designed driveway has led to vehicles damaging the bitumen on their driveway also when entering or leaving the property.
- 4) By placing parking restrictions at the western end of Hyndhope Road you will simply create and encourage more turning of vehicles into both the before mentioned driveways as well as encouraging more turning at the western end therefore creating an increase in the chance our property could be damaged i.e. letterbox or fence. Should any damage occur to our property we would be looking in the first instance to seek restitution from the Council.
- 5) The proposed parking restrictions will also create further inconvenience for visitors to our property when having to park further away.

Our understanding is this matter has been driven by the owners of 23C Hyndhope Road owing to the damage caused by turning vehicles into their driveway. Surely this problem should not impact on the other owners of properties in Hyndhope Road most who have lived there for 14-15 years. The problem is more about the design of the access to their property and by better excavation or lengthening the run up onto their section this would have reduced the impact of any turning vehicles.

Since the 'No Exit' sign was installed at the entry to Hyndhope Road the number of vehicles coming down the street has reduced.

We strongly object to any parking restrictions at the western end of Hyndhope Road and would ask that as the owners of the property at 36 Hyndhope Road who would be most affected that we are given the opportunity to be heard at the Community Board meeting. I was disappointed to be left with the feeling at the end of our phone conversation that you had already made your mind up on the proposed parking restrictions regardless of what those most affected by this decision had to say!

Can you please also advise to us who the members of the Community Board are and their contact details?

Yours faithfully

PI & GJ Kennard

36 Hyndhope Road
Halswell
CHRISTCHURCH 8025

11th December 2007

Malcolm Taylor
Traffic Engineer – Community
City Environment Group
Christchurch City Council
PO Box 237
CHRISTCHURCH

FILE				
REF:	TM-003-001-4/11			
DOCUMENT				
No.	1007/4362			
	18 DEC 2007			
	M. TAYLOR			
	SEARCHED	INDEXED	SERIALIZED	FILED

Dear Malcolm

Re Hyndhope Road Proposed 'No Stopping' Parking Restriction

You appear determined to place yellow line 'no stopping' parking restrictions at the west end of Hyndhope Road.

Please refer to our original letter as attached, particularly points 1, 2, 3, 4 and 5.

Your proposed turning area although creating some turning room will again encourage vehicles to turn and back into the driveway for 25 Hyndhope Road creating:-

- 1) Increased risk of damage to our property and fences
- 2) The seal in hot weather will be damaged with the turning of tandem axle trucks therefore leaving the west end of Hyndhope Road damaged with possible pot holes.
- 3) By increasing the sealed area increased stormwater run off will occur when it rains causing flooding of our driveway. This can occur now when we get heavy rain and the current drains inability to cope with existing run off.

I wish to reiterate that since the 'no exit' sign has been installed traffic in Hyndhope Road has decreased.

We strongly object to any 'no stopping' parking restriction or road design change at the west end of Hyndhope Road.

As one of the most affected parties to your proposed changes we believe our objections to your proposals should be listened to.

Yours faithfully



PI & GJ Kennard

7. **AMYES ROAD– PROPOSED “NO STOPPING” PARKING RESTRICTION**

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and Greenspace Manager
Author:	Malcolm Taylor

PURPOSE OF REPORT

1. The purpose of this report is to seek the Community Board's approval for the installation of “No Stopping” lines on Amyes Road, Hornby. (**see Attachment 1**).

EXECUTIVE SUMMARY

2. A resident has requested that the Council considers extending the existing “No Stopping” lines to the bus stop on the south west side of Amyes Road commencing at Shands Road.
3. When vehicles are parked outside 2 Amyes Road vehicle movements to the straight through and the right turn lanes are restricted. At the limit lines of these two lanes are yellow hatched markings prior to a railway crossing.
4. It is recommended that the “No Stopping” lines be extended to improve the safety for all road users and improve the traffic efficiency and capacity at this location.

FINANCIAL IMPLICATIONS

5. An estimated cost for this work is \$250.

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 parking restrictions, including “No Stopping” lines.

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

12. As noted in paragraph 11.

Clause 7 Cont'd

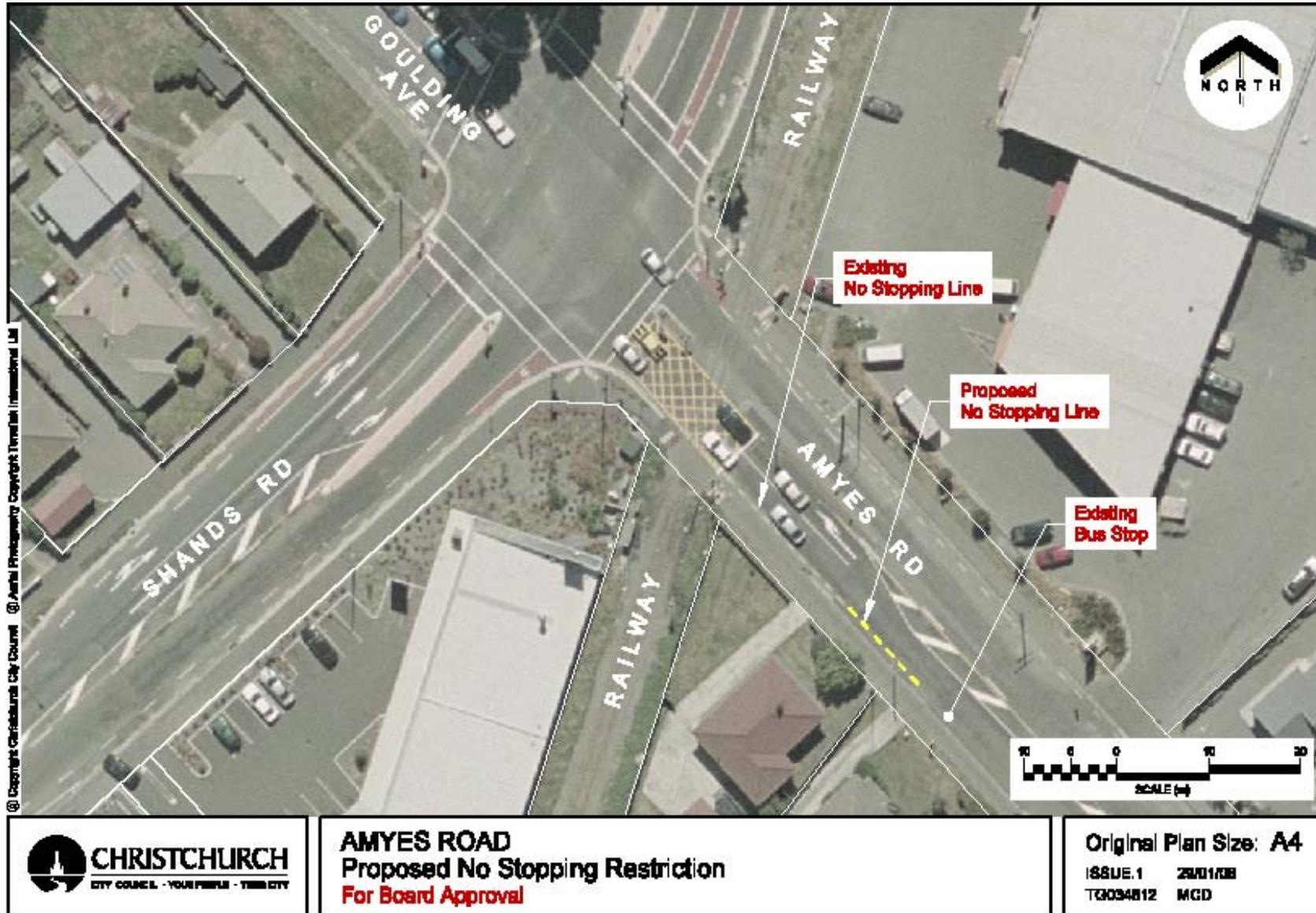
CONSULTATION FULFILMENT

13. The affected resident supports this work.

STAFF RECOMMENDATION

It is recommended that the Committee recommend that the Board approve:

- (a) the stopping of vehicles prohibited at any time on the south western side of Amyes Road commencing at the intersection of Shands Road and extending in a south easterly direction for a distance of 41 metres be revoked.
- (b) the stopping of vehicles be prohibited at any time on the south western side of Amyes Road commencing at the intersection of Shands Road and extending in a south easterly direction for a distance of 52 metres.



8. **HALSWELL ROAD NO STOPPING & TIME LIMITED PARKING RESTRICTIONS.**

General Manager responsible:	City Environment Group Jane Parfitt
Officer responsible:	Transport and Greenspace Manager, Michael Aitken
Author:	Steve Hughes

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's support to reduce the existing broken yellow no stopping lines in Halswell Road south of Sparks Road, to extend the existing 10 minute parking area south of those no stopping lines, and to install a new 30 minute parking area immediately south of the extended 10 minute parking area. **(See Attachment 1).**

EXECUTIVE SUMMARY

2. The Council has received a request from the Halswell Veterinary Clinic to establish a 30 minute time restricted parking area outside their premises in Halswell Road.
3. The area in question is on Halswell Road near the junction with Kennedy's Bush Road and Sparks Road. The Halswell Veterinary Clinic and The Dog House, a dog grooming business, operate out of premises at 2a Kennedy's Bush Road which fronts onto Halswell Road.
4. Halswell Road is a State Highway. Transit New Zealand has delegated the control of road side parking restrictions to the Christchurch City Council. Transit New Zealand supports the recommendations in this report.
5. At present there are a number of vehicle parking options available nearby. These are best seen in the aerial photograph attached to this report. Broken yellow lines extend south along Halswell Road from the intersection with Kennedy's Bush and Sparks Road to a point several metres passed where the kerb curves back into a parking area.
6. Where the broken yellow "no stopping" lines end in Halswell Road, a 10 minute parking area extends south for approximately 17 metres. There are signs at either end of this time restricted area denoting the 10 minute restriction that applies. There is space to extend this 10 minute time restricted parking area by removing two of the broken yellow no stopping lines extending the 10 minute parking area by another 3 metres. By doing so vehicles will still be able to park safely and correctly.
7. At the southern end of the 10 minute time restricted parking area outside the Halswell Veterinary Clinic an unlimited time restricted parking area starts. This extends south along Halswell Road for several hundred metres. Frequently vehicles are left parked outside the Clinic all day possibly while the occupants car pool to drive to Akaroa or other places on Banks Peninsula. This means that the closest parking spaces that are immediately outside the Veterinary Clinic may not be available for the clients of that business to use.
8. A typical consultation at the Halswell Veterinary Clinic is finished within a 30 minute time period. When there are complications that require a longer attendance, the animals are generally left there by the owners who come back later to pick them up. The staff of the clinic believe that a 30 minute parking restriction outside their premises would be appropriate.
9. A typical transaction at The Dog House dog grooming business involves people dropping off or picking up dogs. They usually do not stay for longer than 10 minutes and therefore a 10 minute time restricted parking area suits their requirements. The existing 10 minute time restricted parking area is situated 25 metres from the entry to the dog grooming premises and fulfils this purpose.
10. Recently there has been a number of new buildings and businesses that have been developed in the commercial area at the intersection of Kennedy's Bush Road, Sparks Road, and Halswell Road. These include food businesses which have resulted in an increased demand on the various time limited parking nearby. See the attached aerial photograph for details.

Clause 8 Cont'd

- 11 The establishing of the proposed 30 minute restricted parking will provide parking for up to four vehicles outside the Halswell Veterinary Clinic and will provide the best result for both the clinic and for their clients.
- 12 By removing two of the existing broken yellow lines and extending the 10 minute parking area approximately three metres, this will provide parking for up to four vehicles in place of the present three. These spaces may then be able to be used by customers attending either the shops nearby or by customers of the dog grooming business.
- 13 This will distribute the parking more appropriately around the area to suit the requirements of the various businesses and provide time limits that are more appropriate to the length of time that the various businesses typically require.

FINANCIAL IMPLICATIONS

- 14 The estimated cost of installing two new P30 signs, of having new road markings painted in and some existing lines removed, and the moving of one existing P10 sign, is approximately \$500.

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

- 15 The installation of road markings is within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

- 16 The Land Transport Rules provide for the installation of parking restrictions including installing time restricted parking areas.

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

- 17 As noted in paragraph 16.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

- 18 Aligns with the Streets and Transport activities by contributing to Council's Community outcomes – Parking.

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

- 19 This contributes to improve the level of service for parking.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

- 21 As noted in paragraph 20.

CONSULTATION FULFILMENT

- 22 Consultation was conducted with the occupants of the Halswell Veterinary Clinic and The Dog House Dog Grooming business. These being the properties most affected by the installation of the 30 minute time restricted parking area, and by the extending of the existing 10 minute parking area. Both businesses agreed with the proposed changes.

Clause 8 Cont'd

- 23 The Kennedy's Bush Road Community Association and the Halswell Community Association have been consulted in relation to installing these new parking restrictions and agree with the proposed changes and additions.
- 24 The Council Parking Enforcement Team Leader supports these recommendations.
- 25 Transit New Zealand support these recommendations

STAFF RECOMMENDATION

It is recommended that the Committee recommend that the Board:

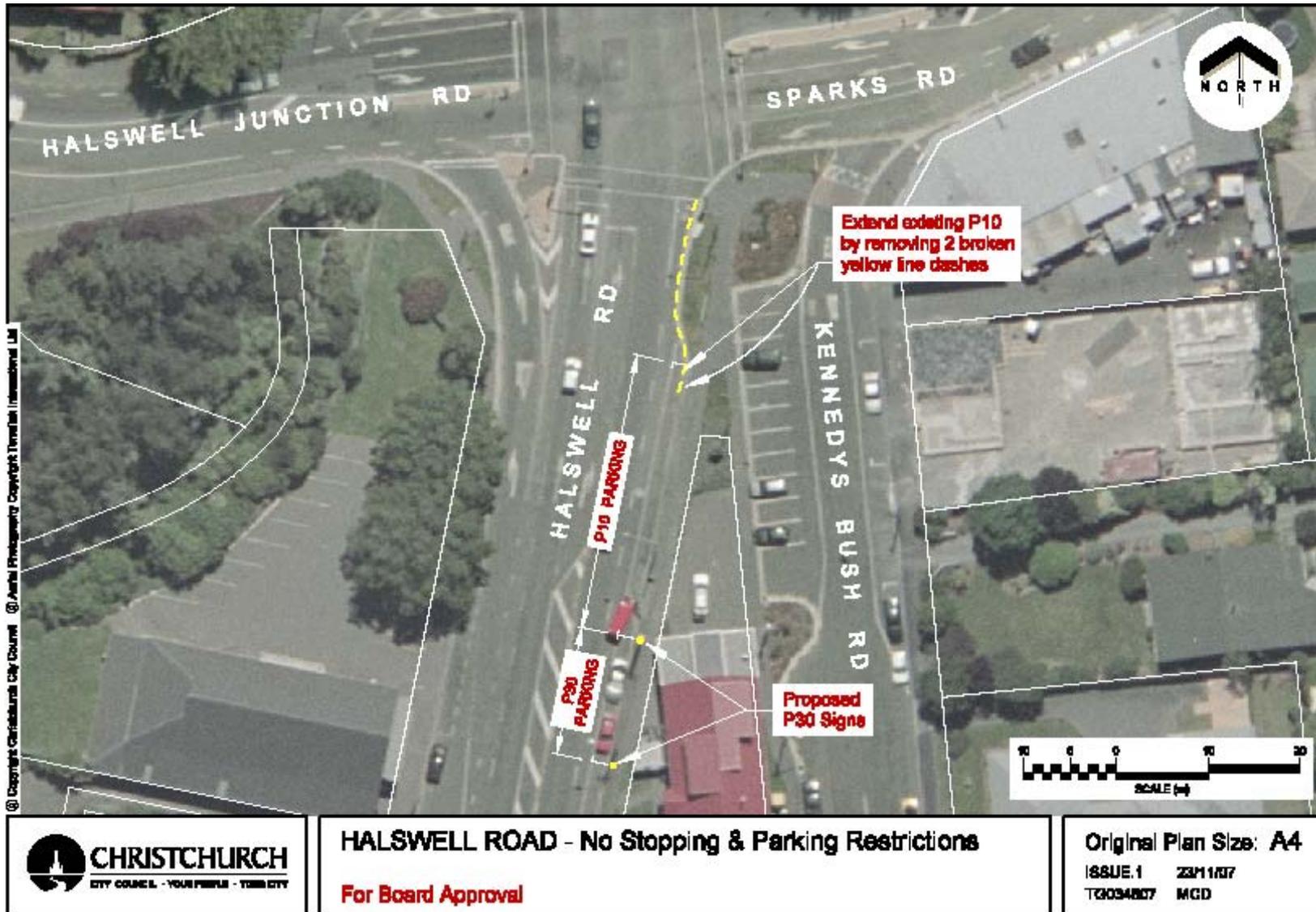
- (a) Revoke the existing parking restrictions in the following location:
 - (i) The stopping of vehicles prohibited by the installation of the existing broken yellow no stopping lines on the east side of Halswell Road that extend for 22 metres south of the intersection from Sparks Road.
- (b) That the stopping of vehicles be prohibited at any time on the east side of Halswell Road commencing at the intersection with Sparks Road and extending in a southerly direction for a distance of **19** metres.

10 Minute Parking Restrictions

- (c) Revoke the existing parking restrictions in the following location:
 - (i) The parking of vehicles that is currently restricted to a maximum period of 10 minutes on the east side of Halswell Road commencing at a point 22 metres from the intersection with Sparks Road and extending in a southerly direction for 17 metres
- (d) Approve the parking of vehicles be restricted to a maximum period of 10 minutes on the east side of Halswell Road commencing at a point 19 metres south of the intersection with Sparks Road and extending in a southerly direction for a distance of 20 metres.

30 Minute Parking Restrictions

- (e) Approve the parking of vehicles be restricted to a maximum period of 30 minutes be installed on the east side of Halswell Road commencing at a point 39 metres from the intersection with Sparks Road and extending in a southerly direction for a distance of 21 metres.



9. CURLETT'S ROAD CYCLEWAY

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Andrew Hensley, Consultation Leader- Capital Programme Group

PURPOSE OF REPORT

1. The purpose of this report is to seek a recommendation from the Board (via this Committee) to the Council to proceed to final design, tender and construction of the Curletts Road Cycleway project.

EXECUTIVE SUMMARY

2. Curletts Road Cycleway is part of the cycleway programme and is currently programmed for construction in the 2007/08 financial year.
3. The initiating aim of the project was to formalise the shortcuts being taken by cyclists off road between Wigram Road and Curletts Road. As a result of consultation, and following further investigations and planning, the Plan was developed and expanded to link with existing facilities at Lunns Road to the north, and Halswell Road to the south.
4. The revised objectives of the project are as follows:
 - (a) To create a formalised cycleway on the current desire lines
 - (b) To increase safety of cyclists using the route from Halswell Road to Lunns Road/Wigram area
 - (c) To minimise rework when the Southern Motorway project is constructed.
5. Consultation was undertaken between April 2007 and November 2007 with land owners and occupiers: Transit New Zealand, Bayer New Zealand Limited, and the Canterbury Agricultural and Pastoral (A&P) Association.
6. Two seminars were undertaken with the Riccarton/Wigram Community Board's Traffic and Rooding Committee on 29 June 2007 and 31 August 2007. The project was previously located entirely within the Riccarton/Wigram Community Board area, both on Council and Transit New Zealand Land, but following expansion to Halswell Road is now also within the Spreydon/Heathcote Community Board area on Transit New Zealand land.
7. At the time of writing this report, consultation with SPOKES was underway. A verbal update of any relevant issues will be given at the meeting considering this issue.
8. A summary of consultation can be found in the Consultation Fulfilment section of this report.
9. The Curletts Road Cycleway Project Plan is shown in Attachment 1- Curletts Road Cycleway Overview and Attachment 2- Curletts Road Cycleway- (Wigram Road- Curletts Road).
10. Key features of the Plan include:
 - (a) A 3 metre wide off road cycleway along the fenceline of the A&P Association Showgrounds, which will enable two cyclists to pass each other
 - (b) Remaining off road cycleway to be 2.2 metres wide, and joining with existing paths at the Heathcote River bridge near Halswell Road, and the Lunns Road/Curletts Road intersection
 - (c) Bollards installed in Section A to prevent vehicular traffic
 - (d) Sections A & D to be completed in grit- the least cost option as the final scheme for the Southern Motorway is unconfirmed
 - (e) Sections B,C & E to be completed in asphalt.

Clause 9 Cont'd

11. There has been only one option considered, and this meets all the aims and objects of the project by way of:
 - (a) The proposed cycleway follows the clearly defined shortcuts and tracks currently evident on the ground
 - (b) Provides cyclists an off road alternative to travelling on road in a 100 km/h zone
 - (c) A lower cost construction method has been chosen to minimise the costs of rework for the sections affected by the Southern Motorway construction
12. An opportunity arose to relocate the A&P Association deer fence (next to Bayer New Zealand Limited) in conjunction with other fencing work being undertaken on that site. This work has now been completed.

FINANCIAL IMPLICATIONS

13. Curletts Road Cycleway is part of cycleway programme and is currently programmed for construction in the 2007/08 financial year.
14. This project has a current budget of \$156,912. The revised project is estimated to cost \$235,400 including fees and contingencies. This shortfall will be funded from within the existing 2007/08 cycleway budget as a result of substitutions, and from LTNZ funding.
15. It is expected that the work will commence within the 2007/08 financial year, and is estimated to take approximately 8 weeks to complete.

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

16. Yes- see above.

LEGAL CONSIDERATIONS

17. There are no land ownership issues associated with this project. The majority of this project is on Transit New Zealand land.
18. There are no Notable or Heritage trees shown in the City Plan.
19. There are no Heritage or Historic buildings, places or objects shown in the City Plan.
20. No traffic resolutions will be required under the Land Transport Rules.

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

22. Yes- see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

23. This project aligns with the Capital Programme, as detailed on page 85 of the LTCCP (2006-2016).

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

24. The recommendations of this report support the Capital Programme in the 2006-2016 LTCCP.

Clause 9 Cont'd

ALIGNMENT WITH STRATEGIES

25. This project is consistent with key Council strategies including the Road Safety, Cycling and Pedestrian Strategies.

Do the recommendations align with the Council's strategies?

26. As above

CONSULTATION FULFILMENT

27. Consultation was undertaken between April 2007 and November 2007 with land owners and occupiers: Transit New Zealand, Bayer New Zealand Limited, and the Canterbury Agricultural and Pastoral (A&P) Association.
28. Two seminars were undertaken with the Riccarton/Wigram Community Board's Traffic and Rooding Committee on 29 June 2007 and 31 August 2007. The project was previously located entirely within the Riccarton / Wigram Community Board area, both on Council and Transit New Zealand Land, but following expansion to Halswell Road is now also within the Spreydon/ Heathcote Community Board area, on Transit New Zealand land.
29. At the time of writing this report, consultation with SPOKES was underway. A verbal update of any relevant issues will be given at the meeting considering this issue.
30. All those consulted to date have indicated support for this project.
31. Key issues raised by respondents during consultation included the following (Project Team responses in italics).
- (a) Transit New Zealand: This project can proceed on the understanding that Council support will be forthcoming if Transit New Zealand are unable to meet expectations with temporary cycleway measures during the construction of the Southern Motorway.
 - *No action currently required as this does not affect the design, only management around the continuation of cycle services during construction of the Southern Motorway.*
 - (b) Transit New Zealand: Some of the planned cycleway will be removed during the Southern Motorway construction.
 - *these areas will be completed in grit to minimise costs associated with the Southern Motorway. The rest of the project will be completed in asphalt.*
 - (c) Bayer New Zealand Limited wish for the area next to the cycleway to be well maintained (between Bayer New Zealand Limited and A&P Association).
 - *Maintenance agreement to be established between the Council, Transit New Zealand, Bayer New Zealand Limited and A&P Association for this section of the cycleway.*

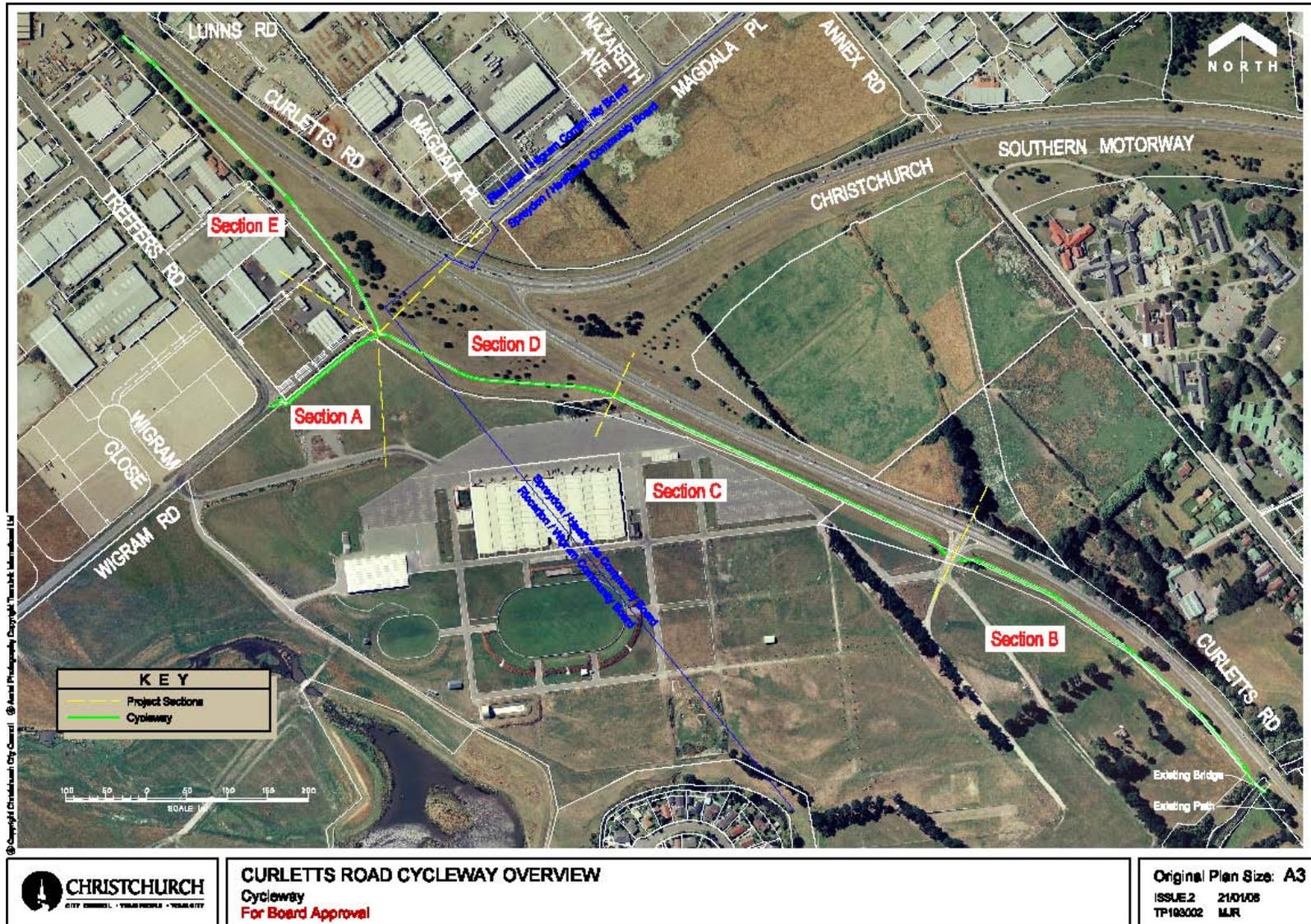
STAFF RECOMMENDATION

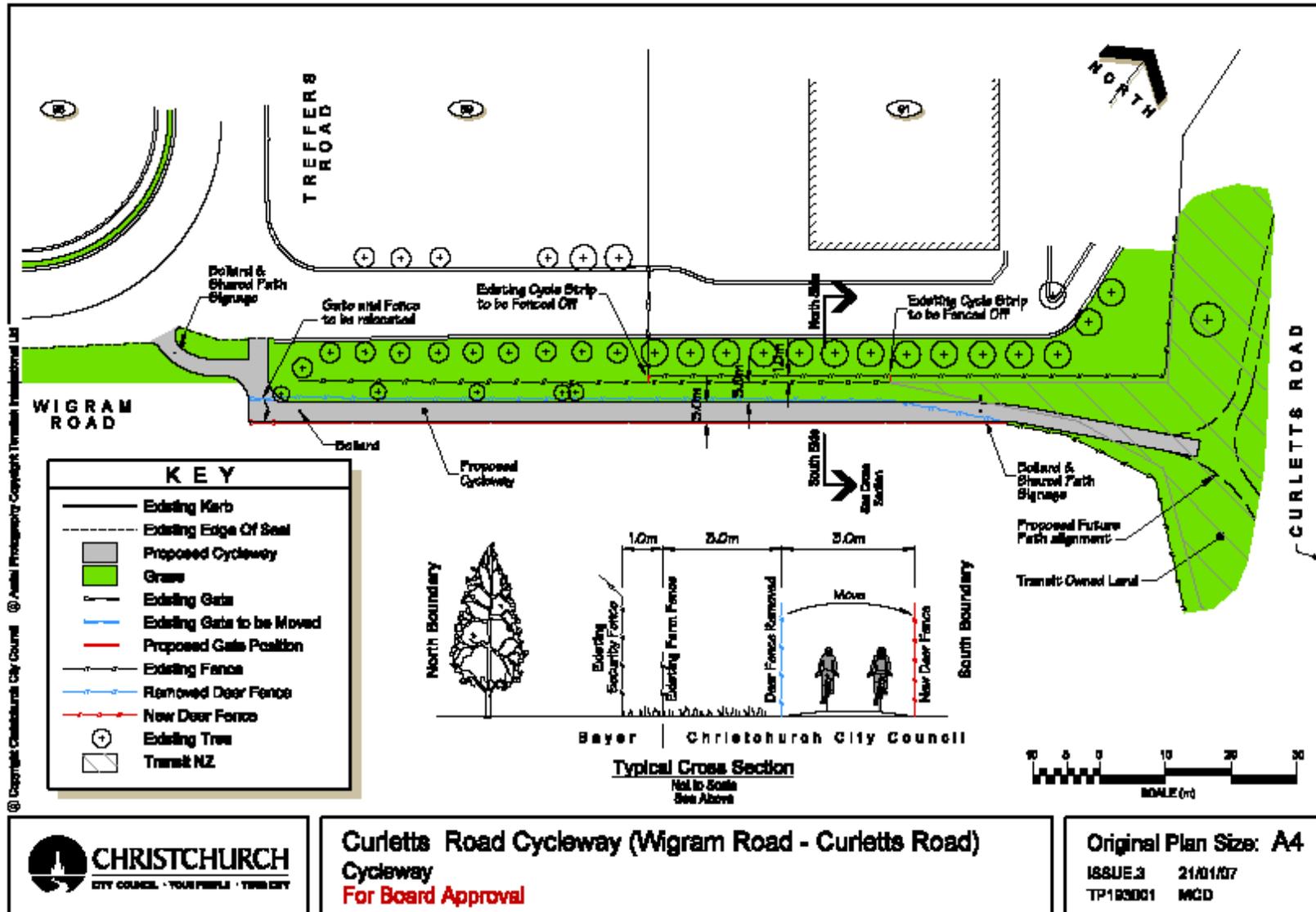
It is recommended that the Board recommend to the Council to:

- (a) Approve the Curletts Road Cycleway project to proceed to final design, tender and construction.

22. 2. 2008

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22. 2. 2008

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10. UPDATE ON CURRENT TRANSPORT ISSUES

11. MEMBERS INFORMATION EXCHANGE