



Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD

TRAFFIC WORKS COMMITTEE AGENDA

MONDAY 18 FEBRUARY 2008

6.00 PM

**IN THE BOARDROOM
PAPANUI SERVICE CENTRE
CORNER LANGDONS ROAD AND RESTELL STREET**

Community Board: Megan Evans (Chairperson), Ngaire Button, Pauline Cotter Aaron Keown, Matt Morris, Yvonne Palmer and Norm Withers.

Community Board Adviser
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- PART B - REPORTS FOR INFORMATION**
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1. APOLOGIES

2. ELECTION OF CHAIRPERSON SHIRLEY/PAPANUI COMMUNITY BOARD'S TRAFFIC WORKS COMMITTEE

General Manager responsible:	General Manager Regulation and Democracy Services
Officer responsible:	Legal Services Manager
Author:	Chris Gilbert, Legal Services Manager/Peter Croucher, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to explain the process that the Traffic Works Committee must follow to elect their chairperson, as required by the Local Government Act 2002. This process is recommended for the Traffic Works Committee as it has been given full delegated authority to act in its area of concern.

EXECUTIVE SUMMARY

2. The Act prescribes the processes by which fully delegated committees of Community Boards must elect their chairpersons, which is the same as the process the Council must use to elect the deputy mayor. This report describes the alternative processes available, one of which must be adopted by the committee.

FINANCIAL IMPLICATIONS

3. Not applicable.

DO THE RECOMMENDATIONS OF THIS REPORT ALIGN WITH 2006-16 LTCCP BUDGETS?

4. Not applicable.

LEGAL CONSIDERATIONS

Introduction

5. Section 54 of the Local Government Act 2002 specifies that the provisions of Schedule 7 of the Act apply to Community Boards (with some minor exclusions), with necessary modifications as if the Boards were local authorities. Schedule 7 requires that each Community Board, at its first meeting, must elect one of its members to be its chairperson (see clauses 17, 21 and 37 of Schedule 7 of the Act).
6. The manner in which a Community Board or its fully delegated committee is to elect this position is prescribed in clause 25 of Schedule 7. It provides that the Community Board or delegated committee must determine by resolution that the chairperson be elected or appointed by using one of the following systems of voting:

“System A—

- (a) requires that a person is elected or appointed if he or she receives the votes of a majority of the members of the local authority or committee present and voting; and
- (b) has the following characteristics:
 - (i) there is a first round of voting for all candidates; and
 - (ii) if no candidate is successful in that round there is a second round of voting from which the candidate with the fewest votes in the first round is excluded; and
 - (iii) if no candidate is successful in the second round there is a third, and if necessary subsequent, round of voting from which, each time, the candidate with the fewest votes in the previous round is excluded; and
 - (iv) in any round of voting, if 2 or more candidates tie for the lowest number of votes, the person excluded from the next round is resolved by lot.

2. Cont'd

System B—

- (a) *requires that a person is elected or appointed if he or she receives more votes than any other candidate; and*
- (b) *has the following characteristics:*
 - (i) *there is only 1 round of voting; and*
 - (ii) *if 2 or more candidates tie for the most votes, the tie is resolved by lot.”*

- 7. In simpler terms, under System A, a candidate is successful if he or she receives the votes of the majority of the members of the Community Board committee present and voting. If no candidate is successful in the first round there is a second round of voting from which the candidate with the fewest votes in the first round is excluded. If no candidate is successful in the second round there is a third and if necessary subsequent round of voting from which each time the candidate with the fewest number of votes in the previous round is excluded until a candidate is successful. In any round of voting if two or more candidates tie for the lowest number of votes the person to be excluded from the next round is resolved by lot.
- 8. System B is first past the post except that a tie for the most votes is resolved by lot.

Practical application of clause 25

- 9. Each Community Board committee must first determine, by resolution, which system of voting it will use, that is System A or System B.
- 10. Nominations for the position of chairperson are called for.
- 11. If there is only one candidate then the Community Board committee may resolve that that person be elected.
- 12. If there is more than one candidate the Community Board committee must then put the matter to a vote according to the system it has adopted. The Community Board Committee members are then asked to vote on each candidate.
- 13. The following examples may be useful to illustrate two of the systems:

SYSTEM A

Example 1

Two nominations are received and upon the votes being counted the result is:
A (4) B (2). In this case A is elected to the relevant position.

Example 2

Two nominations are received and upon the votes being counted the result is:
A (3) B (3). In this case no candidate is successful, so both tie for the lowest number of votes. One candidate must then be excluded by lot. (The Act does not describe what process must be used for resolving a tie “by lot”, but examples would be pulling names out of a hat or flipping a coin.)

Example 3

Three nominations are received. Upon the votes being counted the result is:
A (2) B (2) C (2). In this case no candidate is successful so a second round of voting is held for candidates A, and whoever of B or C is not excluded by lot.

Upon the votes being counted in the second round the result is:
A (4) B (2) (C having been excluded by lot). In this case A is elected to the relevant position.

2. Cont'd

SYSTEM B

Example 1

Three nominations are received and upon the votes being counted the result is: A (3) B (2) C (1). In this case A is elected to the relevant position.

Example 2

Three nominations are received and upon the votes being counted the result is: A (2) B (2) C (2). In this case a lot is held to determine who will be elected to the relevant position.

HAVE YOU CONSIDERED THE LEGAL IMPLICATIONS OF THE ISSUE UNDER CONSIDERATION?

14. This report covers the obligations as prescribed in Schedule 7 of the LGA 2002.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Not applicable.

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

16. Not applicable.

ALIGNMENT WITH STRATEGIES

17. Not applicable

Do the recommendations align with the Council's strategies?

18. Not applicable.

CONSULTATION FULFILMENT

19. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Traffic Works Committee:

- (a) Receive this report.
- (b) Adopt by resolution, which system of voting it will use to elect a chairperson, that is System A or System B.
- (c) Proceed to elect a chairperson.

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3. DEPUTATIONS BY APPOINTMENT

3.1 I JOHNSTON – NORTHWOOD BUS STOPS

3.2 K SPARROW – NORTHWOOD BUS STOPS



4 STYX MILL BUS ROUTE EXTENSION THROUGH NORTHWOOD – BUS STOPS

General Manager responsible:	General Manager, City Environment, DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Lindsay Eagle, Maintenance Engineer

PURPOSE OF REPORT

1. The purpose of this report is to provide information and to seek the resolution of the Committee with installing the bus stops necessary for the extension of the No. 11, Styx Mill bus route through Northwood, in 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 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.

FINANCIAL IMPLICATIONS

4. Costs for installing the bus stop signage and markings (\$3,700) 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?

5. Yes.

LEGAL CONSIDERATIONS

6. 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, who has in turn delegated this to the Traffic Works Committee. 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?

7. Yes, see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. LTCCP – Transport and Greenspace Capital Programme

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

9. As per above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council’s strategies?

11. Yes. Our Community Plan.

4 Cont'd

CONSULTATION FULFILMENT

12. Over the past two years ECan staff have carried out extensive consultation with the residents of Northwood in an effort to settle on the best route for extending passenger transport coverage through the area.
13. The Council has undertaken extensive consultation with the owners and occupants of properties adjoining street locations which were identified as desirable bus stops.
14. Agreement has not been gained from many of the owners to establish a permanent bus stop along the road frontage of their property. A summary of the consultation is included as **attachment 7**. 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.
15. Where available and suitable, bus stops have been sited adjacent to Council property. The reserves supervisor has been consulted and approved of these sites.

STAFF RECOMMENDATION

Resolution of Bus Stops

It is recommended that the Committee resolve that bus stops be installed in the following locations:

- (a) On the north side of Hussey Road commencing at a point 47 metres west from its intersection with the western boundary of Watermill Boulevard and extending in an easterly direction for a distance of 16 metres. (141 Hussey Road)
- (b) On the south side of Hussey Road commencing at a point 25 metres east from its intersection with the eastern boundary of Watermill Boulevard and extending in an easterly direction for a distance of 16 metres. (next to CCC reserve land)
- (c) On the north side of Beechwood Drive at the property boundary of numbers 50 and 52 Beechwood Drive.
- (d) On the south side of Beechwood Drive commencing at a point 4 metres west from its intersection with the western boundary of Saracen Avenue and extending in a westerly direction for a distance of 16 metres. (2 Saracen Avenue, abutting 57 Beechwood Avenue)
- (e) On the western side of O'Neill Avenue commencing at a point 141 metres south from its intersection with the south boundary of Beechwood Drive and extending in an southerly direction for a distance of 12 metres. (30 O'Neill Avenue, Christchurch City Council reserve)
- (f) On the eastern side of O'Neill Avenue commencing at a point 141 metres south from its intersection with the south boundary of Beechwood Drive and extending in an southerly direction for a distance of 12 metres. (57 O'Neill Avenue, Christchurch City Council reserve)
- (g) On the north side of Hussey Road at a point 19 metres east from its intersection with the eastern boundary of Springvale Gardens. (366 Gardiners Road – Christchurch City Council reserve)
- (h) On the south side of Hussey Road at a point 19 metres east from its intersection with the eastern boundary of Springvale Gardens. (1 Springvale Gardens)
- (i) On the west side of Gardiners Road at a point 102 metres south from its intersection with the southern boundary of Hussey Road. (Crematorium property)
- (j) On the east side of Gardiners Road at the property boundary of numbers 300 and 302 Gardiners Road.
- (k) On the north side of Styx Mill Road at a point 12 metres east from its intersection with the eastern boundary of Highsted Road. (204 Styx Mill Road)

4 Cont'd

- (l) On the south side of Styx Mill Road at a point 43 metres west from its intersection with the western boundary of Highsted Road. (227 Styx Mill Road)

Resolution of No Stopping

- (a) That the stopping of vehicles be prohibited at any time on the north side of Hussey Road commencing at a point 47 metres west from its intersection with the western boundary of Watermill Boulevard and extending in an westerly direction for a distance of 10 metres. (141 Hussey Road)

4 Cont'd

BACKGROUND (THE ISSUES)

16. At the end of July 2007, ECan resolved that the bus route would follow Gardiners Road, Hussey Road, Beechwood Drive, Saracen Avenue, O'Neill Avenue and Northwood Boulevard, and then across Main North Road to the terminus off Radcliffe Road.
17. ECan has an agreement with the retail complex property owners to the east of Main North Road to use the private roadway and roundabout in the retail development as the terminus for the bus route extension.
18. The placement of bus stops is a complex matter.

THE OBJECTIVES

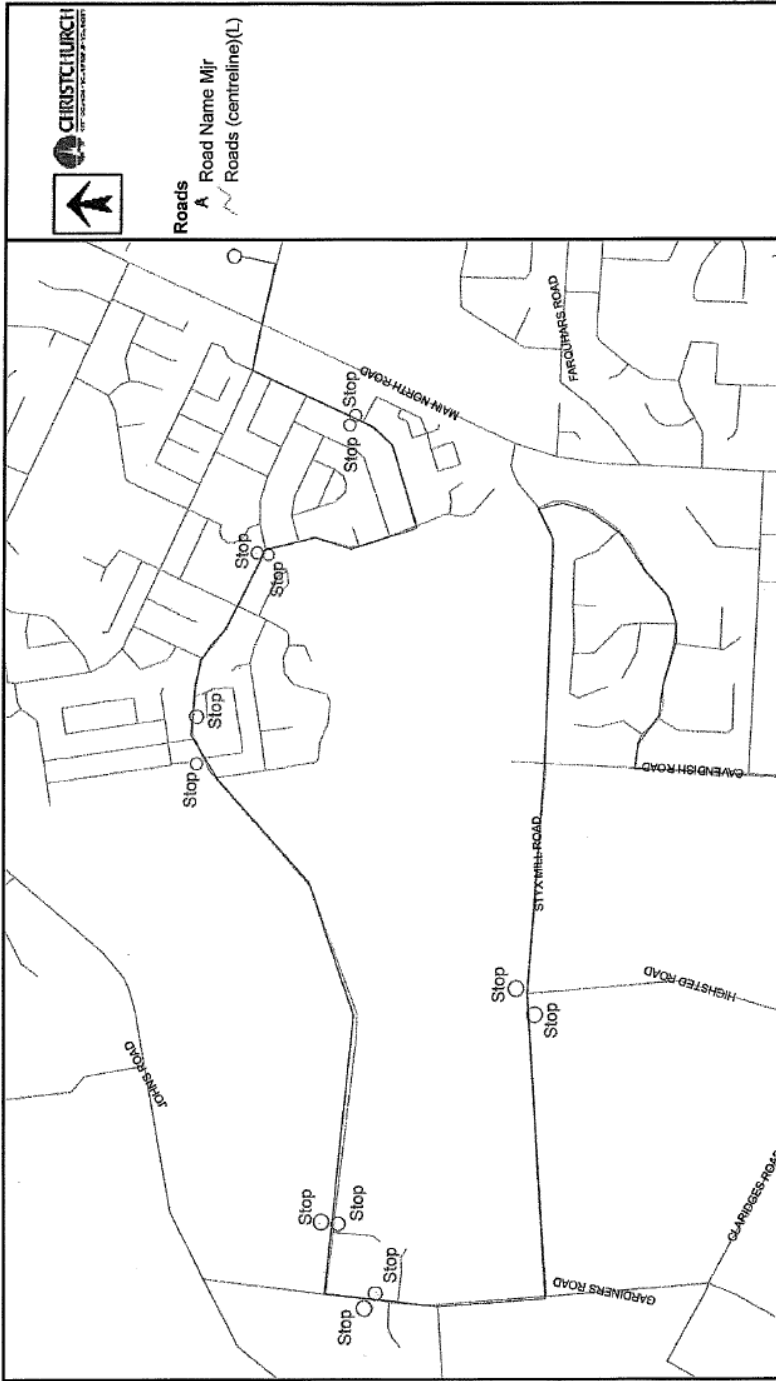
19. Desirable locations for bus stops have been identified in accordance with the objectives set out in the Bus Stop Location Policy in the Christchurch City Council Policy Register.
20. The location of bus stops along the frontage of residential properties must generally come to a compromise decision.

THE OPTIONS AND ASSESSMENT

21. Two locations were identified as potential sites for establishing a bus stop on the north side of Hussey Road about the area of the Country Club and Watermill Boulevard. This is an area of pedestrian and traffic generation and of developing intensive residential accommodation. The options are at the eastern end of the frontages of 141 Hussey Road/3 Royal Court, or the frontages to 149/151 Hussey Road.
22. The owners of 141 Hussey Road, On Gas Limited, are strongly opposed to the installation of a bus stop near their bulk storage facility. However the reasons which they have produced can be largely mitigated and ameliorated by moving the stop to the eastern boundary and by providing an area of no stopping lines between their egress and the bus stop. These measures should actually improve their situation overall, whereas there is little that can be done to mitigate the reasons for the strong objections of the residents at 149/151.
23. An alternative resolution would be that a bus stop be installed on the north side of Hussey Road at the boundary between the properties 149 and 151 Hussey Road.
24. Three different sites were assessed along the northern residential frontages of this section of Beechwood Drive. The residents in each instance were opposed to the creation of a road frontage bus stop. The merits of all sites were similar, however the recommended site is more central to the desired location for distances apart and for patron access. It provides a better pairing with the preferred location across the street. It is between the front entrances to two double garages.
25. An alternative resolution would be that a bus stop be installed on the north side of Beechwood Drive at the boundary between the properties 58 and 60 Beechwood Drive.
26. Three different sites were also assessed along the residential frontages of this southern section of Beechwood Drive. The residents in each instance were opposed to the creation of a road frontage bus stop. The recommended site is nearest to the desired location for distances apart and for patron access and this site is the only property with a substantial fenced area between the road and the residence.
27. An alternative resolution would be that a bus stop be installed on the south side of Beechwood Drive at the boundary between the properties 77 and 81 Beechwood Drive.
28. The owners of the properties associated with the following staff recommendations have not opposed the installing of bus stops in the locations listed as: g, i, j, k, and l.

THE PREFERRED OPTION

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



1 : 15000

1 km

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90 m

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- Property**
- A Legal Description
 - A Street Number
 - Parcel
- Roads**
- A Road Name
 - ~ Road Boundary
- Aerial Photography 2007**
- Aerial Photography 2007

1 : 1000



80 m

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- Property**
 A Street Number
 □ Parcel
- Roads**
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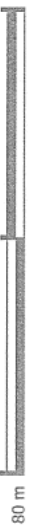
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5/12/2007

Northwood Bus stops			
Consultation Feedback October 2007			
Bus Stop	Pro	Con	Comments
O'Neill Ave	1		Council property
O'Neill Ave	1		Council property
Beechwood Drive		1	Phone call . He doesn't want a bus stop outside No 50. He feels that it is dangerous on a corner and would create a blind spot. His tenant is a safety instructor and says it will be dangerous - they want to park a truck there to demonstrate how dangerous it will be.
Beechwood Drive		1	I am very much against it. There is not enough room for the bus stop. The bus will block mine and my neighbour's driveway. It will affect the beauty therapy business that my wife owns. I believe that the bus stop outside my door will decrease my property value. There will be pollution, noise and vandalism. There are more appropriate places for a bus stop, please see the map attached. (indicates near Talbot Road and on Saracen near Mahlet Street).
		1	I am very much against it. There is not enough room for the bus to stop (approx 2 m). The bus will block mine and my neighbour's driveway. I have a beauty therapy business that I run from home and my clients park on the road every day for long periods of time. With the proposed bus stop there will not be room for my clients to park their cars. The nature of my business requires peace and quiet. With the bus stopping right outside my windows there will be pollution and noise with possible vandalism. That will have a negative effect on my business and income. I believe that the bus stop outside my door will decrease my property value. There are 2 more convenient places for the bus stop close to my house. Please see map attached. Cnr Talbot St and Beechwood Drive there is a reserve on one side and corner site with the larger space. Saracen Ave (between Beechwood and Mahlet St) the road is wider, more suitable for a bus stop and there is a pocket on the road.
Beechwood Drive		1	Firstly I am concerned at what sort of structure would be built outside my house. Secondly I am an elderly woman living on my own and would feel nervous about having people hanging around outside my house. Thirdly if one of the bus shelters was built outside my house it would restrict my vision when backing out of my property. I request a visit from you to discuss and explain your plans for the stop.
Beechwood Drive			re Beechwood Drive - no response from owner or resident
Beechwood Drive			Re Beechwood Drive no response from owner or resident
Beechwood Drive		1	I object to the location of a bus stop outside or in close proximity to my house for the following reasons: I am a single female and reside by myself at the above address. I am a shift worker at Christchurch Airport and thus enter and leave my house often well outside normal working hours. In relation with above I would be very nervous about having persons waiting outside my house especially in the hours of darkness. As a result of my work I need to take rest periods through the day and feel that having buses stopping and starting outside my house would disrupt my quiet enjoyment. I specifically purchased a house in this location with no external noise intrusion to satisfy my work and rest habits. I would welcome further discussion to reinforce above and you may contact me. 13/11/07 CT Visited person and explained the council process in locating a bus stop and that we would recommend a site - best option would be nearer to the corner of Saracen.

Beechwood Drive			re Beechwood Drive - no response	
Saracen Ave		1	<p>We have had the No 11 bus imposed on us and the proposal to put a bus stop outside our home (outside the master bedroom to be specific) is totally devastating. Our home is built with a northerly aspect with the living and master bedroom opening onto a private courtyard. Your proposal puts the bus stop outside this courtyard and affords us no privacy at all. Careful research would show that of the six homes between Saracen Avenue and Glen Oaks Drive, ours is the only home with the master bedroom facing Beechwood Drive. The consultation leader indicated that the stop would be on the boundary between our property and Beechwood Drive. Again if this is researched carefully the planners would discover that the bus will actually stop outside our private courtyard. This is because under the NZ Road Code a bus, car etc can not stop within 1 metre of a driveway or within 6 metres of a corner. This therefore puts the proposed stop outside our bedroom. In fact a bus that is at least 10 metres long would be illegally parked, because there is insufficient room between the corner of Saracen Ave and the driveway of Beechwood Drive. We believe there are solutions - The bus stop could be placed by the park on the corner of Beechwood Drive and Glen Oaks Drive. If this was not possible then a less intrusive option for our home would be to move the stop into Saracen Ave adjacent to our driveway. Move the proposed stop back down Saracen Ave to opposite Mahlet St to where the Council have approved the building of 4 'over 60s units'. This location also provides easy access via the public walkway to all of the existing and the yet to be built apartments in Henley Green. As we have previously stated privacy has always been our concern, but the council representatives have always dismissed this concern 'out of hand'. The Council approved this sub-division, especially the high density 1.3 portion, but have obviously not considered or had the foresight to understand how the people would live in all aspects of their lives. This new imposed bus route has been a knee jerk and an ad hoc reaction, rather than part of a plan, that was publicly notified at the time of the subdivision was proposed, planned and then approved by council. We trust that further careful research and consideration will be undertaken as opposed to a behind doors decision being made by council.</p>	
Beechwood Drive			When visited the people commented on the busy corner, with Beechwood Drive being used by articulated trucks and B-trains making it a through road from Main North Road to the Airport and people coming through from Parklands. They noted that drivers come round the corner from Saracen Ave on the wrong side of the traffic island.	
		1	When visited the people said many cars parked opposite and that the corner is very busy especially at peak times, and that they sometimes have difficulty backing out of their driveway. They preferred that the bus stop be located in Saracen Ave or alongside the children's playground which is not so close to the corner. They said that the Boulevard bus is quite close and that they have walked to the stop in a few minutes so wonder why there is need for a bus stop at this part of Beechwood Drive.	
			<p>Their letter: Bus route No 11 stops in Beechwood Drive between Saracen and Glen Oaks - already, without a bus service, near accidents are occurring in vicinity of No 57 Beechwood Drive. Rental properties opposite No 57 commonly park on the roadside. Access/egress for No 57 suffers from restricted road and restricted vision of traffic approaching around the curve in Beechwood Dr. Elderly, tentative drivers are prone to accidents with increasing and unobserved traffic approaching No 57. Possible better bus stops could be located nearer to Mahlet St (less traffic) or near playground near Glen Oaks (in Beechwood Drive) more open space. Under use of Northwood Bvd and congestion in Beechwood Dr - Heavy traffic in early morning/late afternoon is diverting from Northwood Bvd into Beechwood Dr The dual carriageway is thus losing its value losing its value/purpose. SUGGESTION: Place road humps in Beechwood Drive between Amamoor and O'Neill. RESULT: Traffic would return to Boulevard, Bus route in Beechwood Dr would be safer.</p>	

			Personal use of Bus Service - walking time from our home at Beechwood is less than 4 min to No 12 Bus stop in Northwood Bvd. We would prefer to use the Boulevard bus stop ahead of a No 11 bus in Beechwood because it is close enough and it is a quicker more direct service to the city		
Beechwood Drive		1	Phoned to object strongly on the basis that they had purchased the show home and were moving in shortly, and that a bus stopping outside would invade their privacy and create noise disturbance and air pollution.		
Beechwood Drive			No response received		
Hussey Road near Styx Mill Country Club and opposite		1	Both absolutely opposed to the location of a bus stop that would result in a bus stopping even momentarily over the exit from the gas installation on Hussey Road, because they say a gas delivery truck with 18 tons of gas on board needs a clearway to escape in an emergency. They are also reluctant to have a stop in the vicinity - as this would result in vandalism and interference with the gas installation. They would be happy if the bus stop were located further along Beechwood Drive toward Watermill Bvd. Letter on file cites Safety and security, surrounding land uses, placement in relation to property driveways re egress for truck.		
		1	Opposed		
Royal Close		1	A bus stationary on the proposed stop will completely obscure traffic coming down Hussey Road to vehicles turning left or right out of Watermill Boulevard. It will also hide the pedestrians that cross to the Country Club. In my view this is a very dangerous proposal as a number of near misses have already occurred at this intersection. A stop on the downstream side of the intersection would be much more sensible - see map (indicates fourth house along to the east of Watermill). Please advise developments and when the hearing will be held.		
	1		Suggested that a better location might be outside 281 Hussey Road as this site has received consent for a subdivision development		
		1	We strongly disagree your proposal to install a bus stop outside our property. We do not want people looking through our house and it is very noisy. We do not want a bus stop outside our property.		
			Owner of Hussey Rd property- have not had any response		
			No response		

Hussey Road outside Country Club	1		Indicated that he would be happy to have a bus stop near the corner of Glen Oaks Drive (west end) - however this is adjacent to the centre island. He says that there is a lot of pedestrian traffic across Hussey Road from Watermill Bvd to the Club - children and adults - and that there has been discussion about a pedestrian island at the 'desire-line' to the west of and straight ahead when coming out of Watermill Bvd. This island is somewhere on paper in Council records - on hold it appears, as the developer was told that they would have to pay for it and they don't think that they should have to! However if it is a possibility, it would make complications for putting a bus stop outside the Club to the east of the lane. The developer owns all the units being built at present around the corner to the east - so there may be possibility of getting agreement to a bus stop there if far enough away from the other end of the lane that goes around the back of the Club building. 13/11/07 Met him on site and he signed the form replacing bus stop outside the eastern boundary of the Styx Mill tennis courts and the CCC walkway through to Millcreek Lane and Hazelwood Ave. He also suggested an alternative site on the opposite side (see above.)
Hussey Road			Person advised that the lane and playground behind are not actually shown as a park, so not specifically under her jurisdiction. However she said that it appears as though it is intended to be a park and that she was happy to give the ok for a bus stop to be placed at the end of the land at 160E Hussey Road.
Hussey Road			Orion Group - phone message left and emailed 13/11/07
Hussey Road		1	Since my reply yesterday I realised I had overlooked several relevant factors and now that we have eliminated the potential construction or access conflict issues we need to go one step further and look at safety and public perception issues. Orion recommends that the bus stop is not sited opposite or in close proximity to a substation for the following reasons. Safety - There is a danger to the public when we have to carry out operational switching, which can be on a regular basis, in that the operator works alone and the substation doors will need to be opened fully with live equipment visible. The operator will be wearing protective equipment and would request the bus patrons to move clear of the area but inquisitive children or adults could encroach too close or hinder the operator while he is performing his duties posing a safety risk. EMF's - electro magnetic fields, there is a high public perception and opposition to exposure to EMF's at present. I bring to your attention the recent case where the CCC has recently had strong opposition to the siting of the CCC crèche over power cables at Barnett Park, resulting in cables having to be relocated clear of the crèche site.
Hussey Road at Springvale Gardens	1		Person indicated, when visited, that she was very happy for the bus stop to be located over the Christchurch City Council driveway next door to her property.
	1		Tania has given agreement on behalf of Christchurch City Council Park.
			No response
			No response
			No response
Hussey Road Springvale Gardens	1		Two people have indicated that they are happy for a bus stop to be located outside their property.

Gardiners Road		1	We are not happy about having a bus stop outside our home at gardiners road. We do not think it is the best position for it in this area. The proposed stop is at the start of the subdivision where it would be better situated more to the North along Gardiners Road to be more in the middle of the area. This would give better availability to more residents. We suggest that as there as an open piece of ground just past no 323 it would be a better option for a bus stop. The next stop could be nearer to Willowbank which I am sure would benefit the people who walk to Willowbank from Sawyers Arms road at present. Also worried about damage to property and things left in letterbox by people waiting for a bus.	
		1	80km zone - bus stop - dangerous - corner of another road - drivers will think bus turning left into road - may cause crash ie cars turning left into Gardiner's Rd. Why not just have stop down Hussey Rd outside Asiatic Centre.	
		1	Move further along the road and service area better	
		1	Cannot see how this is best position! Bus driver will be coming from an 80km area to a stop - difficult for driver to see if anyone at the stop - hedge, tall trees, prevents clear vision of bus stop. Service people better further along Gardiners Road rather than edge and beside Wilkinson's Road and bus indicate to come into bus stop will be misinterpreted as going around the corner. Support bus service but must be further along Gardiners Road.	
			wrote 6 November 07. Two phone calls - he has brought the topic to the attention of the directors who are concerned about a bus stop preventing them using the lane as access to a future potential subdivision. They are going to contact ccc but have gone fishing. (at 27 Nov 07 still fishing!) Receptionist instructed to address further correspondence to him.	
Gardiners Road		1	Is not happy about a bus stop located anywhere that would have the bus slowing down or stopping outside his house. He suggests that a location at the boundary of 300 and 302 (which is distant from the home at 302 and where the Middleton Grange Bus stops each morning) would be more central, closer to Smacks Close where 15 children live, and Haddon Lane where a lot of children live, and better for the community. He would tolerate a location south of the boundary of 282 and 290's driveway so that the bus would not stop outside his house, but points out that this would be right on the edge of the populated area and would require people to walk further.	
Gardiners Road	1		Wrote 6 November 07. Met owner Tues 13 Nov on site - he has sold the front south section of his land , although the sale has not yet been fully completed. He signed the form and is happy for a bus stop to be located on the southern boundary of section.	
Gardiners Road	1		Also met two people. They are happy for a bus stop to be located at the southern boundary of their new property. They do not want a bus shelter there.	
Gardiners Road	1		Sent a letter to the people replied by phone on Thursday 15 Nov, asking for the exact proposed location. She said that they may be subdividing property in Gardiners Road n the future and did not want a bus stop outside their property that might restrict access to any future subdivision. I assured her that a bus stop would not restrict access, but that in any case the agreed location of the bus stop was north of the boundary between 300 and 302. She said that they were happy with this, as they had been happy about the school bus that has been stopping outside their home for some time.	
			No response from Gardiners Road property.	
			No response from Gardiners Road property.	
			No response from Gardiners Road property.	

Styx Mill Road	1		I have no objection whatsoever for a bus stop here. In fact I use the bus often and it will be terrific to walk out the gate to the stop instead of a 10-20min walk.	
Styx Mill Road	1		When I visited him at Styx Mill Road seemed happy about having a bus stop outside his property but he did not respond in writing.	

5. KNOWLES STREET (BRETT'S ROAD- CRANFORD STREET) STREET - RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
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 see the approval of the Traffic Works Committee to proceed to final design, tender and construction of the Knowles Street (Bretts Road-Cranford Street) Street Renewal Project.

EXECUTIVE SUMMARY

2. Knowles Street (Bretts Road-Cranford Street) is part of the kerb and channel renewal programme and is currently programmed for construction in the 2009/10 financial year.
3. The initiating aim of the project is to renew the kerb and channel on both sides of Knowles Street from Bretts Road-Cranford Street. The objectives of the project are as follows:
 - Replace the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway.
 - Improve safety for pedestrians, cyclists and vehicles.
 - Maintain and enhance the character of the street environment.
 - Upgrade street lighting to comply with current standards.
 - Remedy localised flooding problems.
4. Initial issues consultation was undertaken in April 2006. This was for the larger Knowles Street (Papanui Road-Jameson Avenue) Street Renewal Project. Key issues raised included traffic calming, access issues at the Knowles Street/Papanui Road, Knowles Street/Bretts Road, and Knowles Street/Cranford Street intersections, road width, parking, cycling, under grounding of overhead services, drainage, surface issues, landscaping and lighting.
5. Knowles Street (Cranford Street-Jameson Avenue) was approved by the Shirley/Papanui Community Board at its 18 April 2007 meeting, to proceed to final design, tender and construction, and is currently under construction at the time of writing this report. In addition to the Knowles Street (Bretts Road-Rutland Street) and Knowles Street (Rutland Street-Cranford Street) sections, Knowles Street (Papanui Road-Bretts Road) is currently programmed for construction in the 2008/09 financial year.
6. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the remaining sections of the Project were confirmed and a preferred consultation plan was developed. This was presented in a seminar to the Fendalton/Waimairi Community Board's Works and Traffic Committee on 25 June 2007, and the Shirley/Papanui Community Board on 4 July 2007.
7. The three remaining sections of the project were combined for consultation purposes given their close proximity and relationships, for consistency of design, and also efficiency. Consultation on these was undertaken from July-October 2007 inclusive.
8. Consultation was undertaken with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter, but also included a Project Information Evening, site meetings, phone calls, emails, and the Council's 'Have Your Say' website.
9. Approximately 350 Consultation Newsletters were distributed, of which 54 written responses were recorded. Some comments were also received verbally. Of the written responses received, the majority (83%) indicated they were in general support of the Plan. Many took the opportunity to provide comments or suggestions on aspects of the Plan.

5. Cont'd

10. A summary of consultation can be found in the Consultation Fulfilment section of this report.
11. The Plan for approval shows changes made to the Preferred Option following consultation (see **Attachments 1 & 2**).
12. Key features of the plan for approval include:
 - New kerb and flat channel
 - Full reconstruction of the carriageway, 9 metre wide carriageway (excluding traffic calming features) offset 1.5 metres to the north due to location of water main in the section from Bretts Road to Rutland Street, and centred in the section between Rutland Street and Cranford Street
 - Threshold treatment at the Knowles Street/Bretts Road and Knowles Street/Rutland Street intersections comprising of a 7 metre wide narrowing and offset centreline
 - Threshold treatment at the Knowles Street/Cranford Street intersection comprising of a 9 metre wide entrance and setback low profile road hump.
 - Five 6 metre wide narrowing treatments, including entrance enhancement at 'Knowles Plantation'
 - 1.5 metre wide footpaths
 - Landscaping of narrowing treatments
 - The removal of all existing street trees due to poor form and condition, and replacement with new trees: Fraxinus excelsior "Green Glow" (Ash), and Cornus "Walteri" (Dogwood)
 - Wider grass berms on the southern side between Bretts Road and Rutland Street, due to water main issues, which will allow for the planting of larger specimen trees (Ash)
 - Narrower grass berms on the northern side between Bretts Road and Rutland Street, due to water main issues, which will allow for the planting of smaller specimen trees (Dogwood)
 - Tree planting plan is continued for consistency through the remaining Rutland Street-Cranford Street section which has berms of equal width.

FINANCIAL IMPLICATIONS

13. Knowles Street (Bretts Road-Cranford Street) is part of the kerb and channel renewal programme and is currently programmed for construction in the 2009/10 financial year.
14. This project has a budget of \$1,815,659, and is estimated to cost \$1,556,000 including fees and contingencies.
15. It is expected that the work will commence early in the 2009/10 financial year, and is estimated to take approximately 38 weeks to complete.

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

16. Yes- see above.

LEGAL CONSIDERATIONS

17. There are some minor land ownership issues along this section of Knowles Street with fence lines not on the boundary. As the proposal narrows the existing carriageway and intersections, and increases the widths of the berms, these minor property boundary issues do no impact on the outcome of this project.
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. The City Plan, Part 14, Appendix 5, also has the minimum roadway widths (that portion of the road devoted particularly to the use of motor vehicles, inclusive of shoulders and auxiliary lanes) for different road classifications. The proposal has a width of 9 metres which is consistent with the requirement of the City Plan; therefore consent is not required.

5. Cont'd

21. The minimum lane width in this proposal is 3.0 metres, which occurs at the 6 metre wide narrowing treatments. This lane width is adequate and appropriate for a local road traffic calming feature.
22. The Land Transport Rules provide for the installation of parking restrictions.
23. The parking restrictions are required to be approved by the Traffic Works Committee.

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

24. Yes- see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

25. 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?

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

28. As above.

CONSULTATION FULFILMENT

29. Initial issues consultation was undertaken in April 2006. This was for the larger Knowles Street (Papanui Road-Jameson Avenue) Street Renewal Project. Key issues raised included traffic calming, access issues at the Knowles Street/ Papanui Road, Knowles Street/Bretts Road, and Knowles Street/Cranford Street intersections, road width, parking, cycling, under grounding of overhead services, drainage, surface issues, landscaping and lighting.
30. Knowles Street (Cranford Street-Jameson Avenue) was approved by the Shirley/Papanui Community Board at its 18 April 2007 meeting, and is currently under construction at the time of writing this report. In addition to the Knowles Street (Papanui Road-Bretts Road) section, Knowles Street (Bretts Road- Rutland Street) and Knowles Street (Rutland Street-Cranford Street) are both currently programmed for construction in the 2009/10 financial year.
31. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the remaining sections of the project were confirmed and a preferred Consultation Plan was developed. This was presented in a seminar to the Fendalton/Waimairi Community Board's Works and Traffic Committee on 25 June 2007, and the Shirley/Papanui Community Board on 4 July 2007.
32. The three remaining sections of the Project were combined for consultation purposes given their close proximity and relationships, for consistency of design, and also efficiency. Consultation on these was undertaken from July-October 2007 inclusive.
33. Consultation was undertaken with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter, but also included a Project Information Evening, site meetings, phone calls, emails, and the Council's 'Have Your Say' website.

5. Cont'd

34. Approximately 350 Consultation Newsletters were distributed, of which 54 written responses were recorded. Some comments were also received verbally. Of the written responses received, the majority (83%) indicated they were in general support of the plan. Many took the opportunity to provide comments or suggestions on aspects of the plan.
35. The plan for approval shows changes made to the Plan following consultation (see **Attachments 1 & 2**).
36. Key issues raised by respondents during the Consultation Plan phase of consultation included the following (Project Team responses in italics).

Landscaping:

- (a) Concerns regarding the selection of *Pyrus calleryana* "Aristocrat" (Callery Pear).

Pyrus calleryana "Aristocrat" (Callery Pear) has been replaced by Cornus "Walteri" (Dogwood).

- (b) Concerns regarding the height and shading effects of the trees proposed, and also blocking / obscuring view from driveway.

The species chosen in the situations recommended would not provide untenable shading of properties. Some proposed trees have been removed at the request of residents. The trees are deciduous thus they will not be a problem in winter. Lower limbs will be trimmed as required to assist the view from driveways.

- (c) Comment that streets look better with the same trees planted along both sides of the street.

For the sections of Knowles Street between Papanui Road and Rutland Street, the narrower grass berms on the northern side (due to water main issues) have resulted in a smaller tree (Dogwood) being recommended. The wider grass berms on the southern side have resulted in a larger tree (Ash) being recommended. This planting plan is continued for consistency through the remaining Rutland Street to Cranford Street section, which has equal berm widths. The planting of two different street trees is not uncommon in Christchurch.

- (d) Can the tree plantings in the berms be native species?

The two exotic species recommended are considered to be the most appropriate street trees for this situation. However, native low level plantings are included as part of landscaping at the narrowing treatments.

- (e) Landscaping requested at narrowing treatments.

All narrowing treatments to be landscaped with a mix of native and exotic low level landscape plantings, in addition to the Dogwood trees.

- (f) Request for low maintenance bedding roses to be planted in the landscape areas at the Knowles Street/Cranford Street intersection.

Low maintenance bedding roses will be planted in these areas.

- (g) No tree shown in front of 83 Knowles Street.

Tree should have been shown outside 83 Knowles Street and has been added.

- (h) The proposed Dogwood tree outside 37 Knowles Street is under a large Copper Beach tree.

The proposed tree has been deleted.

5. Cont'd

- (i) Relocate tree outside 181 Knowles Street to boundary.

There is one tree outside 181 Knowles Street, one tree outside 183 Knowles Street and one tree in kerb build out area. No change is recommended.

- (j) Are Dogwood trees susceptible to Anthracnose disease?

Anthracnose disease occurs in many hardwood trees- walnut, oak, plane, maple, birch etc. Not all trees are affected equally. In some cases the fungi's will cause early leaf fall and little else, while in others there could be stem dieback. Dogwood anthracnose is a disease present in North America and affects a number of cornus species. It is unknown if it is established in any way in New Zealand.

- (k) Concerns over the proposed design for the day lighting of St Albans Creek.

Following further consultation with adjoining land owners, an alternative design is recommended. This is considered to be more in keeping with the local environment, and is similar in design and scale to the stream enhancement feature in Chapter Street.

- (l) The grass verge is a mess because vehicles park on it. Will the proposal remedy this?

The existing kerb and channel is on the footpath side of the grass verge, making it easy for vehicles to park on the grass. It is recommended that the new kerb and channel is on the carriageway side of the grass. Generally vehicles are less likely to mount the kerb to park on the grass in this situation.

- (m) Requests for various features such as sculptures, play equipment and seating.

No funds are available for these features within this Project. An approach could be made by residents to Council urban design officers to consider such features.

Overhead Services/Poles/Lighting

- (a) Requests to underground overhead services.

As stated in the Consultation Newsletter of July 2007, the Council's 2006-2016 LTCCP does not provide funding for the under grounding of overhead services along Knowles Street. This issue is therefore outside of the scope of this project. These assets are not owned by the Christchurch City Council, and it is not Council policy to fund the under grounding of overhead services in this situation. Estimates indicate that this would add approximately \$1,200,000 to the wider Knowles Street (Papanui Road- Cranford Street) Project. The asset owners have been made aware of this Project.

- (b) Request for power poles to be moved back to the property boundary.

These assets are not owned by the Christchurch City Council. Unless the asset owners wish to move them there is no funding available as part of this project. The asset owners have been made aware of this project.

- (c) Problems with poles located between adjacent driveways, including pole condition.

These assets are not owned by the Christchurch City Council, but does oversee that they are located in safe and suitable locations. During the final design process the locations and condition of poles in this situation will be investigated. Markings may be included on the bottom of poles to assist visibility. The asset owners have been made aware of this Project.

- (d) Issues of 'aerial trespass'.

The overhead wiring is not owned by the Council, and any issues of aerial trespass need to be discussed with the asset owners.

5. Cont'd

- (e) Request for uprights and decorative street lighting.

The street lighting will be reviewed during the final design stage and upgraded where necessary, but not for decorative purposes. No funds are available for these features within this project. However an approach could be made by residents to Council urban design officers to consider such features.

Traffic & Parking Issues

- (a) Nine metre wide carriageway considered too narrow.

Nine metres is the appropriate width for a 'Local Road' as set down in the City Plan. Knowles Street has a relatively low traffic volume and parking demand, and therefore an increase in carriageway width is not considered justified.

- (b) Narrow the carriageway to 7 metres wide.

Nine metres is the appropriate width for a 'Local Road' as set down in the City Plan. A reduction in carriageway width was considered not to be appropriate or required in this situation.

- (c) Six metre wide narrowing treatments considered not necessary and be a hazard to cyclists. Leave the carriageway width as it is or at 9 metres.

Nine metres is the appropriate width for a 'Local Road' as set down in the City Plan, and the 6 metre wide narrowing treatments for traffic calming are appropriate as Knowles Street has a relatively low traffic volume and parking demand. The occurrence of two cars and a cyclist meeting at the same time at a narrowing treatment is considered to be minimal.

- (d) 'Knowles Plantation' pedestrian crossing point should allow for two way traffic.

This pedestrian crossing point will be increased to 6 metres wide as per other narrowing treatments to provide consistency along the route. This narrowing treatment will still include cobble stones to highlight the possible presence of pedestrians.

- (e) Consideration of the installation of speed humps.

Not considered necessary given the 9 metre carriageway width and other traffic calming features. Speed humps may be retrofitted at a later date should this be appropriate.

- (f) Parking will be reduced in the vicinity of each road narrowing.

Narrowing treatments are a traffic calming feature. The parking demand in Knowles Street is relatively low. In addition to off-street parking, there is parking nearby in Knowles Street. The Council cannot guarantee that on-street parking will be provided outside any property.

- (g) Will have to swing out to get through the traffic calming before turning into driveway.

During the design process all turning movements will be checked in detail to ensure any difficult movements are eliminated or substantially reduced. Knowles Street has a relatively low traffic volume, and vehicle speeds are expected to reduce as a result of the 9 metre wide carriageway and narrowing treatments.

5. Cont'd

- (h) Could there be a parking space outside 88 Knowles Street where no stopping lines are currently shown?

The no stopping lines required to accommodate vehicles turning in and out of Bretts Road do not allow for on-street parking at this location. The parking demand in Knowles Street is relatively low. In addition to off-street parking, there is opportunity to park on-street nearby in Knowles Street, and also in Bretts Road. The Council cannot guarantee that on-street parking will be provided outside any property.

- (i) Would like to see at least one parking space outside 148 Knowles Street.

As a result of the revised intersection treatment, a parking space can now be provided outside 148 Knowles Street. Parking is also available outside the Rutland Street frontage of this property.

- (j) Could a parking bay be installed outside 261 Cranford Street on the Knowles Street frontage?

Not considered necessary given the relatively low demand for on-street parking, provision of off-street parking, and the opportunity to park on-street nearby in Knowles Street, and also in Cranford Street.

- (k) Suggestion that a drop off zone for school children be created outside 12 Knowles Street.

A one metre wide paved path will be provided adjacent to the kerb and channel along the full frontage of 12 Knowles Street and partly along the frontage of 274 Papanui Road (Knowles Street frontage), then angle back in between the two trees. This will create an all weather drop off zone.

- (l) Requests for two lane discharge at the Knowles Street/Papanui Road and Knowles Street/Cranford Street intersections.

The centreline markings at these intersections will be relocated to allow for two lane discharge.

- (m) Traffic travelling along Rutland Street regularly blocks the Knowles Street intersection. Can markings be installed to discourage this?

This situation is covered by the Road Code - vehicles are not permitted to block intersections in this manner. Currently there is no provision to install such marking unless for the purpose of emergency service vehicles and railway level crossings. Past experience with marking intersections to resolve this type of issue proved to be of little benefit.

- (n) Is Cranford Street to be 'four laned' in the future? If so, careful consideration needs to be given to entry and exit from Cranford Street.

Any possible work on Cranford Street is outside the scope of this project, and may be some time in the future.

Flooding / Drainage Issues:

- (a) Various

Flooding and drainage issues will be addressed in detail during the final design process. It is considered that the majority of these will be resolved as a result of the new kerb and channel in Knowles Street, however some issues may be related to issues on side roads, outside of the scope of this project.

5. Cont'd

- (b) In addition to the above, a number of issues outside of the project scope were raised, and where applicable these have been forwarded to the relevant Council Officer for investigation. The most frequent of this type of issue raised was the under grounding of overhead services.

STAFF RECOMMENDATION

It is recommended that the Traffic Works Committee:

- (a) Approve the Plans shown in **Attachment 1** - Plan for Committee -Knowles Street (Bretts Road-Rutland Street), and **Attachment 2** - Plan for Committee Approval - Knowles Street (Rutland Street-Cranford Street), to proceed to final design, tender and construction.
- (b) Approve the following parking restrictions:
- Existing No Stopping:
 - That all existing no stopping restrictions on Knowles Street between Bretts Road and Cranford Street inclusive be revoked.

New No Stopping:

- (i) That the stopping of vehicles be prohibited at any time on the eastern side of Bretts Road commencing at its intersection with Knowles Street and extending in a northerly direction for a distance of 16 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the eastern side of Bretts Road commencing at its intersection with Knowles Street and extending in a southerly direction for a distance of 16 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at its intersection with Bretts Road and extending in an easterly direction for a distance of 17 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at its intersection with Bretts Road and extending in an easterly direction for a distance of 15 metres.
- (v) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at a point 81 metres east of its intersection with Bretts Road, and extending in an easterly direction for a distance of 15 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at a point 81 metres east of its intersection with Bretts Road, and extending in an easterly direction for a distance of 15 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at a point 207 metres east of its intersection with Bretts Road, and extending in an easterly direction for a distance of 15 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at a point 207 metres east of its intersection with Bretts Road, and extending in an easterly direction for a distance of 15 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at its intersection with Rutland Street and extending in a westerly direction for a distance of 16 metres.

5. Cont'd

- (x) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at its intersection with Rutland Street and extending in a westerly direction for a distance of 16 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the western side of Rutland Street commencing at its intersection with Knowles Street and extending in a northerly direction for a distance of 12.5 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the western side of Rutland Street commencing at its intersection with Knowles Street and extending in a southerly direction for a distance of 12.5 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the eastern side of Rutland Street commencing at its intersection with Knowles Street and extending in a northerly direction for a distance of 12.5 metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the eastern side of Rutland Street commencing at its intersection with Knowles Street and extending in a southerly direction for a distance of 12.5 metres.
- (xv) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at its intersection with Rutland Street and extending in an easterly direction for a distance of 18 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres.
- (xvii) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at a point 120 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres.
- (xviii) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at a point 120 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres.
- (xix) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at a point 228 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 22 metres.
- (xx) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at a point 228 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 22 metres.
- (xxi) That the stopping of vehicle be prohibited at any time on the northern side of Knowles Street commencing at a point 360 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres.
- (xxii) That the stopping of vehicle be prohibited at any time on the southern side of Knowles Street commencing at a point 360 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres
- (xxiii) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at its intersection with Cranford Street and extending in a westerly direction for a distance of 18 metres.
- (xxiv) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at its intersection with Cranford Street and extending in a westerly direction for a distance of 18 metres.

5. Cont'd

- (xxv) That the stopping of vehicles be prohibited at any time on the western side of Cranford Street commencing at its intersection with Knowles Street and extending in a northerly direction for a distance of 18 metres.
- (xxvi) That the stopping of vehicles be prohibited at any time on the western side of Cranford Street commencing at its intersection with Knowles Street and extending in a southerly direction for a distance of 18 metres.

5. Cont'd

BACKGROUND (THE ISSUES)

37. Knowles Street (Bretts Road-Rutland Street) is located in the Shirley/Papanui Community Board area.
38. Knowles Street is classified as a local road in the Council's roading hierarchy. The surrounding area is primarily residential.
 - (a) Previous this section of Knowles Street was part of a larger project, Knowles Street (Papanui Road- Jameson Avenue), which was programmed for kerb and channel renewal in the 2006/07 and 2007/08 financial years. A reduction in funding and subsequent reprioritisation resulted.
 - (b) Knowles Street (Cranford Street-Jameson Avenue) was approved by the Shirley/Papanui Community Board at its 18 April 2007 meeting, and is currently under construction at the time of writing this report. Of the remaining sections, (Papanui Road- Bretts Road) is currently programmed for construction in the 2008/09 financial year and Knowles Street (Bretts Road- Rutland Street) and Knowles Street (Rutland Street- Cranford Street) in the 2009/10 financial year.
 - (c) The Land Transport Crash Analysis System shows there have been five crashes recorded for the five year period 2002-2007.
 - (d) Refer to the Consultation Fulfilment section of the report for consultation details.

THE OBJECTIVES

39. The initiating aim of the project is to renew the kerb and channel on both sides of Knowles Street from Bretts Road-Cranford Street. The objectives of the project are as follows:
 - (a) Replace the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway.
 - (b) Improve safety for pedestrians, cyclists and vehicles.
 - (c) Maintain and enhance the character of the street environment.
 - (d) Upgrade street lighting to comply with current standards.
 - (e) Remedy localised flooding problems.

THE OPTIONS

40. Five options including status quo were considered for comparison. All options except status quo involve:
 - (a) New kerb and flat channel
 - (b) Full reconstruction of the carriageway
 - (c) Offset carriageway (wider berm on the southern side due to location of watermain) between Bretts Road and Rutland Street, centralised carriageway between Rutland Street and Cranford Street.
 - (d) 1.5 metre wide footpath along both sides of the road
 - (e) Upgrade of existing street lighting where necessary
 - (f) Upgrade of existing drainage where necessary

5. Cont'd

THE PREFERRED OPTION

Option 4

41. Option 4 includes:

- (a) Nine metre wide carriageway (excluding traffic calming features)
- (b) Threshold treatment at the Knowles Street/Bretts Road intersection comprising of a 7 metre wide narrowing and offset centre line
- (c) Threshold treatment at the Knowles Street/Rutland Street intersection (both sides) comprising a 7 metre wide paved narrowing 3.5 metre wide single narrowing treatment and entrance enhancement at 'Knowles Plantation'
- (d) Four 6 metre wide narrowing treatments
- (e) Threshold treatment at the Knowles Street / Cranford Street intersection, comprising a 9 metre wide entrance and a set back low profile road hump

Option 1

42. Option 1 includes:

- (a) Nine metre wide carriageway (excluding traffic calming features)
- (b) Threshold treatment at the Knowles Street / Rutland Street intersection (both sides) comprising of 7 metre wide paved narrowing and raised platform
- (c) Seven 6 metre wide narrowing treatments
- (d) Six metre wide narrowing treatment and raised platform at 'Knowles Plantation'
- (e) Threshold treatment at the Knowles Street / Cranford Street intersection, comprising of 7 metre wide narrowing and raised platform.

Option 2

43. Option 2 includes:

- (a) 10 metre wide carriageway (excluding traffic calming features)
- (b) Threshold treatment at Knowles Street / Bretts Road intersection comprising of 7 metre wide narrowing
- (c) Threshold treatment at the Knowles Street / Rutland Street intersection (both sides) comprising of 7 metre wide paved narrowing and raised platform
- (d) 3.5 metre wide single lane narrowing treatment and entrance enhancement at the 'Knowles Plantation'
- (e) Two 6 metre wide and two 3.5 metre wide narrowing treatments
- (f) Threshold treatment at the Knowles Street / Cranford Street intersection, comprising a 7 metre wide narrowing and raised platform

5. Cont'd

Option 3

44. Option 3 includes:
- (a) 10 metre wide carriageway (excluding traffic calming features)
 - (b) Threshold treatment at the Knowles Street / Bretts Road intersection comprising an 8 metre wide narrowing
 - (c) Threshold treatment at the Knowles Street / Rutland Street intersection (both sides) comprising an 8 metre wide paved narrowing
 - (d) 3.5 metre wide single narrowing treatment and entrance enhancement at the 'Knowles Plantation'
 - (e) Four 6 metre wide narrowing treatments
 - (f) Threshold treatment at the Knowles Street / Cranford Street intersection, comprising an 8 metre wide narrowing

Option 5- Maintain the Status Quo

45. This option maintains the existing road layout.

The Preferred Option

Option 4

46. Option 4 meets all the project objectives and is consistent with the Capital Programme in the 2006-2016 LTCCP. It takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations, community feedback and legal considerations associated with the project.
47. The existing kerb and dish channel will be replaced with kerb and flat channel. The proposal narrows the existing carriageway from 14 metres to 9 metres. The carriageway will be fully reconstructed, and the road crown will be lowered in the process.
48. Narrowing of the carriageway, narrowing's, and threshold treatments are all standard and acknowledged techniques to create a low speed environment, suitable for the roads status as 'local' in the road hierarchy. This will create a safer road environment for all road users. The walkway through 'Knowles Plantation' will be better highlighted.
49. The proposal has kerb lines suitable to the avenue effect required by the overall character of the area. Although not in a SAM area, the widened berms, with the additional tree planting, will be consistent with the SAM area adjoining. To ensure continuity with the reconstructed section of Knowles Street (Papanui Road-Bretts Road), it is intended that the tree planting regime of larger specimen trees on the south side and smaller specimen trees on the north side be continued.
50. The proposal will reduce on street parking to allow the construction of the traffic calming narrowing treatments. The parking demand in Knowles Street is relatively low. In addition to off street parking, there is parking nearby. The Council cannot guarantee that on street parking will be provided outside any property.

5. Cont'd

51. Existing street lighting and drainage will be upgraded where required.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental and economic wellbeing of the community	
Cultural	As above	
Environmental	As above	
Economic	As above	Cost estimate: \$1,556,000 including fees and contingencies
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section .</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

5. Cont'd

Maintain the Status Quo

Option 5

52. This option does not meet any of the project objectives and therefore has not been selected as the preferred option.

	Benefits (current and future)	Costs (current and future)
Social	No short term disruption during construction	
Cultural		
Environmental		
Economic	No outlay of capital cost	Increasing maintenance costs
<p>Extent to which community outcomes are achieved:</p> <p>Does not achieve community outcomes.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Increase in maintenance for deteriorating kerb and channel asset.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

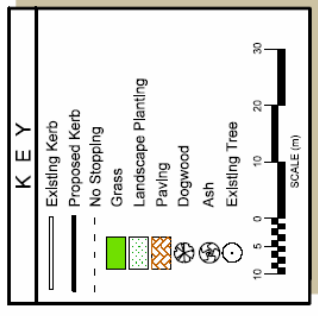
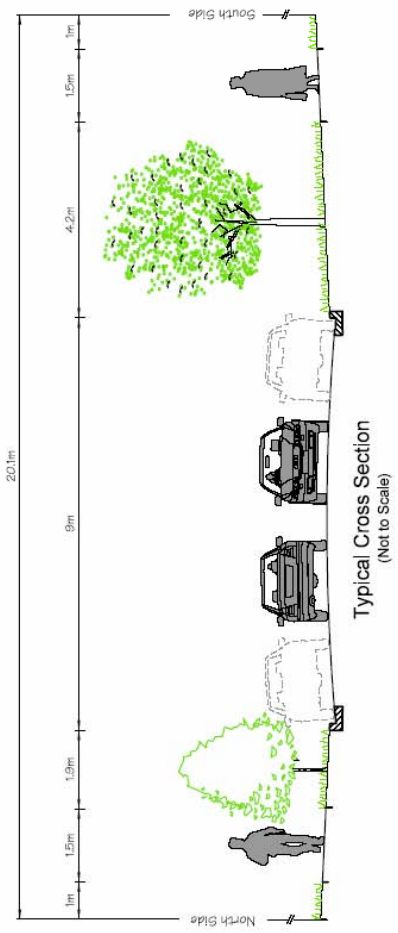
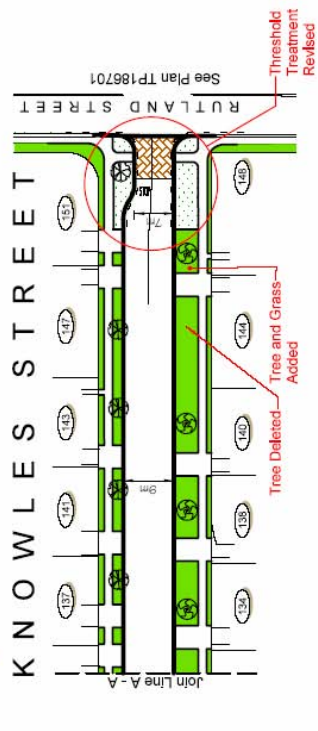
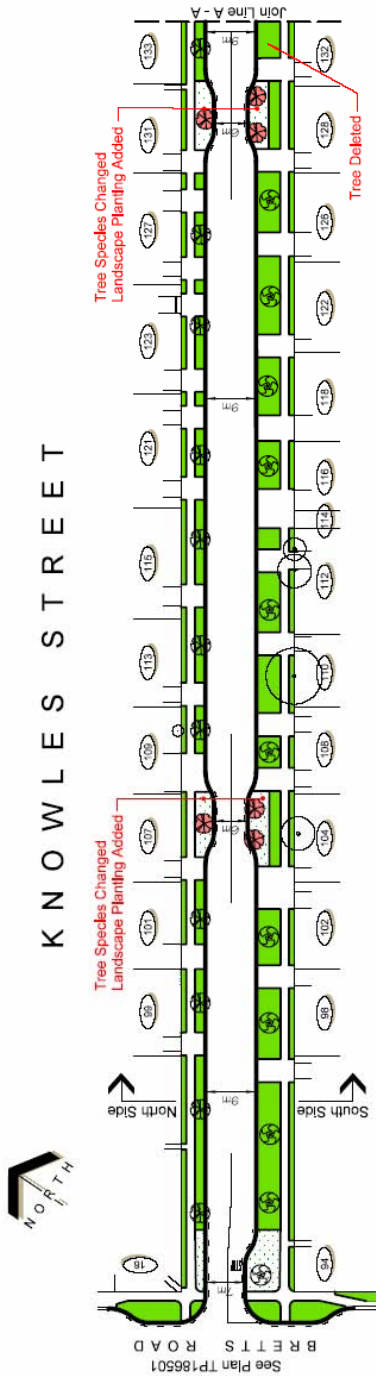
Options 1,2 & 3

53. Options 1,2 and 3 meet all of the project objectives and are consistent with the Capital Programme in the Council's 2006-2016 LTCCP.
54. Option 1 was not selected as the preferred option because:
- (a) Knowles Street/Bretts Road intersection should be narrowed to 7 metres
 - (b) Knowles Street/Cranford Street intersection should be a width of 9 metres
 - (c) Raised platform on Knowles Streets should be 10 metres from its intersection with Cranford Street
 - (d) Number of 6 metre wide narrowing points on Knowles Street should be reduced from three to two between Bretts Road and Rutland Street

5. Cont'd

55. Option 2 was not selected as the preferred option because:
- (a) 10 metre wide carriageway is too wide.
 - (b) Knowles Street/Cranford Street intersection should be a width of 9 metres
 - (c) Raised platform on Knowles Street should be 10 metres from its intersection with Cranford Street
 - (d) The two single lane narrowing points on Knowles Street should be 'two way' and 6 metres wide between Bretts Road and Rutland Street
56. Option 3 was not selected as the preferred option because:
- (a) 10 metre wide carriageway is too wide.
 - (b) Knowles Street/Cranford Street intersection should be a width of 9 metres
 - (c) Raised platform on Knowles Street should be 10 metres from its intersection with Cranford Street
57. The below table relates to Options 1, 2 & 3.

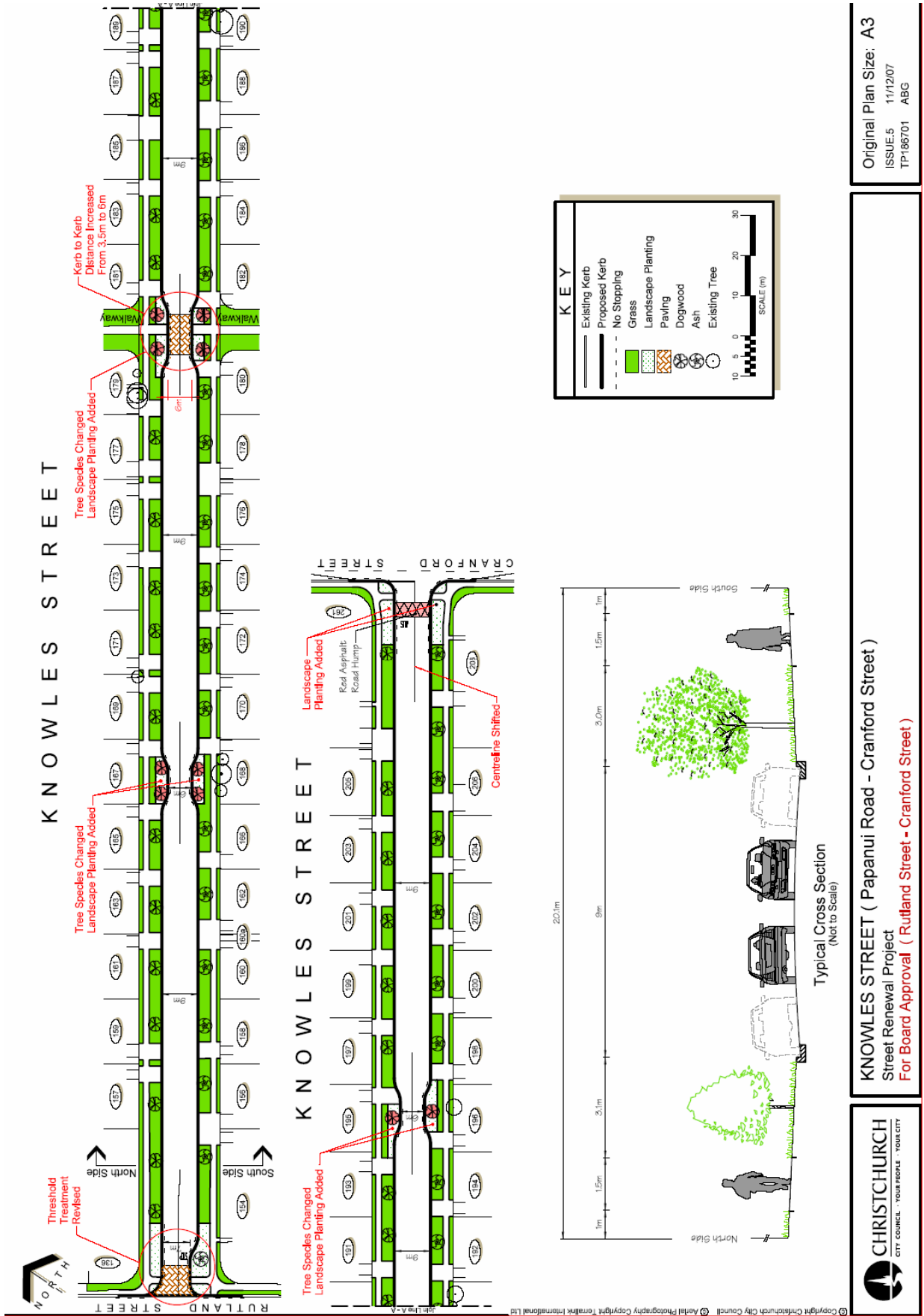
	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental and economic wellbeing of community	
Cultural	As above	
Environmental	As above	
Economic	As above	Options 1,2,3 similar to Option 4
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with Community Outcomes, in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		



Original Plan Size: A3
ISSUE.5 11/12/07
TP186601 ABG

KNOWLES STREET (Papanui Road - Cranford Street)
Street Renewal Project
For Board Approval (Bretts Road - Rutland Street)





Original Plan Size: A3
 ISSUE:5 11/12/07
 TP166701 ABG

KNOWLES STREET (Papanui Road - Cranford Street)
 Street Renewal Project
 For Board Approval (Rutland Street - Cranford Street)

CHRISTCHURCH
 CITY COUNCIL - YOUR PEOPLE - YOUR CITY

6. SAILS STREET – PROPOSED “NO STOPPING” RESTRICTION

General Manager responsible:	General Manager of City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Peter Harte/Basil Pettigrew, Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee’s approval for the installation of two sections of broken yellow “no stopping” lines on the corner of Sails Street and Langdons Road.

EXECUTIVE SUMMARY

2. The Council has received complaints from residents of Sails Street regarding safety and access problems both entering and exiting Sails Street via Langdons Road. Concerns have been raised about the presence of vehicles parked on both sides of Sails Street at and at its intersection with Langdons Road.
3. Currently the road narrows to a width of 7.5 metres at the Sails Street and Langdons Road intersection. No other controls or restrictions are present at the intersection. The area is residential.
4. Sails Street is located near Papanui High school and Northlands mall. Residents believe staff and students are using the road for all day parking.
5. The installation of broken yellow “no stopping” lines is considered the most cost effective and practical solution to the problem.

FINANCIAL IMPLICATIONS

6. An estimated cost for this work is \$ 100.

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

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

LEGAL CONSIDERATIONS

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

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

9. 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.

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

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

ALIGNMENT WITH STRATEGIES

12. The recommendation aligns with the Council’s Community outcomes – Safety.

Do the recommendations align with the Council’s strategies?

6. Cont'd

13. As noted in paragraph 12.

CONSULTATION FULFILMENT

14. Consultation has been carried out with the two property owners affected by the proposed action and they both support it.

STAFF RECOMMENDATION

It is recommended that the Committee approve:

- (a) that the stopping of vehicles be prohibited at all times on the south side of Langdons Road commencing at its intersection with Sails Street and extending in a westerly direction for a distance of 12 metres.
- (b) that the stopping of vehicles be prohibited at all times on the south side of Langdons Road commencing at its intersection with Sails Street and extending in a easterly direction for a distance of 15 metres.
- (c) that the stopping of vehicles be prohibited at all times on the west side of Sails Street commencing at its intersection with Langdons Road and extending in a southerly direction for a distance of 12.5 metres.
- (d) that the stopping of vehicles be prohibited at all times on the east side of Sails Street commencing at its intersection with Langdons Road and extending in a southerly direction for a distance of 14 metres.



7. PROPOSED RIGHT OF WAY NAMING

General Manager responsible:	General Manager Regulation & Democracy Services, DDI 941-8549
Officer responsible:	Unit Manager Environment Policy & Approvals
Author:	Bob Pritchard, Subdivisions Officer

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Committee's approval to one new road and one new right of way name.

EXECUTIVE SUMMARY

2. The approval of proposed new road and right of way names is delegated to Community Boards.
3. The Subdivision Officer has checked the proposed names against the Council's road name database to ensure it will not be confused with names currently in use.

SUBURBAN ESTATES LIMITED – BROOKWATER AVENUE

4. This subdivision will create forty-seven new allotments to be served by a new cul-de-sac running south off Brookwater Avenue. Brookwater Avenue will be extended generally eastward as part of the subdivision. The development company have decided to call the subdivision Marble Court. No approval is necessary from council for naming the subdivision, however Suburban Estates also wish to name the cul-de-sac "Marble Court". This is a short name, suitable for this smaller cul-de-sac.

P BLACKLOCK – 13 VAGUES ROAD

5. Eight new allotments are proposed in this subdivision, to be served by a formed and sealed right of way running south west off Vagues Road. The applicant has submitted three names in order of preference.
 1. "Joiners Lane"
There was a building and joinery factory on this site for thirty years, belonging to T H Alexander.
 2. Appleton Lane
A family name, and there were believed to be apple orchards on the property before the joinery factory, unfortunately, this is too close to an existing name Mappleton.
 3. "Terracotta Lane"
The applicant is a potter and has had a workshop on the property for about five years, using terracotta clay.

FINANCIAL IMPLICATIONS

6. There is no financial cost to the Council. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plate manufacture is charged direct to the developer.

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

7. Not applicable.

LEGAL CONSIDERATIONS

8. Council has a statutory obligation to approve road names.

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

9. Yes. There are no legal implications

7. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Not applicable.

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

11. Not applicable.

ALIGNMENT WITH STRATEGIES

12. Not applicable.

Do the recommendations align with the Council's strategies?

13. Not applicable.

CONSULTATION FULFILMENT

14. Where proposed road names have a possibility of being confused with names in use already, consultation is held with Land Information New Zealand and NZ Post. Where a Maori name is proposed Ngai Tahu are consulted.

STAFF RECOMMENDATION

It is recommended that the Committee consider and approve the proposed names Marble Court and Joiners Lane

8. BEALEY AVENUE/COLOMBO STREET - PROPOSED 120 AND 30 MINUTE PARKING RESTRICTIONS

General Manager responsible:	Michael Aitken, General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Dejong/Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's approval to install parking restrictions at the corner of Bealey Avenue and Colombo Street.

EXECUTIVE SUMMARY

2. The Council has received a request from the five owners/proprietors of the shops located on the northeast corner of the Bealey Avenue and Colombo Street intersection (refer **attached** diagram) for time restricted parking. They state that customers to their businesses are continually complaining to them of the lack of available parking in the area, hence they have asked for more parking restrictions in this area. (Refer to **attached** diagram)
3. An investigation confirmed that the existing parking restrictions did not meet the current demand for short term on street parking. Presently there is a P30 restriction covering four spaces on the west side of Colombo Street opposite the shops outside Pegasus Health, and a P120 restriction covering two spaces at 940 Colombo Street which is on the east side of the street. Also six properties further north of the shops outside a long established hairdressing business is a P120 restriction. The seven spaces between the shops and the existing P120 restriction on the east side are unrestricted. These are taken up by all day parking by commuters working in the City. Around the corner on Bealey Avenue there is a P30 parking restriction covering three spaces outside a dentist and counselling service. The rest of the on street parking in the area is unrestricted all day parking which is always taken up by commuters working in the City.
4. Extending from the corner of Bealey Avenue along Colombo Street and directly in front of the shops are yellow no stopping lines to provide provision of the left traffic lane at the traffic signals. Around the corner on the Bealey Avenue frontage there is located a three space P30 parking restriction outside the Dentist and Counselling Service. Further towards the east are three unrestricted parking spaces between the yellow No Stopping lines that extend back from the Sherborne Street intersection. These are generally taken up by all day commuter parking but at present are utilized by the builders constructing a new motel at this location.
5. To rectify the lack of short term on street parking along the Bealey Avenue frontage it is propose to extend the above mentioned P30 parking restriction towards the east to outside the new motel incorporating the existing three unrestricted parking spaces. This will give six P30 parking spaces along this frontage to service the Chemist, Dentist, Counselling Service and Motel. Presently customers to the Chemist are having to park over vehicular entrance ways to collect prescriptions.
6. To rectify the lack of short term parking on Colombo Street outside the shops it is proposed to extent the existing P120 parking restriction outside number 940 Colombo Street along to the south to meet the bus stop at the end of the broken yellow lines outside the shops. This will give a total of nine P120 minute parking spaces on the east side of Colombo Street to service two hairdressers, a rubber stamp shop, two food/coffee shops and the chemist.
7. All the owners of the properties along both, Bealey Avenue and Colombo Street which are affected by the parking change have been spoken to and support the proposals. Support has also been obtained from the Pegasus Health Centre on the west side of Colombo Street.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is \$1000

8. Cont'd

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

9. The installation of road markings, signs and a post is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

10. The land Transport Rules provide for the installation of parking restrictions.

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

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Aligns with the Streets and transport activities by contributing to the Council's Community outcomes-Community.

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

13. This contributes to improve the level of service for parking.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

15. As above.

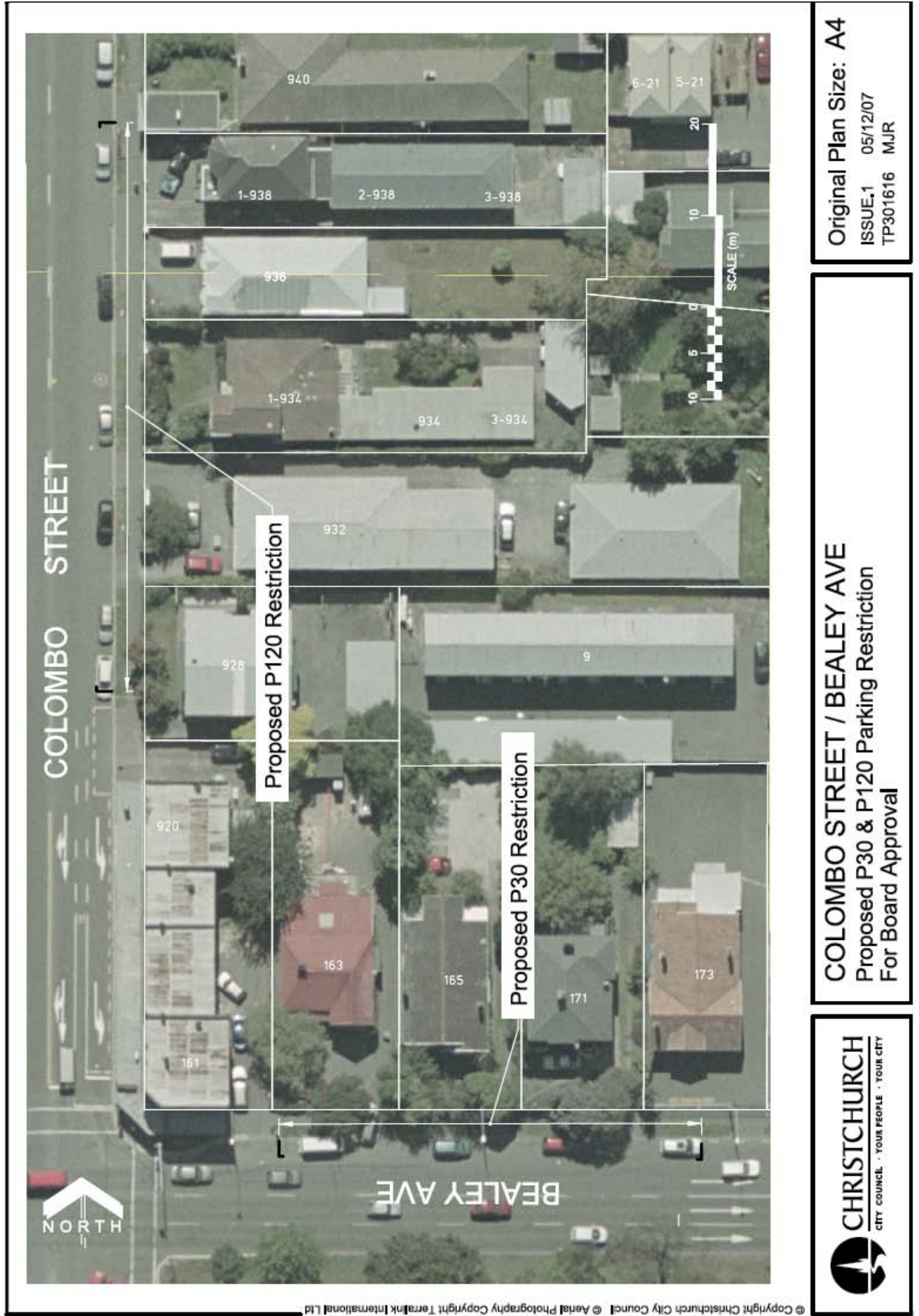
CONSULTATION FULFILMENT

16. Consultation with all the affected business/property owners was undertaken. All the business proprietors along Colombo Street are in support of the extension to the P120 parking restriction as well as 3 of the 5 residential/rental property owners; however the remaining 2 have failed to respond to our letter. Pegasus Health who owns all but one of the properties opposite the proposed P120 support the installation. Owners of the business along Bealey Avenue were spoken to and all support the proposed extension to the P30 parking restriction, including the new motel complex that is presently under construction. The Japanese owners of the flats at number 171 Bealey Avenue were written to and as yet have not responded.

STAFF RECOMMENDATION

It is recommended that the Traffic Works Committee approve:

- (a) That the parking of vehicles on the east side of Colombo Street presently restricted to 120 minutes commencing at a point 110 meters north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 11 meters be revoked.
- (b) That the parking of vehicles on the north side of Bealey Avenue presently restricted to 30 minutes commencing at a point 19 meters east of its intersection with Colombo Street and extending in an easterly direction for a distance of 21 meters be revoked.
- (c) That the parking of vehicles be restricted to a maximum period of 120 minutes on the East side of Colombo Street commencing at a point 47 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 74 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Bealey Avenue commencing at a point 19 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 46 metres.



Original Plan Size: A4
 ISSUE,1 05/12/07
 TP301616 MJR

COLOMBO STREET / BEALEY AVE
 Proposed P30 & P120 Parking Restriction
 For Board Approval



18. 2. 2008

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9. COMMITTEE MEMBERS INFORMATION EXCHANGE

