



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE AGENDA

TUESDAY 22 JULY 2008

AT 5.00PM

AT SOCKBURN SERVICE CENTRE

**IN THE BOARDROOM,
149 MAIN SOUTH ROAD, CHRISTCHURCH**

Community Board: Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn, Judy Kirk, Peter Laloli and Bob Shearing.

Acting Community Board Adviser

Graham Sutherland

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

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

4.1 **Brynley Street Neighbourhood Project**

Jenny Hamilton, Consultation Leader – Transport, will provide information on the upcoming Brynley Street Neighbourhood Improvement Project

5. GREEN LANE PROPOSED PROHIBITED TIMES ON ROAD

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Malcolm Taylor, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation (via this Committee) to Council to prohibit motor vehicles weighing less than 3,500 kg from using Green Lane, Sockburn from 10 pm on Thursdays, Friday, Saturdays, Sundays and Statutory Holidays until 5 am on the following day (refer to **Attachment 1**).

EXECUTIVE SUMMARY

2. The Green Lane Corporate Body has informed the Council of damage being done by youths to Council's and business properties in Green Lane. The damage which is occurring on a weekly basis, includes:
 - Graffiti to buildings, fences and electrical control boxes.
 - Diesel being poured on the road surface and boy-racers doing burn outs, resulting in road surface damage.
 - Rubbish being deposited on roadway from trailer loads of takeaways.
 - Glass bottles being broken on roadway.
 - Vehicles being abandoned in the centre of the roadway and set alight.
 - Deliberate fires being lit in grass areas, bordering railway lines.
 - Rocks being thrown at buildings and breaking business windows.
3. Green Lane is an industrial cul-de sac that attracts this sort of behaviour at night when businesses in the lane are not staffed.
4. The Police have also been informed of these issues by the Green Lane Corporate Body.
5. The Police have powers to deal with offences relating to the lack of traction of vehicles and the speed of vehicles. However, this behaviour will usually have stopped by the time the police arrive on the scene. It can start up again minutes after they leave. By prohibiting both the spectators and the participants from taking their cars on the road, the problems go away. The most effective way to achieve this is to prohibit those cars from using the road unless they are carrying the owners/occupiers or bona fide visitors of properties adjacent to Green Lane.

FINANCIAL IMPLICATIONS

6. An estimated cost for this work is \$500.

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

7. The installation of road signs and markings are within the LTCCP Transport and Greenspace operational budgets.

LEGAL CONSIDERATIONS

8. Complies with the provisions of the New Zealand Bill of Rights Act 1989.
9. Clause 15 (1) of the Christchurch City Council Traffic and Parking Bylaw 2008 provides that "The Council may by resolution specify any road or part of a road and the days and times during which motor vehicles weighing less than 3,500 kilograms are prohibited from being used on the road or part of that road or roads".

5 Cont'd

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

10. As noted in paragraph 8 and 9.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with the Transport and Greenspace activities by contributing to the Council's Community outcomes Safety and Community.

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

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

14. As noted in paragraph 13.

CONSULTATION FULFILMENT

15. Consultation with the Police has been carried out and they support this recommendation. The request has come from the Green Lane Corporate Body who represents the businesses of this Lane.

STAFF RECOMMENDATION

That the Committee recommend that the Board recommend to Council to resolve:

- (a) That motor vehicles weighing less than 3,500 kg are prohibited from using Green Lane at the following times:
- 10 pm Thursday – 5 am Friday
 - 10 pm Friday – 5 am Saturday
 - 10 pm Saturday – 5 am Sunday
 - 10 pm Sunday – 5 am Monday
 - Statutory Holidays
 - 10 pm Previous Day – 5 am

NO ENTRY

TO VEHICLES UNDER 3500 kg

10pm THURS – 5am FRI
 10pm FRI – 5am SAT,
 10pm SAT – 5am SUN
 10pm SUN – 5am MON

STATUTORY HOLIDAYS
 10pm PREVIOUS DAY – 5am

EXCEPT FOR OWNERS AND OCCUPIERS AND THEIR DOMESTIC VISITORS OF PROPERTIES TO WHICH THIS ROAD PROVIDES THE MOST DIRECT ACCESS

Photo of Sign

⊗ = Approx Position Of Sign

SCALE (m)

0 10 20 30

RAILWAY

GREEN LANE

GREEN LANE

GREEN LANE

MAIN SOUTH ROAD

SYMES ROAD

NORTH

Original Plan Size: A4
 ISSUE.1 16/05/08 Proj No. TG100906

GREEN LANE
 Proposed Prohibition Times on Road
For Board Approval

CHRISTCHURCH
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6. SABYS ROAD/CANDYS ROAD – PROPOSED “STOP” CONTROL

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Lorraine Wilmshurst/Malcolm Taylor, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee’s recommendation to the Community Board for approval to install a “Stop” control on Candys Road at the Sabys Road intersection (refer to **Attachment 1**).

EXECUTIVE SUMMARY

2. The intersection of Candys Road and Sabys Road is an uncontrolled “T” junction where the normal *“give way to the right”* rule applies. The Council has been approached by a local resident with concerns in relation to the visibility at this intersection.
3. There has been one reported crash at this intersection which was due to loss of control on a wet slippery road. However, there are perceived safety issues relating to visibility.
4. A creek crosses the road near this intersection and the steep bank on the south west corner of the intersection has been planted. This planting restricts the visibility to the left for traffic exiting Candys Road but highlights the steep bank to motorists on Sabys Road. Visibility to the right is unimpeded.
5. This intersection is in a high speed environment with the speed limit on Sabys Road being 100km/hr and Candys Road being 60km/hr. The morning peak hour traffic approaching the intersection along Sabys Road is travelling at the speed limit.
6. By installing the proposed “Stop” control and associated limit line, vehicles entering the intersection will be located where motorists are able to obtain a clear view of approaching traffic from both directions, before they are committed to their turn. It will provide motorists with clear delineation and reduce the likely hood of Sabys Road right turning traffic waiting in the centre of the road in a high speed environment.
7. The only residential property affected by the proposal is located at the south west corner of this intersection. The property owner is in full support of the proposed “Stop” control.

FINANCIAL IMPLICATIONS

8. The cost of this proposal is estimated to be \$500.

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

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

LEGAL CONSIDERATIONS

10. The Land Transport Rules provide for the installation of “Stop” controls.

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 - Safety.

6 Cont'd

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 safety.

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Christchurch Road Safety Strategy.

Do the recommendations align with the Council's strategies?

15. As above.

CONSULTATION FULFILMENT

16. There is only one residence in close proximity to the intersection and is located on the south west corner. This resident made the initial request and is in full support of the installation of the proposed "Stop" control.

STAFF RECOMMENDATION

That the Committee recommend to the Board that a "Stop" control be placed against Candys Road at its intersection with Sabys Road.

PROPOSED STOP CONTROL

PROPOSED STOP SIGN

Sabys Road

Candys Road

CANDYS ROAD
Proposed Stop Control
For Board Approval

CHRISTCHURCH
CITY COUNCIL • YOUR PEOPLE • YOUR CITY

Original Plan Size: A4
ISSUE: 1 05.08
RAH

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MacStroads file location - W:\PROJECTS\001 TO 200\026 TO 050\ME CSR HW CONTRACTED WAGDS\CANDYS ROAD - STOP SIGN - 9076666\CANDYS ROAD.DWG

7. AMYES ROAD AND BRANSTON STREET – PROPOSED PARKING RESTRICTIONS

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Malcolm Taylor, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Community Board for approval to install "No Stopping" lines at the intersection of Amyes Road and Branston Street, Hornby (refer to **Attachment 1**).

EXECUTIVE SUMMARY

2. A resident has expressed concern at the difficulties drivers of heavy vehicles are experiencing when turning from Amyes Road into Branston Street, especially when vehicles are parked along Branston Street by the traffic island. The resident requested that "No Stopping" lines be installed at the intersection to ban vehicles from parking there.
3. It is good traffic engineering practice to install "No Stopping" line at intersections where traffic islands are installed to ensure that there is adequate manoeuvring space for turning vehicles.
4. Following consultation in December 1991 for a proposal to narrow Amyes Road outside the Branston Intermediate School, the Community Board asked that the proposed improvement work extend into Branston Street. It was requested that, for safety reasons a traffic island be installed to control turns in and out of Branston Street and to provide a pedestrian refuge for crossing the road. A modified plan was prepared for consultation showing a proposed traffic island with "No Stopping" at the intersection.
5. No reference can be found of the "No Stopping" restrictions being presented to the Board and it is now appropriate to seek the Board approval to install "No Stopping" lines at this intersection as shown in **Attachment 1**.

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 are within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

8. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 allows Council to install no stopping restrictions by resolution.
9. The Community Boards have the delegated authority from the Council to exercise the delegation as set out in the Register of Delegations as at April 2008. The list of delegations for the Community boards includes no stopping restrictions.
10. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

11. As noted above.

7 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. 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?

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

15. As noted in paragraph 14.

CONSULTATION FULFILMENT

16. The directly affected residents support the proposed work and the Wigram Resident's Association have no issues with the proposed safety work.

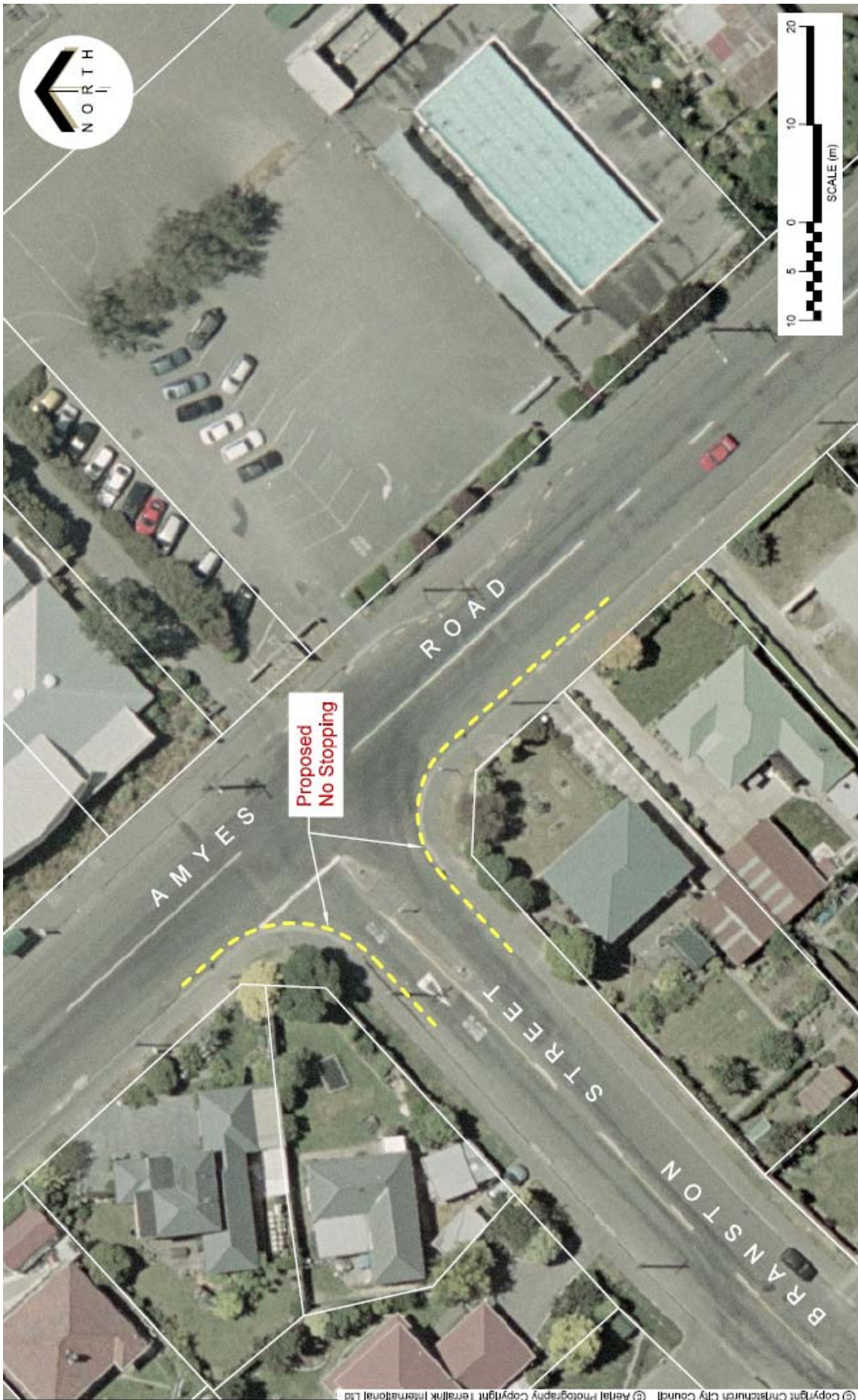
STAFF RECOMMENDATION

That the Committee recommend to the Board:

- (a) That the parking of vehicles be prohibited at any time on the south west side of Amyes Road commencing at its intersection with Branston and extending in a north westerly direction for a distance of 12 metres.
- (b) That the parking of vehicles be prohibited at any time on the north west side of Branston Street commencing at its intersection with Amyes Road and extending in a south westerly direction for a distance of 20 metres.
- (c) That the parking of vehicles be prohibited at any time on the south west side of Amyes Road commencing at its intersection with Branston Street and extending in a south easterly direction for a distance of 30 metres.
- (d) That the parking of vehicles be prohibited at any time on the south east side of Branston Street commencing at its intersection with Amyes Road and extending in a south westerly direction for a distance of 20 metres.

22. 7. 2008

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Original Plan Size: A4
ISSUE:1 18/06/08
TG034831 MCD

AMYES ROAD / BRANSTON STREET
Proposed Parking Restrictions
For Board Approval



8. PROPOSED ROAD AND RIGHT OF WAY NAMING – PROXIMITY OF FORMER HALSWELL QUARRY

General Manager responsible:	General Manager Regulation and Democracy Services, Peter Mitchell, DDI 941-8462
Officer responsible:	Environment Policy and Approvals Manager
Author:	Bob Pritchard, Subdivisions Officer

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Board's approval to one new road name (refer to **Attachment 1**).

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.

RMA 92008567

This subdivision will create 28 new residential allotments to be served by a long formed and sealed cul-de-sac. Two large new reserves will also be vested in the Council.

The applicant company has proposed the name "**Rock Hill Drive**" for this road. The name has historic connections with the locality and is in close proximity to the former Halswell Quarry. The name "Rock Hill" was given by the Deans brothers in 1848.

FINANCIAL IMPLICATIONS

4. 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?

5. Not applicable.

LEGAL CONSIDERATIONS

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

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

7. Yes. There are no legal implications.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Not applicable.

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

9. Not applicable.

ALIGNMENT WITH STRATEGIES

10. Not applicable.

Do the recommendations align with the Council's strategies?

11. Not applicable.

8 Cont'd

CONSULTATION FULFILMENT

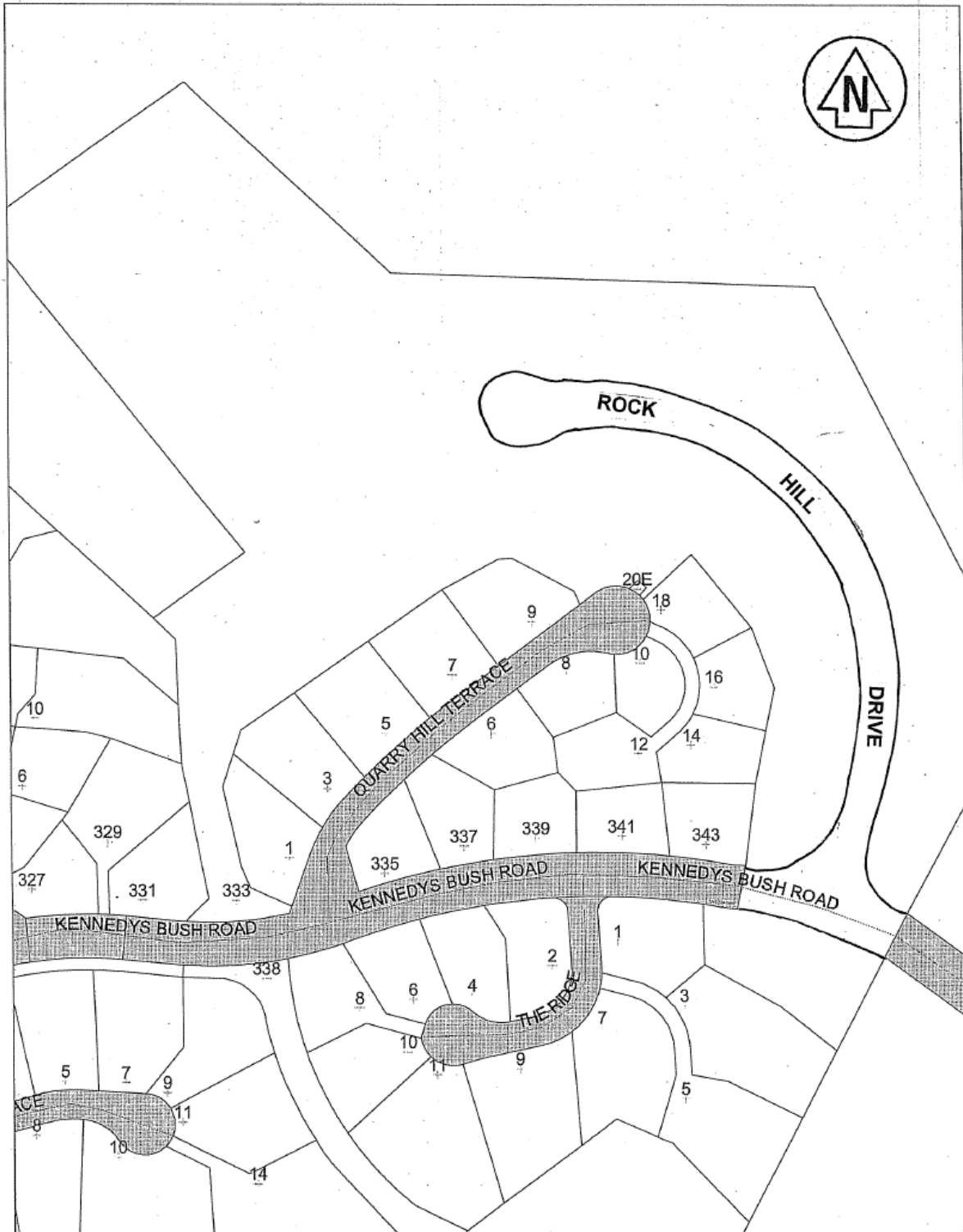
12. Where proposed road names have a possibility of being confused with names in use already, consultation is held with Land Information New Zealand and New Zealand Post. Where a Maori name is proposed Ngai Tahu are consulted.

STAFF RECOMMENDATION

It is recommended that the Board consider and approve the proposed road name as submitted.

22. 7. 2008

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Spatial Map Print

Scale 1:2000



This data has been compiled from official records. Location of boundaries requires an analysis of all relevant information in compliance with the Survey Regulations. Attribute data requires an analysis of the appropriate legal record.



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22. 7. 2008

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9. UPDATE ON CURRENT TRANSPORT ISSUES

10. ELECTED MEMBERS INFORMATION EXCHANGE