



Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD GREENSPACE TRAFFIC WORKS COMMITTEE AGENDA

MONDAY 14 JULY 2008

4.00 PM

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

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

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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. **CONFIRMATION OF MEETING MINUTES – 16 JUNE 2008**

The minutes of the Greenspace Traffic Works Committee meeting of 16 June 2008 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Greenspace Traffic Works Committee meeting of 16 June 2008, be confirmed.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

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ATTACHMENT TO CLAUSE 2

14. 7. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD
GREENSPACE TRAFFIC WORKS COMMITTEE
16 JUNE 2008**

**A meeting of the Greenspace Traffic Works Committee
was held on Monday 16 June 2008 at 4.00 pm
in the Boardroom, Papanui Service Centre**

PRESENT: Matt Morris (Chairperson), Ngaire Button, Pauline Cotter, Yvonne Palmer and Norm Withers.

APOLOGIES: Apologies for absence were received and accepted from Megan Evans and Aaron Keown.

The Committee reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 BELFAST ROTARY CLUB

Brian Stead (Chairperson, Vocational Committee), Laurie Richards (President) and Maury Combe of the Belfast Rotary Club spoke in support of the Young Totara Award.

The 'Young Totara Award' is a national programme that has been initiated locally by the Rotary Club of Belfast. This award acknowledges outstanding young people in the local area under the age of 21. Each year, depending on the availability of a suitable candidate, a young person is selected by the Rotary Club for this award. To date, eight presentations have been made.

The Belfast Rotary Club approached the Council for an area of reserve where each year a totara tree could be planted to commemorate a young person and the overall award scheme. An area at Styx Mill Conservation Reserve has been identified as being the most appropriate. The area would have a stone mounted plaque detailing a website address and a simple statement. Recipients of the Award would not be listed.

Clause 7 (Part C) of this report details the Committee's decision on this matter.

2. CONTRACTS AND MAINTENANCE TEAM - UPDATES

The Pavement Maintenance Team Leader, Peter McDonald, updated the Committee on the following projects.

2.1 VAGUES ROAD - SPEED TRAILER RESULTS

Speed trailer results covering a five day period (7am to 5pm) were tabled. The "85th percentile" was 56 km/hr.

The Committee **decided** to ask staff to undertake a two week assessment of vehicle speeds to cover other time periods and to also consider the stopping of right turns in/out of the street.

2. Cont'd

2.2 STYX BRIDGE

The Committee was advised that a weekly clean up under the bridge had been arranged. Closing access to the railway tracks to normal vehicles was being arranged by using a mountable kerb. A traffic island on the east side was being investigated, as was a surveillance system.

2.3 REDWOOD LIBRARY – TRAFFIC MANAGEMENT

The Committee had sought clarification of parking restrictions and signage to warn of pedestrians. It was confirmed there were visibility problems for drivers exiting the library parking area.

The Committee **decided** to ask staff to investigate a traffic safety convex mirror to alert drivers to the presence of approaching pedestrians.

2.4 SPRINGFIELD ROAD/ABBERLEY CRESCENT/EDGEWARE ROAD - TRAFFIC MANAGEMENT PLAN

The Committee was advised that in 2003 the Council's Sustainable Transport and Utilities Committee was asked to approve a pedestrian crossing in Springfield Road. Instead, that Committee requested that staff monitor traffic in the area. Traffic signals at the Edgware/Abberley Roads intersection had been opposed by the community.

The Committee **decided** to ask staff to undertake pedestrian and traffic counts for the intersection and to report the findings back to the Committee.

2.5 MARY STREET

Information from staff on the proposal for one-laning of the Mary Street/Main North Road corner was coming to the Committee in the near future.

2.6 SAWYERS ARMS/GARDINERS ROAD INTERSECTION - TRAFFIC CONCERNS

The Committee was advised that information on this matter would be coming to the Board soon.

The Committee **decided** that a joint meeting be held with the Fendalton/Waimari Community Board to consider traffic management issues at this intersection.

2.9 ROOSEVELT AVENUE

Information was tabled on the speed count data for this street collected from 8am to 5pm for the five days commencing 14 April. This showed 213 vehicles per day without any major speeding issues. Also, a video camera at the Malvern Street corner showed that traffic behavior at the intersection was not unusual. The Committee noted the residents concerns about the state of the street.

The Committee **decided** that a meeting with residents be arranged to present the traffic information and to obtain feedback.

2.10 DANIELS ROAD - PEDESTRIAN CROSSING

The Committee was advised that this matter was with Transit New Zealand to be considered as part of their bus priority review.

Members were concerned at the short time the traffic signals gave pedestrians to cross the four lanes at the intersection with the Main North Road.

2. Cont'd

2.11 WOODCHESTER STREET/MEDWAY STREET - INTERSECTION CONCERNS

The wideness of this intersection was seen as creating a safety hazard.

The Committee **decided** to request staff to report on options and costs to address safety concerns at the Woodchester Street/Medway Street intersection.

2.12 ROSE COTTER – SLATER STREET

Correspondence from Rose Cotter tabled at the 21 May 2008 meeting of the Board, was handed to staff for consideration.

3. MEMBERS' INFORMATION EXCHANGE

- **“Our Christchurch”**

It was noted that meetings of the Committee were not listed on the Council's weekly page in the Christchurch Star.

Staff undertook to follow up on this matter.

- **Combined Community Board Evening Seminar Topic**

Staff were asked to consider arranging a Combined Community Board Seminar on the topic of road safety.

- **Papanui Memorial Reserve**

It was clarified that staff were consulting with the Rotary Club of Papanui over the proposed clock on the reserve and were also assessing the merits of a mural on the reserve fence.

PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE COMMITTEE

4. CONFIRMATION OF REPORT – 19 MAY 2008

The Committee **resolved** that the report of the Greenspace Traffic Works Committee meeting of 19 May 2008, be confirmed.

5. BEALEY AVENUE – P5 AT ANY TIME PARKING RESTRICTION

The Committee considered a report seeking approval to install a parking restriction at the corner of Bealey Avenue and Champion Street.

It was **resolved** that the parking of vehicles be restricted at any time, to a maximum period of five minutes on the north side of Bealey Avenue commencing at a point 9.5 metres west of its intersection with Champion Street and extending in a westerly direction for a distance of 20.5 metres.

6. THE YOUNG TOTARA AWARD

Further to Clause 1 (Part B), the Committee considered a report seeking approval for an area of land to be set aside at the Styx Mill Conservation Reserve for the planting of totara trees. It was proposed that the trees would recognise outstanding young people in the local community as part of “The Young Totara Award” organised by the Belfast Rotary Club.

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ATTACHMENT TO CLAUSE 2

6. Cont'd

The Committee **resolved**:

- (a) To approve the setting aside of an area of land at the Styx Mill Conservation Reserve as outlined in the report, for the planting of totara trees in recognition of outstanding young people within the local community.
- (b) To support the Belfast Rotary Club's wish to have individual recipients identified on site.

The meeting concluded at 5.53 pm.

CONFIRMED THIS 14TH DAY OF JULY 2008

**MATT MORRIS
CHAIRPERSON**

3. DEPUTATIONS BY APPOINTMENT

4. BRIEFINGS

4.1 KNOWLES STREET UPDATE

Andrew Hensley will be in attendance to give the Board an update on Knowles Street.

5. CONTRACTS AND MAINTENANCE TEAM - UPDATES

- Styx Bridge – update on rubbish cleanup and traffic calming measures.
- Redwood Library – Traffic safety convex mirror was to be considered.
- Springfield/Abberley/Edgeware – Traffic counts.
- Sawyers Arms/Gardiners Road intersection – On 16 June, the Committee proposed a joint meeting with Fendalton/Waimairi Community Board to consider traffic management issues. Information from staff is required before that can be arranged.

6. TRANSIT NEW ZEALAND - UPDATE

Tony Spowart of Transit New Zealand will be in attendance to give the Board an update Transit matters.

7. GOSSET STREET KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Philippa Upton, Transport Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Board via this committee for the Gosset Street Kerb and Channel Renewal project to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. Gosset Street is located in St Albans and is one several similar streets linking local roads Westminster and Malvern Streets.
3. The primary objectives of the project are to replace the existing kerb and deep dish channel with kerb and flat channel, to provide adequate drainage and off street parking, upgrade street lighting, and to complete construction within the 2008-2009 academic year on time and within budget. Secondary objectives, in priority order, are to maintain and enhance the character of the whole street environment with special regard for the character outlined in SAM 14, and to maintain or improve safety for all road users.
4. As a designated Special Amenity Area 14, this inner city suburban residential street consists mainly of 1920s and 30s Californian style bungalows, with similarities in style, layout, boundary vegetation. It is lined with 78 year old lime trees which are some of the oldest surviving street trees in Christchurch, providing a special feature and focal point of the street. Bounded by Malvern Rugby Park and stadium to the north, Gosset Street includes Rutland Street community church in the south eastern end of the street, and is served by local schools and the Rutland Street shopping centre.
5. Initial issues consultation with residents of Gosset Street in October and November 2007 identified concerns about drainage and on-street parking, and to a lesser extent, traffic speed. Comments included complaints about the street being congested with rugby patrons' and church goers' cars at opposite ends of the street. There were differing views about how to slow speed, and general comments included a desire to preserve the character of the street. A few respondents expressed concern regarding the size of the trees and their tendency to cut out light.
6. A plan fulfilling community and council objectives was developed for consultation, and was presented to the Community Board explaining why this option was chosen over two other variations and a 'do nothing' option. The plan retains the existing alignment of the carriageway and location of footpaths and trees, while tightening the radii of the corners at each end of the street to 7 metres. This will reduce the speed of turning vehicles and cut down the crossing distance. Full reconstruction of the footpaths and carriageway is required, and special care will be taken to prevent damage to existing street trees. Drainage and lighting upgrades are included in the proposal.
7. Community consultation on the preferred option was undertaken in May 2008. Approximately 250 consultation leaflets were distributed to households and other interested groups in the Gosset Street, and a project information evening was held in the street. All 9 respondents showed full or general support for the project. Concerns were raised regarding the proposed removal of two trees, drainage, controlling speed at the intersections, and pedestrian facilities.
8. Changes, where appropriate, were made to the plan for Board approval (See Attachment 1 Plan for Board Approval). These included retaining one of the trees planned for removal, adjusting pedestrian crossing points, and installing a cobbled and landscaped kerb build-out at the Westminster Street intersection to decrease pedestrian crossing distance and vehicle cornering speed. Appropriate road marking and no stopping changes will be provided to enhance safety and also to develop a slower road environment for pedestrians, especially for school children near the crossing.

7. Cont'd

FINANCIAL IMPLICATIONS

9. The Kerb and Channel Renewal works for Gosset Street are programmed in the LTCCP for implementation in the 2008 – 2009 financial year. The Transport and Greenspace Unit has the following budget provision for this project:
10. The allocated budget is \$534,389. The initial project cost estimate was \$533,400, including all fees and contingencies.
11. The revised project cost estimate (using updated data and taking in to account all of the scheme modifications resulting from consultation) is \$557,800, an increase of \$24,400 on the earlier estimate.
12. This revised total does however include a 25% contingency. Should the tendered price come in above budget, an exception report will be submitted to the Transport PCG requesting additional funding from within the 08/09 Kerb and Channel Programme.

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

13. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme as outlined above.

LEGAL CONSIDERATIONS

14. There are no property issues associated with this project. Community board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions.

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

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

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. As above.

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

17. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

19. As above.

CONSULTATION FULFILMENT

20. Fifteen residents responded to initial issues consultation in October/November 2007, raising concerns about drainage and on-street parking, and to a lesser extent, traffic speed.
21. A seminar was held for the Shirley/Papanui Greenspace Traffic Works Committee on Monday 14 April 2008, to present the preferred option.

7. Cont'd

22. Approximately 250 newsletters containing the plan for consultation, key project objectives and a standard feedback form, were sent to residents, absentee landowners and internal and external stakeholders over a three week period in May. During this time a public information evening was held at the Rutland Street church premises, attended by 9 residents.
23. A total of 9 responses were received. All were generally in favour of the project, with 3 respondents indicating full support, and 6 suggesting changes or improvements.
24. A summary of feedback and project team responses is included in Attachment 2: Gosset Street Consultation Summary.
25. Changes made as a result of community consultation were as follows:
 - (a) The tree outside property no. 30 will be retained. It is considered that the improved drainage on the street will improve growing conditions and will also promote a healthy and prolonged life for the tree. This means that only the tree outside property no. 36 will be removed.
 - (b) The proposed pedestrian crossing at Westminster-Gosset Street intersection will be relocated from the east side to the west side, including tactile pavers. This will be supported with a kerb build-out as well as landscaping and cobblestone paving. Appropriate road marking changes will be provided to enhance safety and also to develop a slower road environment for pedestrians, especially school children near the crossing.

STAFF RECOMMENDATION

It is recommended that the Board via the Greenspace Traffic Works Committee:

- (a) Approve the plan for Gosset Street Kerb and Channel Renewal to proceed to final design, tender and construction.
- (b) Approve the following parking restrictions:

Westminster Street

That the stopping of vehicles be prohibited at any time in the following locations

- (i) On the south east side of Westminster Street, commencing a point 25.0 metres west of its intersection with Gosset Street and extending 51.0 metres in a north easterly direction.
- (ii) On the north west side of Westminster Street, commencing north east of its intersection with Gosset Street and extending 10.0 metres in a north easterly direction.

Gosset Street

That the stopping of vehicles be prohibited at any time in the following locations

- (iii) On the south west side of Gosset Street, commencing south west of its intersection with Westminster Street and extending 13.0 metres in a northerly westerly direction.
- (iv) On the north east side of Gosset Street, commencing north east of its intersection with Westminster Street and extending 10.0 metres in a north westerly direction.
- (v) On the north west side of Gosset Street, commencing south west of its intersection with Malvern Street and extending 10.0 metres in a south easterly direction.
- (vi) On the north east side of Gosset Street, commencing north east of its intersection with Malvern Street and extending 10.0 metres in a south easterly direction.

7. Cont'd

Malvern Street

That the stopping of vehicles be prohibited at any time in the following location:

- (vii) On the south east side of Malvern Street, commencing south west of its intersection with Gosset Street and extending 15.0 metres in a south easterly direction.
- (viii) On the south east side of Malvern Street, commencing north east of its intersection with Gosset Street and extending 15.0 metres in a north easterly direction.

Westminster Street

That the stopping of vehicles be prohibited at any time on the following locations:

- (ix) On the south east side of Westminster Street, commencing a point 25.0 metres west of its intersection with Gosset Street and extending 51.0 metres in a north easterly direction.
- (x) On the north west side of Westminster Street, commencing south west of its intersection with Gosset Street and extending 13.0 metres in a south westerly direction.
- (xi) on the north west side of Westminster Street, commencing north east of its intersection with Gosset Street and extending 10.0 metres in a north easterly direction.

Gosset Street

That the stopping of vehicles be prohibited at any time in the following locations:

- (xii) On the south west side of Gosset Street, commencing south west of its intersection with Westminster Street and extending 13.0 metres in a north westerly direction.
- (xiii) On the north east side of Gosset Street, commencing north east of its intersection with Westminster Street and extending 10.0 metres in a north westerly direction.
- (xiv) On the north west side of Gosset Street, commencing south west of its intersection with Malvern Street and extending 10.0 metres in a south easterly direction.
- (xv) On the north east side of Gosset Street, commencing north east of its intersection with Malvern Street and extending 10.0 metres in a south easterly direction.

Malvern Street

That the stopping of vehicles be prohibited at any time in the following locations:

- (xvi) On the south east side of Malvern Street, commencing south west of its intersection with Gosset Street and extending 15.0 metres in a south easterly direction.
- (xvii) On the south east side of Malvern Street, commencing north east of its intersection with Gosset Street and extending 15.0 metres in a north easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

7. Cont'd

BACKGROUND (THE ISSUES)

26. Community consultation issues and responses are covered in the Consultation Fulfilment section of this report.

General issues/considerations

27. The final selected option also takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with this project.
28. A detailed investigation of the crash history has been carried out using Land Transport New Zealand's Crash Analysis System over the last ten years (i.e. 1998-2008). The investigation shows only one crash in 2007 at Malvern-Gosset Street intersection. The crash was recorded on a fine day in the evening when the right-turning car from Malvern Street into Gosset Street failed to give way to an oncoming motor cycle on Malvern Street.
29. All work around trees will be overseen by a qualified arborist and the working around trees specification will be agreed and communicated to the contractors. Care is needed to ensure that the trees and tree roots do not suffer excessive damage during construction.

THE OBJECTIVES

30. The primary (must do) objectives for the project are as follows:
- To renew the existing kerb and ditched channel with kerb and flat channel.
 - To ensure adequate drainage is provided.
 - To ensure adequate provision for on street parking.
 - Upgrade street lighting to comply with current standards.
 - To complete the project within the allocated budget.
 - To complete the construction within the 2008/09 financial year.
31. The secondary (would like to do, but add cost) objectives for the project are as follows in priority order:
- Maintain and enhance the character of the whole street environment and with special regard to the character outlined in SAM 14 for that relevant portion of the street.
 - To maintain or improve safety for all road users.

THE OPTIONS

32. Four options were considered.
- (a) All options except Option One (do nothing) include kerb and channel renewal.
- (b) All options except Option One involve special care during construction to protect the trees, which may require extensive hand-digging.

Option One

33. Option One 'Do Nothing' was not chosen because it does not fulfil the key objectives of replacing the kerb and channel and overall traffic conditions.

Option Two

34. Option Two is the minimal change option involving the renewal of the kerb and channel, and intersection improvement by tightening the curve at both ends.
- (a) Tightening of the road curve will trim down pedestrian crossing distance and considerably reduce conflicts between pedestrians and vehicles.

7. Cont'd

- (b) This option fulfils all objectives except the budgetary requirement and has been further developed to result in the preferred plan.

Option Three

- 35. Option Three improves the intersections by providing thresholds at both intersections to facilitate safer pedestrian crossings and reduce the speed of turning vehicles. This plan partially fulfils objectives but has not been chosen because threshold treatment is:
 - (a) Not appropriate for local to local road intersections
 - (b) Will reduce parking at either end of the street
 - (c) Increases cost which may not be justified

Option Four

- 36. Option Four involves provision of two speed humps close to the intersection to reduce vehicle speed on Gosset Street. This plan partially fulfils objectives, but speed humps were not considered the appropriate for the low traffic volume on the street.

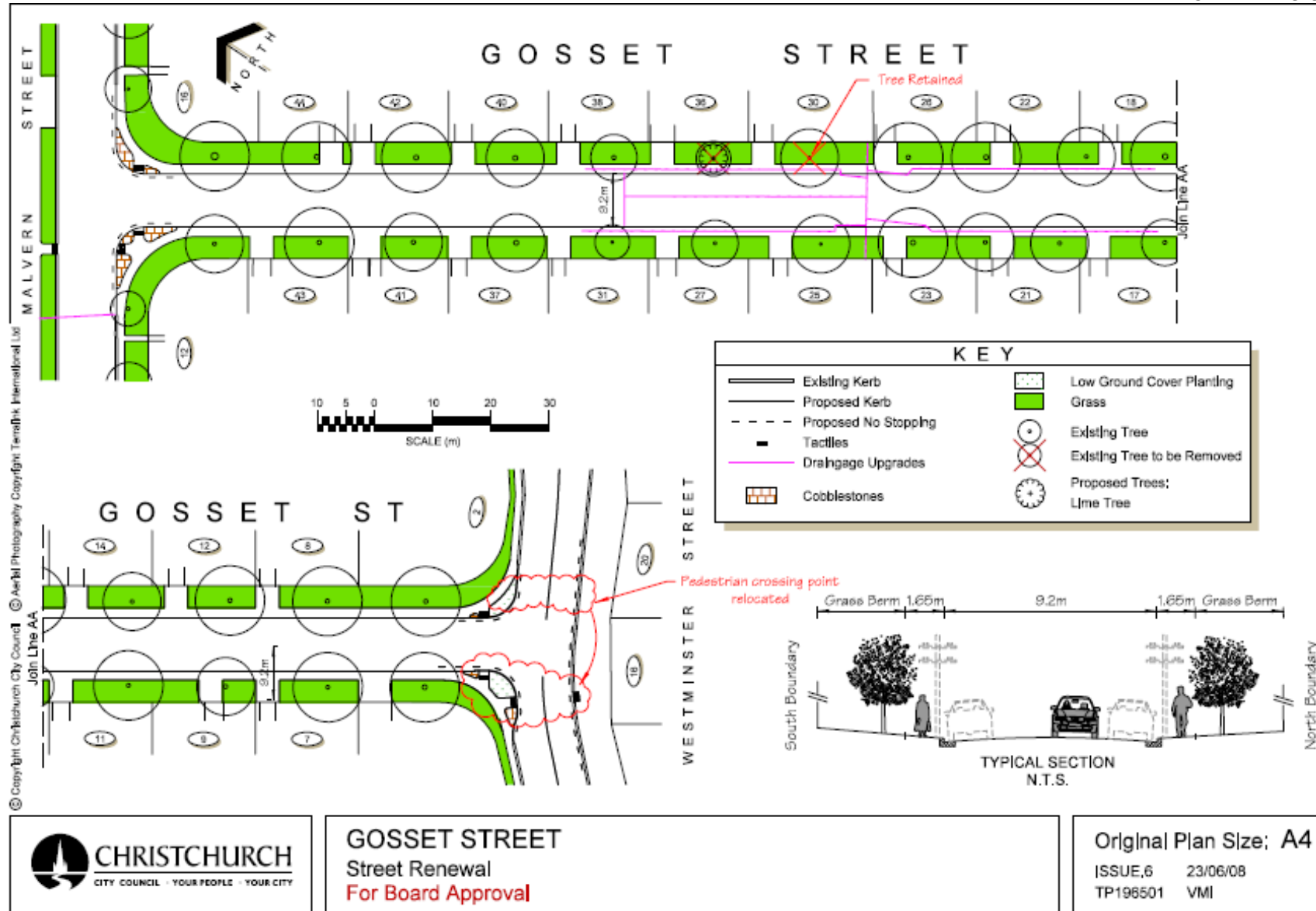
The Preferred Option

- 37. Option Two has been further developed as the preferred plan and fulfils all objectives (except completing within budget) as follows, including changes made as a result of consultation:
 - (a) Replace kerb and dish channel:
The kerb and dish channel will be replaced with kerb and flat channel.
 - (b) Ensure adequate drainage design:
The storm water system will be upgraded for the length of the street. Drainage assessment recommends 330 mm diameter under-channel piping will extend from Gosset Street to the exist, and drilled 45 m long, 150 mm diameter subsoil drainage pipe on both sides of the culvert running between properties 23 and 26.
 - (c) Ensure adequate on-street parking:
No changes have been proposed to the current on-street parking. Tightening of the road curve at the intersections will result in a small increase in kerb length, but no appreciable change in the parking spaces available.
 - (d) Upgrade lighting if appropriate:
A street lighting up-grade will be carried out as part of the works. This will involve installing eight 50W HPS luminaires on existing or new S02 outreach arms mounted on the distribution pole cross arms, and replacing one fluorescent luminaire on Westminster Street, in compliance with AS/NZS standards.
 - (e) Complete the project within budget:
The anticipated cost of the project is \$23,411 over budget. See the Financial Implications section of this report.
 - (f) Complete the construction work within the 2008-2009 financial year:
The project will be completed within the 2008-09 financial year.
 - (g) Maintain the SAM 14 status of the road:
The Sam status of Gosset Street will be preserved by the maintenance of the current road alignment and the existing trees, except for the one outside property 36, which is to be replaced owing to poor growth and shape. Following consultation feedback and further arborist assessment, the tree outside property 30 is to be retained, in the likelihood that improved drainage will maintain its health.

7. Cont'd

- (h) Improve safety for all road users:
 - (i) The road curves on both intersections will be tightened to a 7 m radius to reduce speed of turning vehicles and also decrease the crossing distance for pedestrians.
 - (ii) Following consultation with residents, the proposed pedestrian crossing at Westminster-Gosset Street intersection will be relocated from the east side to the west side. This will be supported with a kerb-build out as well as landscaping and cobblestone paving.
 - (iii) Tactile pavers are to be installed at the crossing points of both intersections.
 - (iv) White painted lane markings will be installed on Westminster Street along both approaches to the Gosset/Westminster Street intersection.
 - (v) Broken yellow No Stopping lines will be installed at on both sides of each corner of the intersection.
 - (vi) Broken yellow No Stopping lines will also extend on the southern side of Westminster Street in both westerly and easterly directions from the Gosset Street intersection to ensure adequate sight distance for pedestrians using the designated crossing point.

See **Attachment 3**, Gosset Westminster Intersection and **Attachment 1**, Plan for Board Approval.



GOSSET STREET
Street Renewal
For Board Approval

Original Plan Size: A4
ISSUE.6 23/06/08
TP196501 VMI



**Gosset Street Kerb and Channel Renewal;
Project Team Responses to Issues Arising from Community Consultation**

Concern	Ref	Summary Description	Team Response
Trees	1	Tree outside number 36 is not in poor condition but in poor shape. – should be an example of how NOT to prune a tree. Tree outside number 30 is not in poor condition? Why are we removing it? Is it to create storage and area for equipment during construction? Don't want spindly specimen to replace existing healthy one, very distressed that the tree could be removed for utilitarian reason.	Phone calls and a site meeting were had between the respondent and CCC arborist, Dieter Steinegg. This resulted in the arborist recommending to retain the larger tree outside number 30 in the hope that improved drainage in the street will improve growing conditions, thereby promoting the health and prolonging the life of the tree. The plan needs to be updated to show that only one tree in the street will be removed.
Drainage	1, 5, 7	The drain that runs perpendicular to Gosset Street and adjacent to properties 23 and 25 and 30 and 36 backs up in heavy rain. This drain fills to the top in high intensity rainfall and sometimes water overlaps onto the adjacent properties. It generally subsides within 5 hours. It has happened twice this year. There were questions about the capacity of the culvert under Gosset St as a possible cause. Two queries about installing inspection hatches in the stormwater outlets from the properties. Problem with drainage at number 41 – water lies in the existing kerb and channel.	The drain backs up from down-stream in heavy rain. There is a constriction in the drainage system downstream from this area which is unlikely to be fixed in near future. This will be decided when the new kerb and stormwater outlets are installed. Typically, inspection hatches are put in if they are needed to help increase the level of the outlet to go into the new kerb level. This should be resolved with the new kerb and channel No action/changes required.

Speed	7, 5	<p>Some residents were concerned at the speed some vehicles enter Gosset Street. They requested kerb build-outs or other threshold treatments at each end of the street to close up the entry points to 6 metres to slow traffic.</p> <p>It was suggested this may be worse at weekends and could be associated with rugby park traffic. They agree that the plan of tightening of the entry curves into the street will cause a reduction in speed in most vehicles, however, they still consider that because Westminster and Malvern are wide streets vehicles can pull out in those traffic lanes and still go around the Gosset St corner at speed.</p> <p>Once the road hierarchy and vehicle stats were explained and that they didn't support any threshold treatments one resident requested that we investigate putting a flat cobbled section across the entry to the street with no narrowing, as a compromise in the absence of thresholds.</p>	<p>The intersections at each end of Gosset St are Local to local road intersections. These type of intersections do not get threshold treatments as there is no change in road hierarchy. Gosset St is a low volume road with an estimated use of only 250 vpd and there have been no recorded accidents on the street.</p> <p>This was discussed as a project team and not agreed to be done as it is considered that the tightened corner radii would be sufficient to slow traffic around the corner. Also, it is a SAM area and this type of cobbling would push the project over budget. A compromise at the western side of the Westminster Street intersection was agreed, where we would include a slight kerb build out to tighten the radii of this corner and reduce the distance for pedestrian to cross Westminster St. This is being included in the Part 7 plan.</p>
Pedestrians	4	<p>Children and other pedestrians crossing at Westminster need a crossing point on the Western side of the Gosset Street intersection, as well as the eastern side. This route is used as a shortcut to St Albans school.</p>	<p>This can be done. May only need to put another cut-down on the western side of Gosset Street at the Westminster Street end as the crossing point goes to a driveway on the other side. The plan needs to be updated to include this change.</p>
Landscaping	3	<p>Would like to see some planting at either end of the street , especially roses (carpet) of something low and floral with masses of flowers such as Thorneycroft Street in Fendalton. Would suit Gosset as a street of traditional homes</p>	<p>This has not been included in this plan.</p>

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Parking		Don't mind limiting parking adjacent to intersection because people park too close to the corners, which is hazardous.	
Outside scope of project	2, 5	Removal of overhead wiring would enhance the street The people at number 25 are considering shifting their driveway, and would like to do so in conjunction with the project, if possible	

8. MARY STREET – INFORMATION UPDATE

Attached is an update from the Community Traffic Engineer regarding Mary Street/Main North Road intersection. This was requested by the Committee at its 14 April 2008 meeting.

MEMO TO:	SHIRLEY/PAPANUI COMMUNITY BOARD
SUBJECT:	MARY STREET EXIT ONLY AT MAIN NORTH ROAD
FROM:	B K PETTIGREW

1.0 INTRODUCTION

During the Shirley/Papanui Greenspace Traffic Works Committee meeting on 14 April 2008 a request was made for staff to follow up on a previous request to provide a report covering the decision to install Mary Street as exit only at the Main North Road.

2.0 BACKGROUND

2.1 The following extract has been taken from the Shirley/Papanui Community Board Meeting Agenda 3 March 2004.

East Papanui Residents Association – Mary Street/Main North Road Intersection

As part of their main submission on the overall concept the Residents Association have suggested that Mary Street become “exit only” at the Main North Road intersection. This suggestion stems from the fact that Mary Street, due to the signalised intersection at Main North Road, carries a disproportionate amount of traffic compared to any of the other intersecting side roads leading into the cluster from Main North Road and Papanui Road. Turning right out of any of the non-signalised intersections along Main North Road and Papanui Road is difficult and seldom attempted, therefore the signals at Mary Street/Main North tend to attract vehicles to Mary Street as the outlet for anyone within the cluster wishing to travel north. While this is accepted there is really no reason why Mary Street should be the preferred street for access into the cluster. Access ideally should be shared amongst all the side streets that share the same “local” road status. Making Mary Street exit only would reduce the volume of through traffic encouraging motorists to enter via other side streets. Many submitters have raised concerns about the current operation of the intersection. This concept has been discussed with City Streets traffic and signals engineers and there is agreement that there would be no disadvantages to the network as a result of making Mary Street exit only. Mary Street would continue to serve an important function as the outlet for the cluster and this should be retained.

This concept has not been detailed or mentioned in any consultation to date because it emerged from the latest round. Given the consequences of such a proposal it will be necessary to consult on this issue further subject to endorsement by Board members.

TIMING

Subject to the approval of the Board, detailed design and tendering would be scheduled for completion by May 2004 and construction commencing in August/September 2004.

Staff

- Recommendations:**
1. That the information be received.
 2. That the Board support the scheme plans for Mary Street, Frank Street and Grants Road for detailed design and tender.
 3. That subject to favourable consultation the concept of making Mary Street “exit only” at the Main North Road intersection be included in “2” above.

Chairperson's

- Recommendations:**
1. That recommendations 1 and 2 be adopted.
 2. That thorough consultation take place in relation to the third recommendation and that emergency services in particular be consulted.

2.2 The Following extract has been taken from the Board Agenda 5 May 2004.

13. MARY STREET/MAIN NORTH ROAD

Officer responsible City Transport Manager	Author Paul Burden, DDI 941-8836
------------------------------------------------------	--------------------------------------------

The purpose of this report is to inform the Board of the results of the consultation relating to the proposal to make Mary Street "exit only" at the Main North Road intersection. If the Board supports the proposal a recommendation from the Board through the Sustainable Transport and Utilities Committee to Council to restrict a portion of Mary Street to "one way" traffic at the Main North Road intersection, would be required.

BACKGROUND

As part of their main submission on the overall Papanui Cluster Living Streets concept the East Papanui Residents Association suggested that Mary Street become "exit only" at the Main North Road intersection (see attached plan). This suggestion stems from the fact that Mary Street, due to the signalised intersection at Main North Road, carries a disproportionate amount of traffic (2850 veh/day) compared to any of the other intersecting side roads leading into the cluster from Main North and Papanui Roads eg. Grants Road 1215 veh/day. Turning right out of any of the non-signalised intersections along Main North Road and Papanui Road is difficult and seldom attempted, therefore the signals at Mary Street/Main North Road tends to attract vehicles to Mary Street as the outlet for anyone within the cluster wishing to travel north. While this is accepted, there is really no reason why Mary Street should be the preferred street for access into the cluster.

This concept was reported to the February 2004 meeting of this Board where it was decided that *"thorough consultation be undertaken and that emergency services in particular be consulted"*

CONSULTATION

A letter and accompanying plan was distributed to residents in an area bounded by Proctor Street, Grants Road, Papanui Road and Main North Road. After concerns were expressed that this area of

consultation was too small, the area was increased to include those residents bounded by Sawyers Arms Road, Morrison Avenue, Ellery, Wilmot, Harewood Road and Main North Roads.

Fifty-seven submissions were received in favour of the proposal and thirty-three opposed with four neither in support or opposition. This represents a 10% return rate which is quite typical. Extending the consultation area yielded 9 submissions of which 8 support the proposal. The submissions in opposition are generally concerned with convenience issues for residents. This needs to be weighed against the reduced traffic volume in Mary Street, which will improve the residential amenity in the street and redistribute traffic throughout the other local roads in the area more evenly. The majority of submitters are willing to accept a minor inconvenience in accessibility although many are not willing to make such a sacrifice and are concerned about the migration of traffic onto the streets that they live on.

As requested emergency services have been consulted. Papanui Police station support the proposal, St Albans Fire Station (first response) and St John Ambulance have no objection.

DISCUSSION

Vehicle access into the cluster ideally should be shared amongst all the side streets that share the same "local" road status. Making Mary Street exit only would reduce the volume of through traffic encouraging motorists to enter via other side streets. Approximately 800 vehicles on average per day enter Mary Street from Main North Road, while approximately 2050 exit on average per day. Mary Street has the same "local" road status as Loftus, Horner, Wyndham, Frank and Grants Roads, yet carries nearly twice the volume of traffic carried by Grants Road (1200), and probably 4 times that of the others eg. Frank Street (500 est.). The proposal seeks to go a small way to address this disparity through the re-distribution of the 800 or so vehicles a day entering Mary Street. This concept has been discussed with City Streets traffic and signals engineers and there is agreement that there would be no disadvantages to the network as a result of making Mary Street exit only. Similarly there would be no significant advantages either. However, increasing the number of exiting lanes will reduce perceived confusion and is perceived to improve the level of safety and congestion as reported by some residents.

Mary Street would continue to serve an important function as the outlet for the 2000 or so vehicles exiting the cluster and this should be retained. There are a number of other factors that will, to a degree, help reduce the volume of traffic using Mary Street. These include; the intention to ban right turns into Grants Road from Papanui Road, the traffic calming proposed throughout the area as part of the Papanui Cluster Living Streets kerb and channel renewal and the changes to right turn give way rules that are likely to come into effect this year (traffic wanting to turn right from Mary Street into Main North Road will be required to give way to traffic turning left out of Langdons Road onto Main North Road, currently vice versa.) These measures will reduce both the attractiveness and effectiveness of Mary Street as a short cut and will have an impact on the amount of traffic exiting Mary Street.

CONCLUSION

The issue is finely balanced. There are no quantifiable benefits to the road network in terms of efficiency or safety as a result of the proposal. The benefits relate to improved residential amenity for Mary Street residents by virtue of reduced traffic achieved through a more even spread or redistribution of traffic volume through the area. Many residents understand and accept this argument including many from streets other than Mary Street itself. Equally there are many that are not willing to sacrifice the current level of accessibility into the area. It is generally accepted that Mary Street, due to the traffic signals located at the Main North Road intersection, fulfils an important function for traffic exiting the area and will always attract vehicles to it. The proposal is an attempt to reclaim some of the loss of residential amenity suffered by the amount of through traffic. However, irrespective of the future of this particular proposal, it is anticipated that the volume of traffic using Mary Street will decline or have it's growth significantly reduced through the other measures detailed.

Staff

- Recommendation:**
1. That the information be received.
 2. That should the Board support the proposal a favourable recommendation to Council through the STU Committee would be required. That recommendation would read; that;

The Council resolve to amend the Christchurch City Traffic and Parking Bylaw 1991 in the following manner:

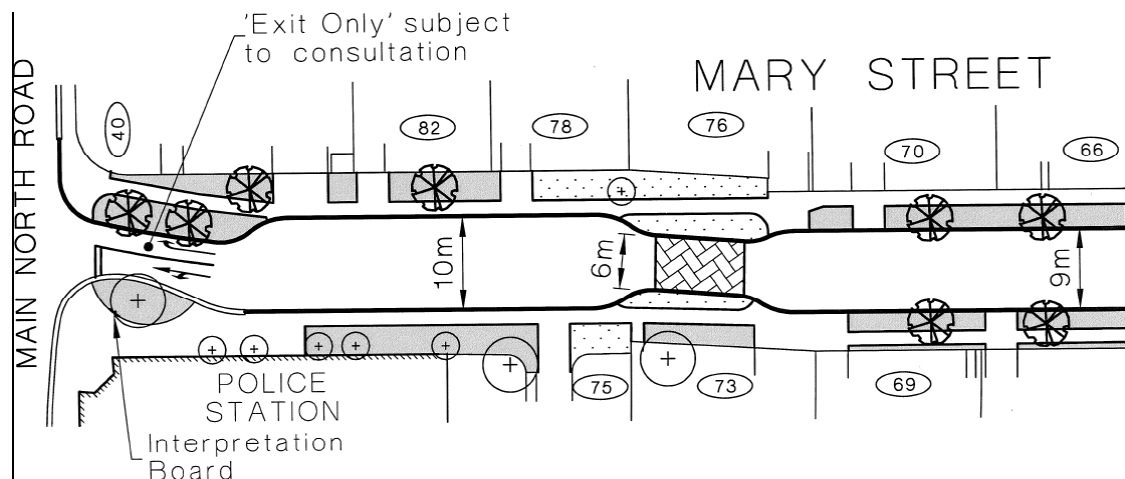
1. That the Fifth Schedule be amended by inserting the paragraph:

"39. *Mary Street in a north westerly direction 26 metres from the intersection of Main North Road.*"

Chairperson's

Recommendation: That the Board decline the residents request at this stage and that staff prepare a report to come back to the Shirley/Papanui Community Board in 2006 when the majority of the Living Street project is completed.

2.3 Mary Street Exit Only Plan.



3.0 FINDINGS

3.1 INTERSECTION SURVEY

This was carried out on 11 June 2008 from 1.05 pm to 1.35 pm. All vehicle movements were recorded during this period and observations made of the functionality of the intersection. The counts are shown below. This signalised intersection operated efficiently during the study and no safety issues were observed for either the vehicles or pedestrians. All vehicles were able to travel in their desired direction within one phase of the signals. No possible improvements were identified and there was good compliance by all users with the signals.

INTERSECTION STUDY	
Direction	Counts
Mary Street In North Approach	12
Mary Street In South Approach	4
Langdons Road In	11
• Totals In	27
Mary Street Out to North	31
Mary Street Out to South	7
Mary Street Out to Langdons	33
• Totals Out	71

This study is only a small snap shot of the day, however it should give a feeling for the type of movement experienced. A selection of recent photos is also attached to show the intersection layout.

3.2 POLICE OPINION

During the main consultation phase of the project it was suggested that an "Exit Only" treatment would be opposed by the Police. The current Police position was checked with the Area Commander and his response received on 17 June 2008 was as follows. "As a road user we would be objecting to it due to the fact that the majority of the time we enter into Mary Street via Main North Road. When exiting in an emergency we can use the wrong side of the road. If it was two lanes out on many occasions they may be blocked."

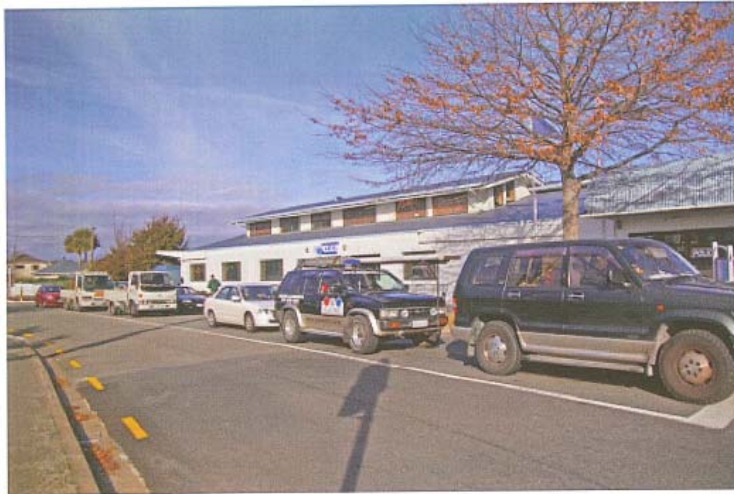
4.0 CONCLUSION

The conversion of this intersection to "Exit Only" would require significant engineering works. The initiation of this would require the Shirley/Papanui Community Board to make a submission to the Council LTCCP Process. A period of extensive consultation would then have to take place and the Police position would still be a factor in introducing any change.

14. 7. 2008

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ATTACHMENT TO CLAUSE 8



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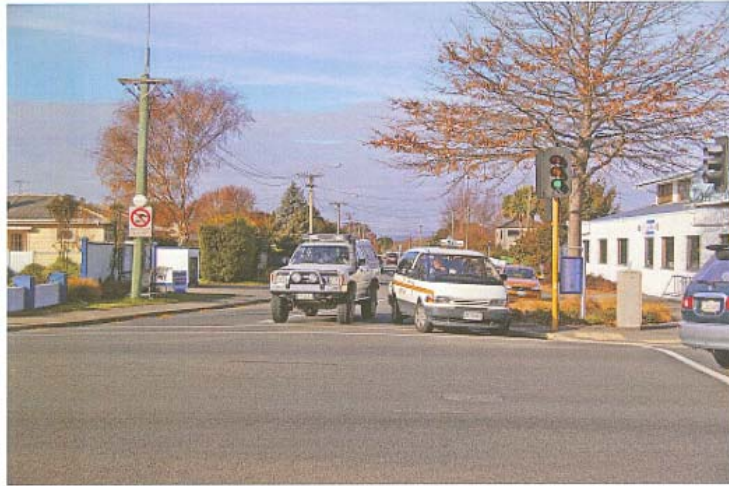


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14. 7. 2008

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ATTACHMENT TO CLAUSE 8



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IMG6127 copy.jpg 2008:06:11 13:56:00



IMG6129 copy.jpg 2008:06:11 13:59:05



IMG6137 copy.jpg 2008:06:11 14:35:21

9. TRAFINZ CONFERENCE 2008

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Peter Croucher, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is for the Greenspace Traffic Works Committee to decide whether to approve a Board member(s) to attend the TRAFINZ Conference in Christchurch from 7 to 10 September 2008.

EXECUTIVE SUMMARY

2. The New Zealand Local Authority Traffic Institute (TRAFINZ) represents local authority views on road safety and traffic management in New Zealand. In association with Land Transport New Zealand, they are the hosts for the TRAFINZ Conference this year, which is being held in Christchurch. The Conference will be promoting tools and technology, and in doing so recognises the work that is underway in the education, enforcement and engineering sectors around New Zealand. The conference programme is **attached**.

FINANCIAL IMPLICATIONS

3. The cost for one member to attend would be \$888.75 (if registration is prior to 25 July 2008), which would be met from the Board's operational budget for 2008/09.

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

4. Yes.

LEGAL CONSIDERATIONS**Have you considered the legal implications of the issue under consideration?**

5. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

6. Yes. Democracy and Governance Support.

ALIGNMENT WITH STRATEGIES**Do the recommendations align with the Council's strategies?**

7. Yes, Page 59 of the LTCCP, Strategic Direction, Strong Communities.

CONSULTATION FULFILMENT

8. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Greenspace Traffic Works Committee decide whether to approve a Board member(s) to attend the TRAFINZ Conference in Christchurch from 7 to 10 September 2008.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



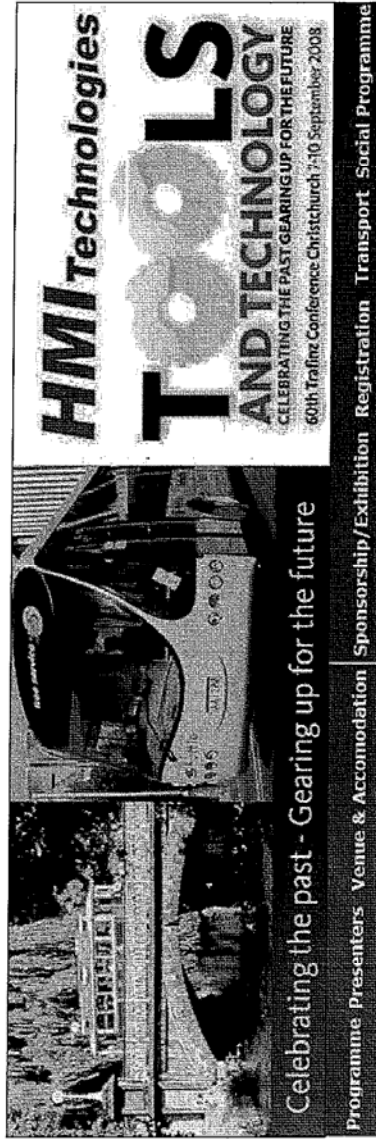
[60th Trafinz Conference 2008 - Click Here](#)
[Add TRAFINZ Conference to your Outlook Calendar - Click Here](#)

About Us:

The New Zealand Local Authority Traffic Institute or TRAFINZ represents local authority views on road safety and traffic management in New Zealand. It exists to lobby the government, to influence decision making on road safety and traffic issues. It also acts as a forum for collectively pursuing traffic issues of interest to local authorities, and for sharing information and advice.

TRAFINZ serves the public interest by advocating for safe, efficient and economical planning and management of traffic. Member local authorities represent more than two-thirds of New Zealand's population.

The organisation is run by a voluntary executive comprising 15 councillors and officers elected at an annual conference. It also has a technical committee of staff practitioners from various member councils, plus the New Zealand Police, who carry out or coordinate the detailed work set by the executive through an annual business plan.



Programme - 7- 10 September 2008

Download Conference Programme



This year, one of the conference focuses is on gearing up for the future, this will ensure delegates have the tools and technology to make a difference and achieve their goals.

TRAFINZ, in association with Land Transport New Zealand, are pleased to announce that the annual Trafinz Conference is gearing up to be the best equipped yet. Providing the "tools to deliver in the future" will appeal to a wide audience who are keen to achieve their goals for 2008.

This theme will be reflected in the list of local and international speakers who have a proven track record in using innovative ideas and tools to make enormous progress and achieve improvements in their chosen field of expertise.

Trafinz would like to celebrate the past and reflect on how far we have come plus all the fabulous achievements along the way. What better way to do this than to celebrate the 60th Anniversary at the conference and as part of the social programme.

"Diamond" represents 60 and for this reason this symbol will feature throughout the conference and dinner.

Having the right tools and technology to do our jobs affects us all in the way we carry out our tasks and ultimately impacts on our ability to deliver. The future is no longer beyond our reach and many of the innovative ideas we have discussed previously are

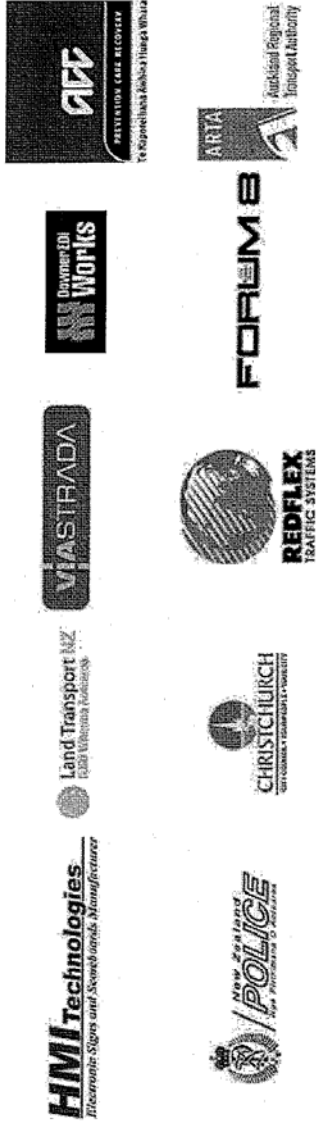


<http://www.trafinz.org.nz/Conferences/Conference2008/index.html>

30/06/2008

ready to be implemented and acted upon. This conference will give sponsors and exhibitors the opportunity to showcase their products and be part of delivering the future.

Trafinz is promoting tools and technology, and in doing so recognises the great work that is underway in the education, enforcement and engineering sectors around New Zealand.



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30/06/2008

HMI Technologies

TOOLS
AND TECHNOLOGY
CELEBRATING THE PAST GEARING UP FOR THE FUTURE
60th Trafimz Conference Christchurch 7-10 September 2008



Draft Programme

as at 23 June 2008

Sunday 7 September 2008

- 15:00 Registration commences with tea and coffee
- 17:15 Buses depart for the Great Hall, Arts Centre, Christchurch
- 18:00 Welcome and Official Opening
Mayor Bob Parker, Christchurch City Council
- 18:30 Social Function, including finger food dinner
- 21:30 Buses commence return to Hotels

Contact: Harding Consultants, PO Box 100 Christchurch
Phone 03 322 2221 Fax 03 322 0137 Email info@hardingconsultants.co.nz
Website www.trafimz.org.nz

HMI Technologies



Draft Programme

Monday 8 September 2008

- 08:00 Registration continues with tea and coffee
- 09:00 **Policy to Outcomes – the Role of Technology in Transportation**
Ken Laughlin, ITS Specialist, Dornier Consulting GmbH, Abu Dhabi
- 10:00 **Network Optimisation**
International Presenter
- 10:30 **Launch of new technology**
Name TBC, Vice Director, USA
- 11:00 Morning Tea
- 11:30 **Red Light Camera Project**
Ron Phillips, NZ Police
Karen Hay, Manager Road Safety, Auckland City Council
- 12:00 **Workshops**
- | | | |
|------------------------------------------------------------|-------------------------------------------------------------|------------------------------------------------------------|
| Location:
<i>It Could be Over in a Flash</i> | Location:
<i>The Police Process on Red Lights</i> | Location:
<i>Engineering/Funding Process</i> |
| Presented by:
Karen Hay
Auckland City Council | Presented by:
Ron Phillips
NZ Police | Presented by:
Mitch Tse
Auckland City Council |
- 12:30 Lunch
- 13:30 **Local Road Safety Co-ordinators Presentations**
- 14:00 **Volvo Vision 2020 – Preventing Death and Serious Injury through Integrated Safety**
Anders Eugensson, Director of Governmental Affairs, Volvo Car Corporation Sweden
- 14:30 **Workshops**
- | | | |
|---------------------------------------------------------------------|----------------------------------------------------------------------|------------------------------------------------------------------|
| Location:
<i>Creating a Crash Free Culture</i> | Location:
<i>Commercial Driver Fatigue Campaign</i> | Location:
<i>3D Visualisation package, UC/Win-Road</i> |
| Presented by:
Kath Henderson and Debra Stearns
AA; ACC | Presented by:
Peter Baird, Sandra Nelson
NZ Police, ACC | Presented by:
Peter Simmons
Forum 8 |

Sponsored by **HMI Technologies**
Electronic Signs and Scoreboards Manufacturer

Contact: Harding Consultants, PO Box 555 Christchurch.
Phone 03 372 0521 Fax 03 372 0557 Email info@hardingconsultants.co.nz

Website www.trafanz.org.nz

HMITechnologies

TOOLS
AND TECHNOLOGY
CELEBRATING THE PAST GEARING UP FOR THE FUTURE
60th Trafanz Conference Christchurch 7-10 September 2008



Monday 8 September 2008

- 15:00 Afternoon Tea
- 15:30 **Making the most of what we have**
Geoff Dangerfield, Chief Executive Designate, New Zealand Transport Agency
- 16:00 **NZ (KIWI) RAP**
Mike Noon, General Manager - Motoring Affairs, NZ Automobile Association
- 16:30 **The motivation for voluntary behaviour change**
Philip Andrew, CEO, Clemenger BDO
- 17:00 **Closure of Day 1**
- 19:00 **Buses Depart for Wigram Airforce Museum**
Conference Dinner at Wigram Airforce Museum

"Diamonds are Forever"
A James Bond extravaganza to remember
- 23:00 **Transport begins returning to Hotels**
- 24:00 **Last Bus Departs**

Contact: Harding Consultants, PO Box 557 Christchurch
Phone: 03 378 0224 Fax: 03 378 0192 Email: info@hardingconsultants.co.nz
Website: www.trafanz.org.nz

HMI Technologies



Draft Programme

Tuesday 9 September 2008

- 08:30 Tea and Coffee
- 09.00 Young Driver Behaviour, GPS data tracking system - used in cars of novice drivers
Robert Isler, Waikato University
- 09.30 Enabling Transport in New Zealand
Wayne Donnelly, Acting Secretary of Transport, Ministry of Transport
- 10.00 Workshops

Location: <i>Best Practice Recommendations for Road Safety Education for Young & Novice Drivers</i>	Location: <i>Drink/Driving</i>	Location: <i>"Tools of Christchurch"</i>
Presented by: Andrew Bell Ministry of Transport/SASTA	Presented by: Paula Rose NZ Police	Presented by: TRC Christchurch City Council

- 10.30 Morning Tea
- 10.45 Enabling people to make a better transport system
Annette King, Minister of Transport and Police
- 11.15 Regulating for Safety
Professor Ian Johnson, Monash University
- 11.45 Lunch and External Activities
- 14.30 Land Use and Urban Design
International Guest
- 15.00 Workshops

Location: <i>Technology uses for Cycling Continuous Cycle Counting in New Zealand – How technology can help</i>	Location: <i>Focusing on achieving outcomes in enforcement</i>	Location: <i>Land Use and Urban Design Integration with transport</i>
Presented by: Glen Koorey/Jeanette Ward University of Canterbury/ViaStrada	Presented by: Prof Ian Johnston Monash University	Presented by: International Guest -

Contact: Harding Consultants, PO Box 952, Christchurch.
Phone 03 378 5523 Fax 03 378 5525 Email plans@hardingconsultants.co.nz
Website www.trafinz.org.nz

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Draft Programme

Tuesday 9 September 2008

15.30 **Ensuring Public Transport is the tool for the future**
Brian Smith, Principal Transport Planner, Parsons Brinckerhoff, Australia

16.00 **The role of Technology as part of an integrated transport system**
Ken Laughlin, ITS Specialist, Dornier Consulting GmbH, Abu Dhabi

16.30 **Workshops**

Location:

Educating the masses

Location:

Things that did not work or provided low value outcomes

Location:

Bus users want a quality service. What is quality?

Presented by:

Robert Isler, Senior Lecturer
Waikato University

Presented by:

Ken Laughlin
Dornier Consulting GmbH, Abu Dhabi

Presented by:

Chad Barker
Land Transport NZ

17.00 **Trafanz AGM, and SASTA AGM'S**

17.30 **Happy Hour**

18.30 **Evening - own arrangements**

19.00 **Executive Dinner**

Contact: Harding Consultants, PO Box 509 Christchurch.
Phone: 03 364 9251 Fax: 03 374 4092 Email: glenn@hardingconsultants.co.nz

Website www.trafinz.org.nz



Draft Programme

Wednesday 10 September 2008

08.30 'Would you tell me, please, which way I ought to go from here?'
That depends a good deal on where you want to go', said the Cat.
Margaret Stevenson-Wright, Senior Education Advisor, Land Transport NZ

09.00 Global Technology and Local Teamwork
How Today's Partnerships Promise Real Gains in Road Safety
Dr Jan White, CEO, ACC

09.30 Police collaborating with industry partners for results
Rob Pope, Deputy Commissioner, NZ Police

10.00 Workshops

Location:

Travel Demand Management/Behaviour Change

Presented by:
Rae-Anne Kurucz
ARTA

Location:

Let's get on the Integrated Bus

Presented by:
Brian Smith
Parsons Brinckerhoff, Australia

Location:

S-Paramics the tool

Presented by:
Shaun Hardcastle
Managing Director, Baseplus

10.30 Morning Tea

11.00 Political Opposition Panel
Maurice Williamson, National Party
Peter Brown, NZ First
Jeanette Fitzsimons, Co Leader, NZ Greens
Rodney Hide, Leader, ACT
NZ Maori Party

12.00 Workshops

Location:

Workplace Travel Planning

Presented by:
Rae-Anne Kurucz
Sustainable Transport Project Leader.
ARTA

Location:

*Students Against Driving Drunk
Re-visiting Drink Driving Interventions*

Presented by:
Jess Stringer,
SADD
Andrew Bell
SASTA

Location:

The success of a good public transport system has a large influence on the success of the overall sustainable transport system

Presented by:
Steve Abley
Abley Transportation Engineers

Contact: Harding Consultants, PO Box 451, Christchurch.
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Website: www.trafinz.org.nz

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60th Trafanz Conference Christchurch 7-10 September 2008

Trafanz
NZ Traffic Institute

Draft Programme

Wednesday 10 September 2008

- | | |
|-------|---------------------------------------------------------------------------------------------------------------------------------|
| 12.30 | Lunch |
| 13.15 | Heavy Vehicles and the Community Working Together
Dennis Robertson, Land Transport NZ |
| 13.45 | Making road safety user friendly
Dr Sam Charlton, University of Waikato |
| 14.30 | Motorised transport - defining the new green
Susan Krumdiack, Senior Lecturer, University of Canterbury |
| 15.00 | Hard work and discipline the recipe for success
Dick Tayler, Gold medal winner of 10,000 metres at Commonwealth Games |
| 15.30 | Conference closure
Andy Foster, TRAFINZ President |
| 15.45 | Afternoon Tea |

Contact: Harding Consultants, PO Box 552 Christchurch.
Phone: 03 324 2221 Fax: 03 324 4122 Email: info@hardingconsultants.co.nz

Website www.trafinz.org.nz



Registration

Registration Fees (All fees include GST of 12.5%)

	Early Bird Prior to 25 July 2008	Standard After 25 July 2008
Registration Fee	\$888.75	\$1,001.25
Life Member	\$444.38	\$ 556.88
Exhibitor Registrations (excludes all social functions)	\$225.00	\$ 250.00
Partners Programme – Monday 8 September (includes lunch and pm tea)	\$ 84.38	\$ 84.38
Partners Programme – Tuesday 9 September (includes am and pm tea, entry to venues)	\$ 84.38	\$ 84.38
Partners Programme – Wednesday 10 September (includes lunch and pm tea)	\$ 84.38	\$ 84.38



Registration Fee includes

1. Attendance at all conference sessions
2. Bag and contents
3. Morning and Afternoon Teas - Monday - Wednesday
4. Lunches – Monday – Wednesday
5. One ticket to the Welcome Reception and Dinner - Sunday 7 September
6. One ticket to the Conference Dinner - Monday 8 September
7. One ticket to the Lunch function – Tuesday 9 September

Click here to register on-line - <https://payment.securesitenz.co.nz/trafinz/2008/>



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Click [here](#) to download a word document to complete electronically.

Cancellation Policy

Should you be unable to attend once you have registered, you may reassign your registration to another you must advise the Conference Secretariat on 03-352-5598 or email glenda@hardingconsultants.co.nz

14. 7. 2008

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ATTACHMENT TO CLAUSE 9

Trafinz Conference 2008 | The New Zealand Local Authority Traffic Institute

Page 2 of 2

Registration cancellations will not be accepted unless made in writing. Cancellations made on or before Friday, 8 August 2008, will be refunded less 30% to cover administration costs. No refunds will be given after this date.

If you cancel your accommodation after Friday, 8 August 2008, you may be charged a cancellation fee.

Contact Details

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Harding Consultants Ltd
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30/06/2008

14. 7. 2008

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10. COMMITTEE MEMBERS' INFORMATION EXCHANGE

11. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.

14. 7. 2008

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14 JULY 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD
GREENSPACE TRAFFIC WORKS COMMITTEE**

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely item 12.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
PART A	12. LAND PURCHASE - STYX ESPLANADE RESERVE) GOOD REASON TO) WITHHOLD EXISTS) UNDER SECTION 7	SECTION 48(1)(a)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item 12 Protection of privacy of natural persons (Section 7(2)(a))

**Chairman's
Recommendation:** That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”