



Christchurch City Council

FENDALTON/WAIMAIRI COMMUNITY BOARD

**WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE
AGENDA**

MONDAY 23 JUNE 2008

8.00 AM

**IN THE BOARDROOM
FENDALTON SERVICE CENTRE
CORNER JEFFREYS AND CLYDE ROADS**

Committee: Cheryl Colley (Chairperson), Sally Buck, Faimeh Burke, Val Carter, Jamie Gough, Mike Wall and Andrew Yoon

Acting Community Board Adviser
Graham Sutherland
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**PART A – MATTERS REQUIREING A COUNCIL DECISION
PART B – REPORTS FOR INFORMATION
PART C – DELEGATED DECISIONS**

INDEX	PG NO	
PART C	1.	APOLOGIES
PART B	2	DEPUTATIONS BY APPOINTMENT
	2.1	Warren Moore
	2.2	David Moyle
PART A	3.	WAIRAKEI ROAD/AORANGI ROAD INTERSECTION KERB AND DISH CHANNEL RENEWAL
PART C	4.	GARDEN ROAD – KERB AND CHANNEL RENEWAL PROJECT

1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

2.1 WARREN MOORE

Warren Moore will address the Committee about the Wairakei Road/Aorangi Road Intersection.

2.2 DAVID MOYLE

David Moyle will address the Committee about traffic issues in Winslow Street, Burnside.

3. WAIRAKEI ROAD/AORANGI ROAD INTERSECTION KERB AND DISH CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment Group, DDI 941 6401
Officer responsible:	Acting Transport and Greenspace Manager,
Author:	David Pinkney, Project Manager

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Respond to the four resolutions made by Council when it considered the Wairakei Road - Stage 1 report of July 2007.
 - (b) Seek Board comment and Council approval for the proposed works at the Wairakei/Aorangi Roads intersection, to proceed to implementation and construction.
 - (c) Seek Board comment and Council approval for the new parking and traffic resolutions.

EXECUTIVE SUMMARY

2. The Wairakei/Aorangi Roads intersection was part of a set of integrated projects covering Blighs and Wairakei Roads in the Christchurch City Council's Capital Works Program in the 2006/07, 2007/08, and 2008/09 financial years. This section of Wairakei Road is classified as a minor arterial road and as such requires a Council decision.
3. The original concept for Wairakei Road Stage 1 (including the Aorangi Road intersection) was developed from community and technical objectives and included flush medians, pedestrian islands, traffic and cycle lanes, and parking spaces. Landscaping and trees were included where opportunities allowed. The Council meeting on the 5 July 2007 resolved:
 - "a) To approve the proposal shown on **attachment 1** for construction, with the exception of the proposed redesign of the Aorangi Road/Wairakei Road intersection.
 - b) That no changes be made at the present time to the existing layout of the Aorangi Road/Wairakei Road intersection and that staff are requested to report back on other measures which could be taken to improve traffic safety at this intersection.
 - c) That a 40 kilometre per hour school slow zone be installed outside Wairakei Road School at the same time that the upgrading work is implemented, and that staff investigate the possibility of extending this zone to the Aorangi Road intersection.
 - d) That the traffic restrictions recommended in the staff report be approved, with the exception of the restrictions proposed in respect of Right Turn or Straight Through Movements at the Aorangi Road/Wairakei Road intersection."
4. This report responds to the request that staff "report back on other measures which could be taken to improve traffic safety at this intersection" *note 3b and 3c above*.
5. With respect to 3(c) above, a 40 kilometre per hour speed zone cannot be supported for Wairakei School, or extended to Aorangi intersection for the following reasons:
 - The bulk of school children use the crossing point at Greers/Wairakei intersection to access the south side of Wairakei Road. The number of children using the secondary entrance near Manor Place is not sufficient to warrant a 40 kilometre per hour speed zone under guidelines set down by Land Transport New Zealand.

3. Cont'd

- These guidelines also specify the total length of carriageway over which temporary speed restrictions can be enforced. The distance from the school to the Aorangi intersection greatly exceeds these guidelines.
- In reference to paragraph 3(b) above, slight changes have been made to the south-east and south-west kerb alignments to allow the inclusion of cycle lanes through this intersection. Additional pedestrian barriers will be added at all islands along with tactile pavers.
- The two trees on the north-east corner will need to be removed due to sightline issues.

FINANCIAL IMPLICATIONS

6. None, this work is within the previously approved project budget.

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

7. The option recommended in this report aligns with the 2006-16 LTCCP budgets (see above details).

LEGAL CONSIDERATIONS

8. A Council resolution is required to implement the parking restriction changes to the Wairakei/Aorangi intersection. This resolution is item (vi) in "Staff Recommendations" below.

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

9. There are no legal implications other than the required parking resolutions as noted in clause 8. This report's recommendations support the project objectives as outlined in the 2006-16 LTCCP.

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?

10. Yes this report's recommendations align with the Transport and Greenspace Unit's Asset Management Plan and the Street Renewals Projects section of the Capital Works Programme, page 85.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

11. The option reported does not align with Council strategies including the Christchurch Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

CONSULTATION FULFILMENT

12. Extensive consultation involving surveys, newsletters, site meetings, property visits and public meetings identified there is significant support for the proposed layout of the intersection from the community. Many Aorangi Road and Colwyn Street residents objected strongly to proposals involving the loss of the through traffic movement along Aorangi Road; and right turn onto Wairakei Road from Aorangi Road on the grounds of cost in terms of time and extra mileage on their vehicles. These residents feel the safety benefits, which would result if the staff proposal was accepted, are not justified.

3. Cont'd

STAFF RECOMMENDATION

Other than options already presented to and rejected by Council, only minimal improvements to the existing layout can be made to improve safety for straight thru and right turners from Aorangi Road so the existing alignment should remain as per Plan TP 172707 **attached**. It is therefore recommended that the Council:

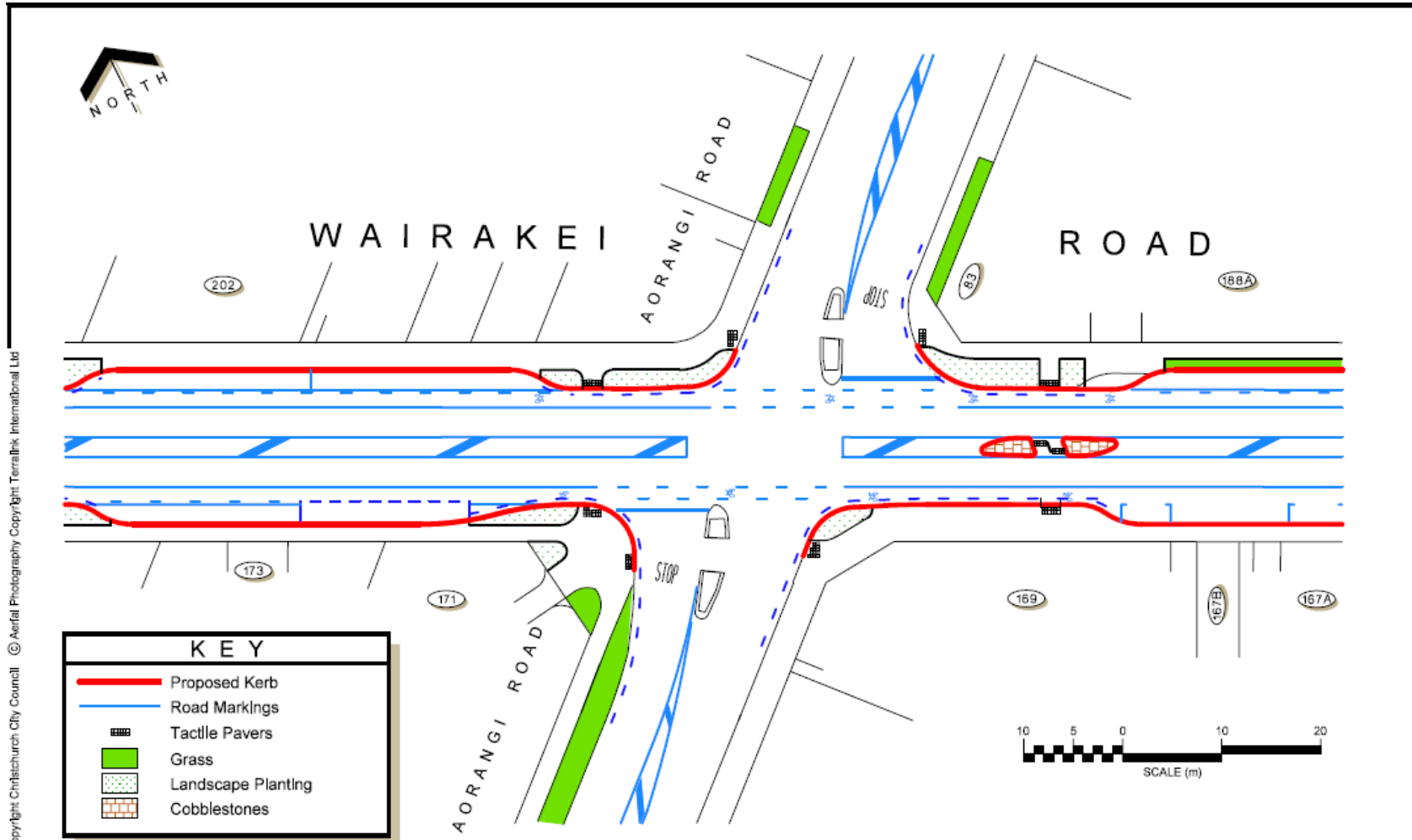
- (a) Approve the proposal, as shown on **attachment 2**, for construction.
- (b) Approve the following traffic restrictions for installation:

Removal of existing "No Stopping":

- (i) That the existing no stopping be revoked on both sides of Wairakei Road from 50 metres west of Aorangi Road to 50 metres east of Aorangi Road.

New "No Stopping": Wairakei Road

- (ii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Aorangi Road and extending 18 metres in a westerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Aorangi Road and extending 27 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Aorangi Road and extending 17 metres in a westerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Aorangi Road and extending 35 metres in an easterly direction.
- (vi) That the existing single car park on the south side of Wairakei Road, outside number 169, is retained as is.

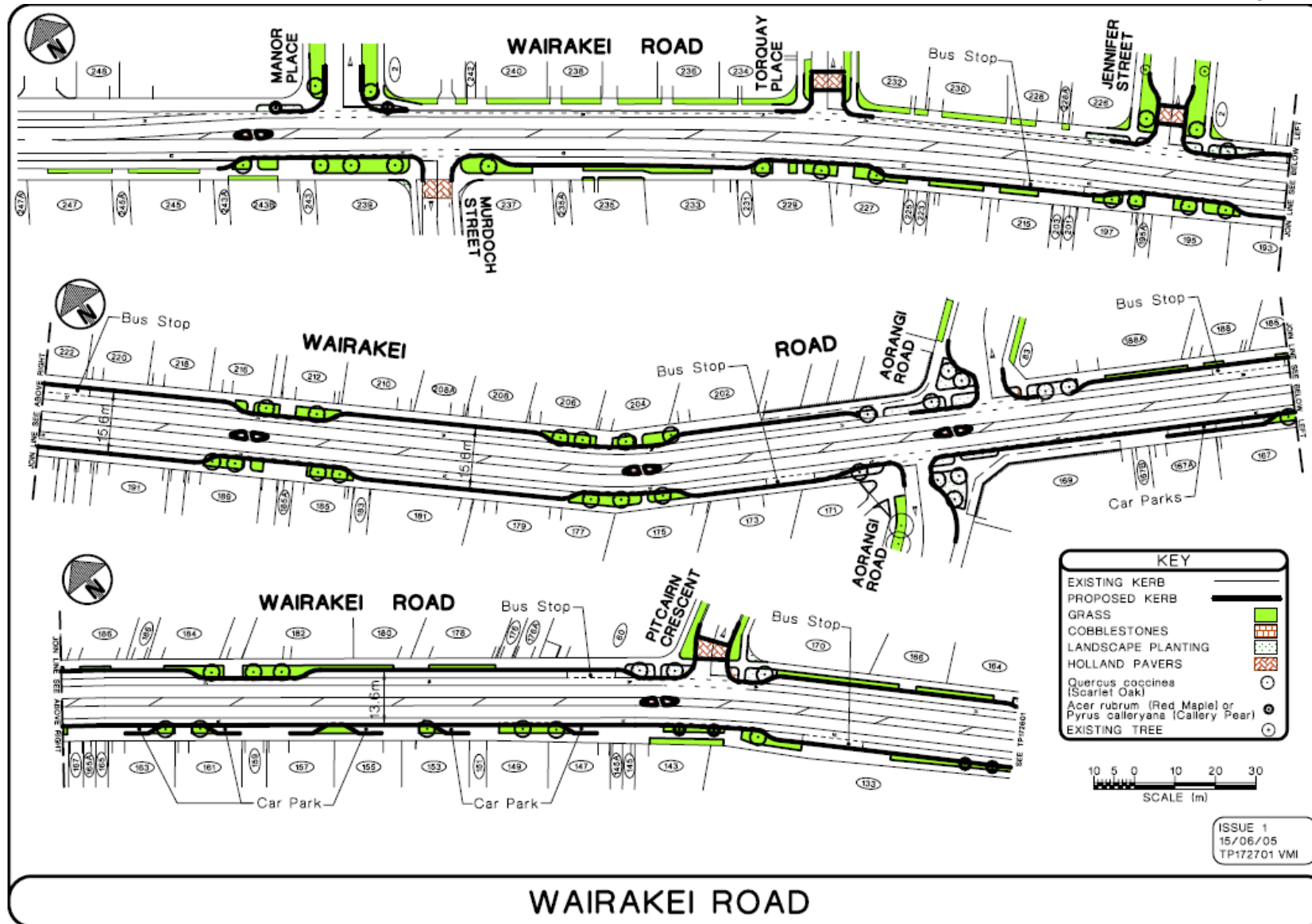


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WAIRAKEI ROAD / AORANGI ROAD
 Neighbourhood Improvements Project
For Board Approval

Original Plan Size: A4
 ISSUE.2 04/06/08
 TP172707 VMI



4. GARDEN ROAD – KERB AND CHANNEL RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Brian Boddy, Consultation Leader, Jack Wormald, Project Manager, Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to detailed design, tender and construction for the Garden Road kerb and dish channel replacement project, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Garden Road. The Wairarapa Stream Bridge will have its deck replaced, as maintenance, during the same period.
3. The primary objectives for the project were set out as follows:
 - To renew the existing kerb and dish channel with kerb and flat channel.
 - To improve safety for all road users where practicable.
 - To provide landscape enhancement where possible.
 - To complete the project within the allocated budget.
 - To complete the construction within the 2008/09 financial year.
4. Seminars were held with the Board to advise them of the proposed consultation programme and again when the publicity pamphlet was to be distributed. Details of consultation processes and feedback are included under the heading "Consultation Fulfilment" below.

FINANCIAL IMPLICATIONS

5. The proposed kerb and channel renewal works for the Garden Road project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/09 financial year.

Full financial breakdown as below

2007/08 Budget	\$160,032
Spent	\$70,000
Carry Forward	\$90,000
2008/09 Budget	\$1,161,682 + \$90,000 (carry forward)
Total Budget =	\$1,251,682
Construction Estimate =	\$1,212,000

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

6. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-20016 LTCCP

LEGAL CONSIDERATIONS

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

4. Cont'd

8. There is a land ownership issue associated with this project, in that many of the properties in the southern half of Garden Road are occupying legal road reserve. It has been agreed that these parcels be offered to the residents for purchase. There are no heritage or historic buildings, places or objects shown in the City Plan. Garden Road has some mature street trees to be retained, so caution is to be taken during construction to maintain these trees in good health. No resource consents are required for the proposed work.

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?

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

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

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

CONSULTATION FULFILMENT

11. As part of the Council's kerb and channel renewal programme, the Board was informed by seminar of the project's consultation programme in May 2007. An initial survey was then carried out with the residents of Garden Road in June 2007. Forty-three responses were received which identified drainage, street trees, parking and the bridge renewal as the key issues of concern for the area.
12. A second seminar was held with the Board on 28 February 2008, prior to the publicity pamphlet (including concept plan) being distributed to the community and stakeholders for consultation. The feedback period was from 28 February 2008 until 24 March 2008. A total of 193 pamphlets were distributed in Garden Road and the surrounding area plus other interest groups, and site meetings held. Fifty responses were received. The majority of respondents (84%) were in general support of the proposal. None was in opposition.
13. The key issues raised related to access to properties; flooding; the kerb and channel renewal; landscaping and berms; narrowing at intersections; parking; pedestrian safety; road layout; street width; trees; undergrounding; and the desire expressed by several property owners to purchase any surplus road reserve in front of their properties. A summary of the feedback received in consultation phase and the project team's responses are shown in **attachment 2**.
14. As a result of the feedback received, the preferred option for the Garden Road project is shown in **attachment 1**.

STAFF RECOMMENDATION

That the Committee recommends that the Fendalton/Waimairi Community Board:

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

Removal of existing "No Stopping" restrictions:

- (i) That the existing no stopping be revoked on the both sides of Garden Road from Holmwood Road to Wroxtton Terrace.

4. Cont'd

New "No Stopping":

- (ii) That the stopping of vehicles be prohibited at any time on the western side of Garden Road commencing at the extension of the Holmwood Road kerb line on the northern side and extending for 12 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the eastern side of Garden Road commencing at the extension of the Holmwood Road kerb line on the northern side and extending for 12 metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the western side of Garden Road commencing 100 metres north of the extension of the Holmwood Road kerb line on the northern side and extending for 18 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the eastern side of Garden Road commencing 100 metres north of the extension of the Holmwood Road kerb line on the northern side and extending for 19 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the western side of Garden Road commencing 289 metres north of the extension of the Holmwood Road kerb line on the northern side and extending for 10 metres in a northerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the eastern side of Garden Road commencing 274 metres north of the extension of the Holmwood Road kerb line on the northern side and extending for 7 metres in a northerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the western side of Garden Road commencing at the extension of the Wairarapa Terrace kerb line on the southern side and extending for 17 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the southern side of Wairarapa Terrace commencing at the extension of the Garden Road kerb line on the western side and extending for 19 metres in a westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the northern side of Wairarapa Terrace commencing at the extension of the Garden Road kerb line on the western side and extending for 20 metres in a westerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the northern side of Wairarapa Terrace commencing at the extension of the Garden Road kerb line on the eastern side and extending for 19 metres in an easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the southern side of Wairarapa Terrace commencing at the extension of the Garden Road kerb line on the eastern side and extending for 15 metres in an easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the western side of Garden Road commencing at the extension of the Wairarapa Terrace kerb line on the northern side and extending for 60 metres in a northerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the eastern side of Garden Road commencing at the extension of the Wairarapa Terrace kerb line on the southern side and extending for 44 metres in a southerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the eastern side of Garden Road commencing at the extension of the Wairarapa Terrace kerb line on the northern side and extending for 27 metres in a northerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the western side of Garden Road commencing at the extension of the Wroxton Terrace kerb line on the southern side and extending for 18 metres in a southerly direction.

4. Cont'd

- (xvii) That the stopping of vehicles be prohibited at any time on the western side of Garden Road commencing at the extension of the Wroxton Terrace kerb line on the northern side and extending for 19 metres in a northerly direction.
 - (xviii) That the stopping of vehicles be prohibited at any time on the northern side of Wroxton Terrace commencing at the Garden Road kerb line on the western side and extending for 16 metres in a westerly direction.
 - (xix) That the stopping of vehicles be prohibited at any time on the southern side of Wroxton Terrace commencing at the Garden Road kerb line on the western side and extending for 21 metres in a westerly direction.
 - (xx) That the stopping of vehicles be prohibited at any time on the eastern side of Garden Road commencing at 67 metres north of the extension of the Wairarapa Terrace kerb line and extending for 42 metres in a northerly direction.
 - (xxi) That the stopping of vehicles be prohibited at any time on the western side of Garden Road commencing at 74 metres from the extension of the Wroxton Terrace kerb line on the northern side and extending for 21 metres in a northerly direction.
 - (xxii) That the stopping of vehicles be prohibited at any time on the eastern side of Garden Road commencing at 74 metres from the extension of the Wroxton Terrace kerb line on the northern side and extending for 21 metres in a northerly direction.
- (c) Approve the offering of surplus road reserve to adjoining property owners for purchase.

4. Cont'd

BACKGROUND

15. This project was initiated by the asset renewal team and involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Garden Road. Garden Road is a local residential street split by the Wairarapa Stream over which is an old wooden bridge. This wooden deck will be replaced with a concrete deck as a separate maintenance work in the near future. The north section from the stream to Poynder Avenue is lined with Plane Trees. The surrounding area is mainly residential and is zoned L1 (Living 1).
16. Garden Road carries on average 1,200 vehicles per day. Holmwood Road at its southern end is a collector road carrying on average 5,800 vehicles per day. The proposal for the street retains a slow local speed environment, which is not expected to alter the crash history. The majority of crashes in the area to date are at the intersections and vehicle crossings. The tighter radii at corners and narrowings along the road are expected to achieve minor safety improvements for the area by slightly lowering through-traffic speeds.
17. Garden Road's road reserve varies from 16 to 20 metres in width with an existing carriageway width of 9 to 11 metres. There are substantial street trees on either side of Garden Road on the section north of the Wairarapa Stream with no street trees between Wairarapa Terrace and Holmwood Road at present. The twenty five plane trees north of the Wairarapa Stream have been examined by an arborist and identified as healthy and will be protected during construction of the new kerb and channel. The two Pin Oaks near the Wairarapa Terrace intersection were found to be unhealthy and will be removed. South of the Wairarapa Stream the road reserve narrows and several properties occupy road reserve reducing the width available for street trees/landscaping. This is further complicated by the position of underground services.
18. This project is located in the Fendalton/Waimairi Ward, which falls within the jurisdiction of the Board.

THE OBJECTIVES

19. Based on the identified areas of concern from initial surveys with internal Council and external stakeholders as well as the community, the objectives for the project were expanded to:
 - (a) To renew the existing kerb and dished channel with kerb and flat channel.
 - (b) To reduce speed and "rat running".
 - (c) To maintain or improve safety for all road users.
 - (d) To upgrade the bridge and Wairarapa Terrace intersection.
 - (e) To install appropriate landscaping and protect the existing plane trees.
 - (f) To ensure adequate provision for on-street parking (e.g. near the kindergarten).
 - (g) To maintain or enhance the character of the street.

THE OPTIONS

20. There were five options considered for Garden Road as follows and shown in **attachment 3**.
21. (a) **Option One's** identifying features are the construction of speed humps to slow traffic and the reconstruction of the Poynder Avenue intersection.
 - (b) Option One has not been selected as the preferred option because the large number of speed humps is excessive for the traffic calming required in the area. The reconstruction of the Poynder Avenue intersection, while desirable, is outside the scope of the project.
22. (a) **Option Two's** identifying features are the construction of pedestrian island to slow traffic in Garden Road at its intersection with Wairarapa Terrace, the construction of a back of footpath (interpath) drainage channel in one place, no narrowing at the Wroxton Terrace intersection and the reconstruction of the Poynder Avenue intersection.

4. Cont'd

- (b) Option Two has not been selected as the preferred option because the pedestrian island at Wairarapa Terrace was considered too tight for rubbish trucks to negotiate, reconstruction of the Poynder Avenue intersection is outside the scope of the project and the extra cost of constructing an interpath drainage channel is unjustified.
23. (a) **Option Three** considers just the portion of Garden Road north of the Wairarapa Stream. Its identifying features are the 7.5 metre wide carriageway with parking bays between the existing trees, the construction of an interpath drainage channel and the reconstruction of the Poynder Avenue intersection which will change priority for vehicles travelling through it.
- (b) Option Three has not been selected as the preferred option because it requires an extra drainage channel behind the footpath and that there is a reduced secondary flow path for stormwater. The reconstruction of the Poynder Avenue intersection, while desirable, is outside the scope of the project. With the decision to fully reconstruct the carriageway north of the Wairarapa Stream (following sewer main installation) the planned interpath channel was negated.
24. (a) **Option Four** considers just the portion of Garden Road north of the Wairarapa Stream. Its identifying features are 14 metres between the kerb and channel, grass verges between the edge of the 9 metre wide carriageway and the channel, and the construction of a type B threshold at the Poynder Avenue approach to its intersection with Garden Road.
- (b) Option Four has not been selected as the preferred option because the grass verges have a higher maintenance requirement and the reconstruction of the Poynder Avenue intersection, while desirable, is outside the scope of the project.

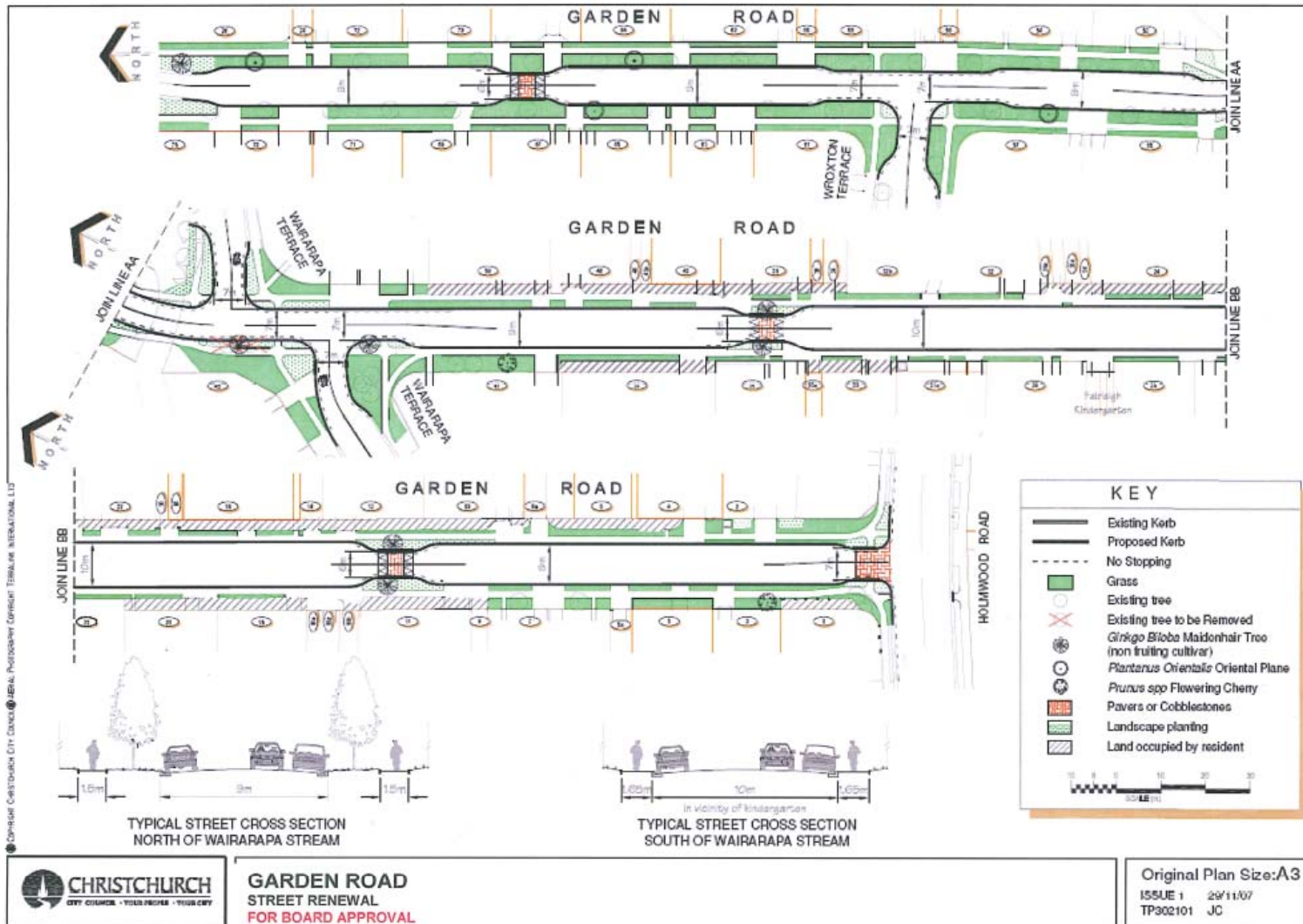
THE PREFERRED OPTION

25. The recommended proposal has the following identifying features:
- Full pavement reconstruction and lowering of the section between the Wairarapa Stream Bridge and Poynder Avenue.
 - Provision of a 10 metre wide carriageway between the two narrowing's, at No. 16 and No. 40, to allow for two-way traffic with four wheel drive on-street parking at the kindergarten during peak times.
 - Widening from 6 metres to 7 metres and construction of a Type C threshold with speed hump at the intersection with Holmwood Road to maintain low traffic speeds with two-way access at the street entrance.
 - Provision of two mid-block 6 metre wide narrowing's with 75 millimetres high paved platforms, at numbers 16 and 40 Garden Road, between Holmwood Road and Wairarapa Terrace to reduce traffic speeds.
 - Narrowing to 7 metres and realignment at the Wairarapa Terrace intersection.
 - Narrowing to 7 metres at the Wroxton Terrace intersection.
 - Mid-block narrowing to 6 metre with a 75 millimetre high paved platform at No. 67 Garden Road between Wairarapa Terrace and Poynder Avenue to reduce traffic speeds.
 - Construction of footpaths linking desire lines at the Poynder Avenue intersection.
 - Upgrade of street lighting.
 - Installation of tactile pavers at the intersection pedestrian crossing points to make crossing easier for the visually impaired.
 - 6 metre narrowings with 75 millimetre raised platforms that are appropriate for the road's status as a 'local road' in the roading hierarchy.

4. Cont'd

26. This proposal for Garden Road (Holmwood to Poynder) was chosen as the preferred option because:

- It improves the secondary flow path for storm water.
- A low speed safer environment will be created for all users.
- Renews the existing kerb and ditched channel with kerb and flat channel.
- It will discourage "rat running".
- Improves safety for all road users.
- Upgrades the bridge and Wairarapa Terrace intersection.
- Improves the landscape and maintains the existing plane trees.
- Ensures adequate provision for on-street parking (e.g. near the kindergarten).
- Enhances the character of the street.



Christchurch City Council

Capital Programme Group

FEEDBACK TO PROJECT: GARDEN ROAD – KERB AND DISH CHANNEL RENEWAL

CLOSING DATE FOR FEEDBACK: 26/3/08

Responses received: -

Support	Number of Responses	% of Total Responses
Full Support	42	84%
Does Not Support	0	0%
No Support Comment	8	16%
Total	50	100%

FEEDBACK SUMMARY:

General

Looks good/great job.

Thank you for the beautiful design/excellent plan.

The sooner it is built the better.

There is no provision for cyclists in this plan.

Very impressed with the Council's consultation.

The streetlights need upgrading too.

There are no gas pipes in this area.

Take the seal back to the boundary behind the power kiosk at No. 4.

Please seal or pave in front of all letterboxes.

Hope our street looks like Garreg Road when it is finished.

The street floods from No.s 1 – 5 with any reasonable rain.

The watermain outside No. 14 has been repaired several times and should be replaced before construction starts.

The transfer of legal road back to residents that occupy it has my support.

If the land occupied by some residents were returned to the Council more footpath area would be available for trees in the south end.

Streetscape

The area in front of 32B, especially under the trees, needs to be sealed.

Please protect the residents' gardens in front of their walls/fences.

Please don't touch our fence/walls.

The narrow strips of grass proposed from No.s 1 to 9 will be difficult to look after.

Please remove the narrow strip of grass between No. 5's fence and No. 5A's drive.

Please seal or plant the area outside No. 4 as shown on the sketch.

Please get the Council arborist to examine the beech tree at No. 16 (site meeting).

More trees are needed in the Holmwood end of Garden Road.

Please plant the pink flowering cherry not the "puce"/vivid pink.

The oriental plane trees should be pollarded each winter (some request it be done every 2nd year).

Glad the plane trees are being retained and pollarded.

I object to the landmark tree outside No. 45 being removed.

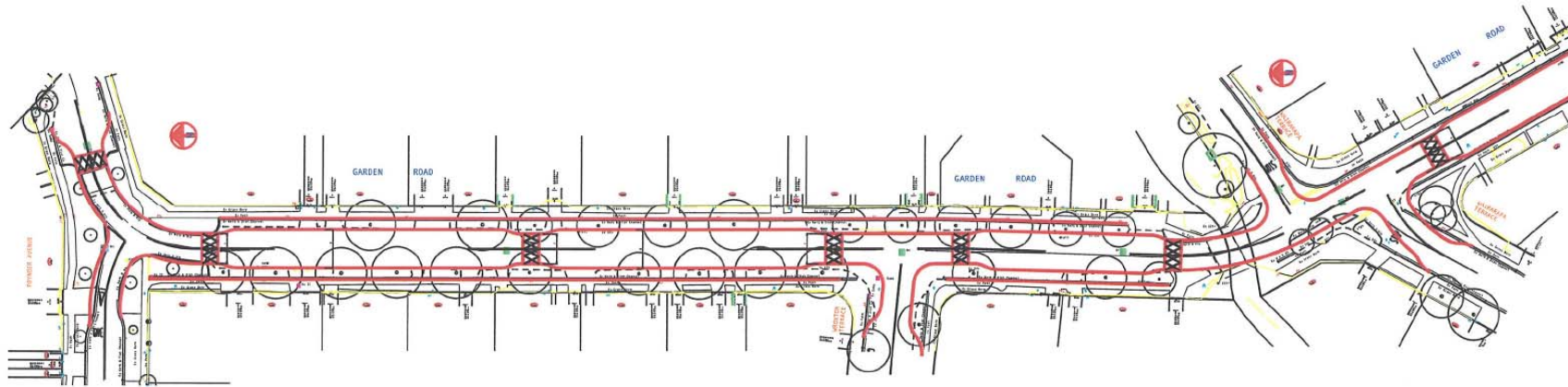
Native species not ivy is needed in the plantings.

FEEDBACK SUMMARY:
If landscape plots are to be created they need to be better maintained by the Council than the present ones.
It is good that the grass areas predominate rather than planting.
The bridge rails need to be replaced with something similar to the existing.
The new bridge should have unique wooden handrails.
Pedestrian
Tactiles need to be installed to NZS 4121 2001 (RTS 14) to make the street accessible to pedestrians with vision impairment.
The footpath needs to be wide enough for two parents to walk side by side with buggies.
The section between the footpath and the letterbox on each property needs to be sealed for the postie.
Parking Restrictions
Parking tics are required between driveways that have less than 6.5 metres between them to discourage illegal parking.
Something needs to be done to stop kindergarten parents parking too close to driveways.
White parking limit lines are required on each side of every driveway near the kindergarten to guide drivers.
Traffic Control
Rat running and speeding must be stopped.
Vehicles need to be slowed down round the Poynder Avenue corner.
The Garden/Poynder intersection should be included in this project to address the future issue of drivers using Poynder Avenue as a shortcut.
Another raised cobblestone platform is needed between Rossall Street and Poynder Avenue that is designed to ease access too.
The platforms should be outside 24/25 not 35.
Glad the plan slows traffic through the Wroxton intersection.
All cobbled platforms need to be raised to reduce speeding.
Cobbled platforms need to be constructed as high (75 mm) as possible.
The cobbled platforms need to be as low as possible.
The cobbles in the road should <u>not</u> be terracotta but muted in colour.
The carriageway should be 10.0 metres wide all the way.
The entrance from Garden Road onto Holmwood is too narrow.
The entrance/exit to Holmwood Road should not be widened unless a 75 mm high platform is constructed to keep entry speeds down.
The Garden Road entrance onto Holmwood Road needs to be 9.0 metres wide.
Don't narrow the Wroxton intersection.
It is good to see the road being narrowed.
Don't narrow the road outside No. 36 as the people have a 6.0 metre boat trailer and will not be able to access their drive.
Leave the speed bumps/cobbles out; just continue the seal straight through.
Please improve drivers lines of sight down Garden Road (Poynder Avenue end) when exiting the Eastern leg of Wairarapa Tce. It is obscured by the bridge and plant growth.
Very pleased with the improvements to the Wairarapa Tce intersection.
Outside scope of project
Please reconstruct Holmwood Road/Queens Avenue the same way.
It is unacceptable that this work is done without the wires being undergrounded.
The Council needs to co-ordinate undergrounding to be done as part of the project with Orion/Telecom and the residents.
Is it possible to underground the overhead wiring at the same time.
The state of the new seal in Holmwood Road is disgraceful.
Traffic could be reduced in Garden Road by banning right turns off Rossall Street into Fulton Avenue.
Please reinstate the grass banks (restoring the dug out bike tracks) and close the gaps in the hedge along the Wairarapa Stream.
The wiring up the poles should all be tidied and covered by a protective sheath.
Speed control needs to be upgraded on the Fulton Avenue/Wairarapa Terrace intersection to reduce short cutting.

23. 6. 2008

- 18 -

ATTACHMENT 3 TO CLAUSE 4

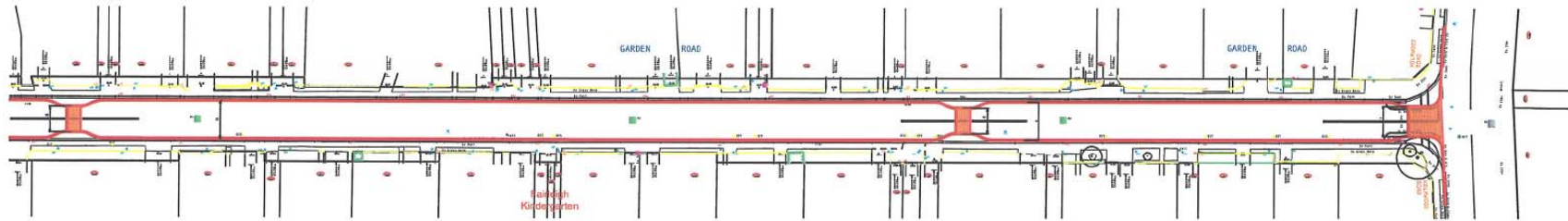
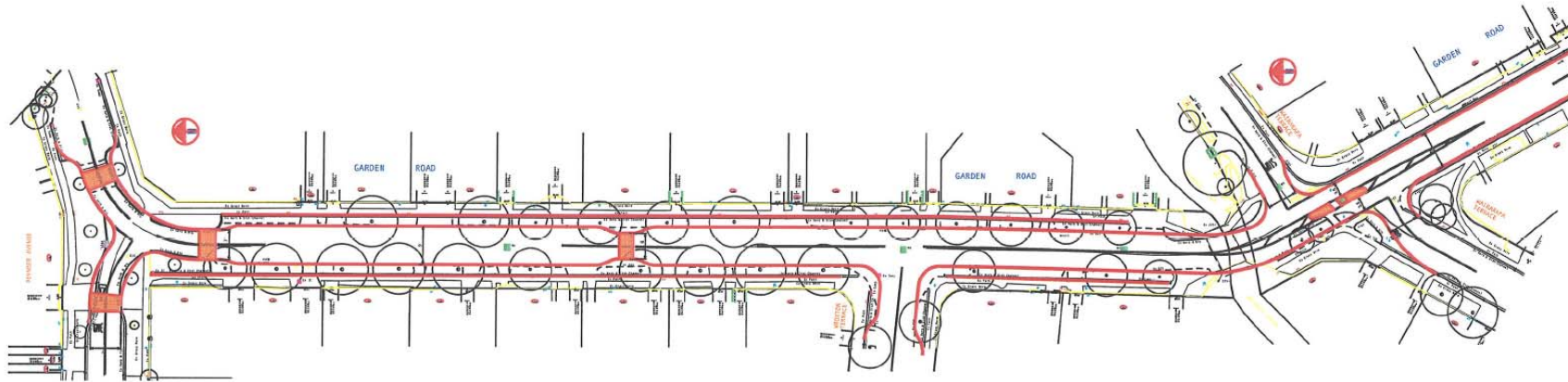


Option 1

23. 6. 2008

- 19 -

ATTACHMENT 3 TO CLAUSE 4



Option 2

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23. 6. 2008

- 20 -

ATTACHMENT 3 TO CLAUSE 4



Option 3

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23. 6. 2008

- 21 -

ATTACHMENT 3 TO CLAUSE 4



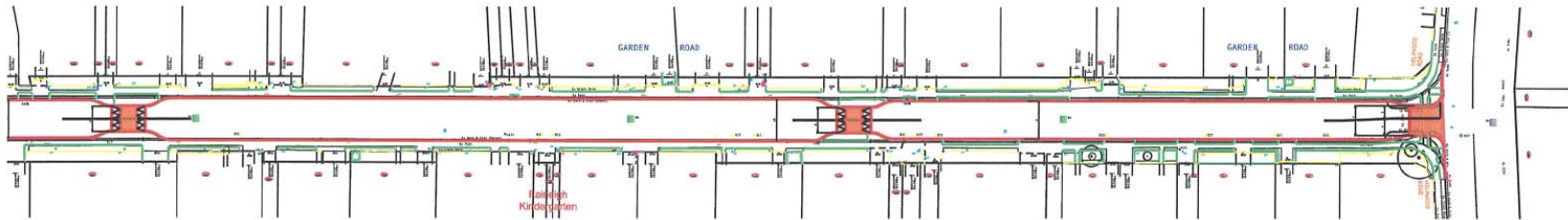
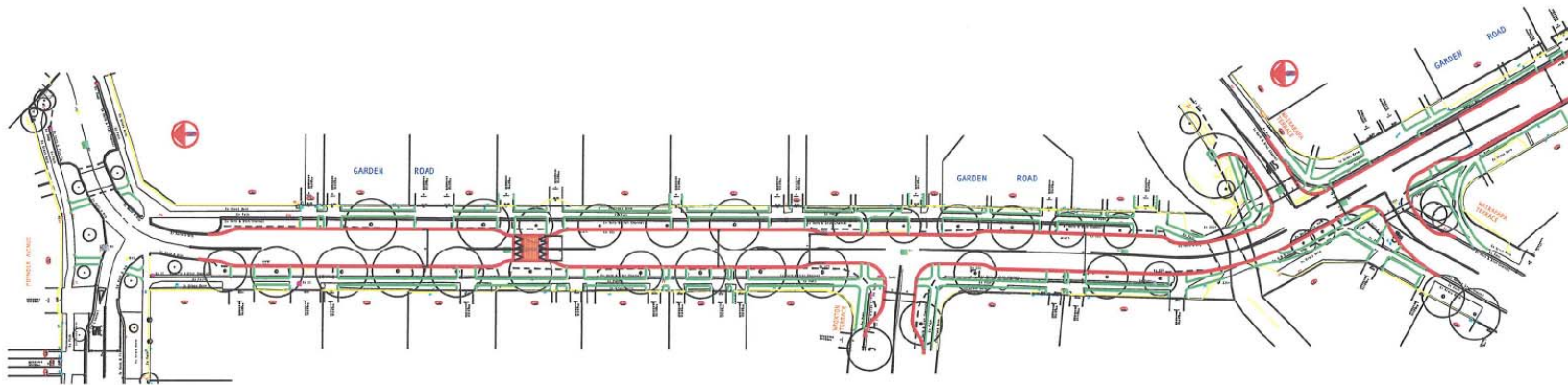
Option 4

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23. 6. 2008

- 22 -

ATTACHMENT 3 TO CLAUSE 4



Option 5

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