



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

AGENDA

TUESDAY 3 JUNE 2008

AT 5.00PM

AT SOCKBURN SERVICE CENTRE

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

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

Community Board Adviser

Liz Beaven

Telephone: 941-6501

Email: liz.beaven@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX

	PAGE NO	CLAUSE	
PART C	3	1.	APOLOGIES
PART C	3	2.	CONFIRMATION OF MEETING REPORT – 20 MAY 2008
PART B	3	3.	DEPUTATIONS BY APPOINTMENT
PART B	3	4.	PETITIONS
PART B	3	5.	NOTICE OF MOTIONS
PART B	3	6.	CORRESPONDENCE

We're on the Web!

www.ccc.govt.nz/Council/Agendas/

3. 6. 2008

2

PART B	3	7.	BRIEFINGS
PART A	6	8.	CARMEN ROAD – MINOR SAFETY WORK
PART A	19	9.	INSTALLATION OF TRAFFIC SIGNAL OUTSIDE 55 SHANDS ROAD AND HEAVY TRAFFIC RESTRICTION TO SEYMOUR STREET AND SKERTEN AVENUE
PART C	24	10.	KEEP NEW ZEALAND BEAUTIFUL CONFERENCE
PART C	27	11.	RICCARTON ROAD/ROTHERHAM STREET – BUS STOP EXTENSION
PART C	35	12.	APPLICATION TO RICCARTON WIGRAM 2007/08 DISCRETIONARY FUNDING - TANGATA 2 TANGATA PROGRAMME
PART C	37	13.	RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE – REPORT OF 20 MAY 2008
PART C	38	14.	RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE – REPORT OF 23 MAY 2008
PART B	42	15.	COMMUNITY BOARD ADVISER’S REPORT
PART B	42	16.	ELECTED MEMBERS INFORMATION EXCHANGE
PART B	42	17.	QUESTIONS UNDER STANDING ORDERS

1. **APOLOGIES**

2. **CONFIRMATION OF MINUTES – 20 MAY 2008**

The report of the Board's ordinary meeting of Tuesday 20 May 2008 is **attached**. The Public Excluded section has been **separately circulated** to Board Members.

STAFF RECOMMENDATION

That the report of the Board's meeting of 20 May 2008 be confirmed.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PETITIONS**

5. **NOTICE OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

10. 7. 2008

**RICCARTON/WIGRAM COMMUNITY BOARD
20 MAY 2008**

**Minutes of
a meeting of the Riccarton/Wigram Community Board
held on Tuesday 20 May 2008 at 4.30pm
in the Board Room, Sockburn Service Centre**

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

APOLOGIES: Nil

The Board reports that:

PART B – REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

The Board made a presentation to Garry Smith acknowledging his recent retirement and 33 years of service to the Christchurch Drainage Board and Christchurch City Council.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

The Board **received** the following correspondence:

- (a) Letter and information from the Council on the Designation as a International Safe Community.

5. BRIEFINGS

Nil.

6. BOARD MEMBERS' EXCHANGE

Board members were provided with an opportunity to share issues of concern and give a brief update on community activities.

Board members were given an update on the progress of assistance by Council officers for Haytons Road Foodbar during kerb and channel works. It was noted that the owners of the Haytons Road Foodbar have refused the assistance of the Council's Marketing Team.

Jimmy Chen advised the Board that there is an event to be held in Cathedral Square on Saturday 24 May to raise funds for the victims of the recent China earthquake victims. The Board asked the Chairperson to discuss at an upcoming Chairpersons' Forum on the status of Community Boards making contributions to overseas disaster relief funds.

6 Cont'd

The Board **agreed** to support any action the Council may wish to take in support of the victims of the 2008 China earthquake.

Mike Mora discussed the arrangements for the Board's upcoming planning meeting to be held on Saturday 24 May at the Hornby Workingmen's Club.

The Board requested information on the progress of the Halswell Quarry Management Plan.

Bob Shearing voiced his concern at Residents' Association having to individually apply to the Small Projects Fund for their administration costs instead of the Board specifically setting aside funding for Residents' Associations. Helen Broughton advised that she had discussed the matter with the Chief Executive and the General Manager Community Services.

The Board requested staff to provide a report on how the Community Board can fund the Ward's Residents Groups, apart from use of the Board's Discretionary Fund.

7. KEY LOCAL ORGANISATIONS FOR RICCARTON/WIGRAM STRENGTHENING COMMUNITIES FUND

The Board considered a report seeking recommendations to the Metropolitan Funding Sub-committee regarding Key Local Organisations (KLOs) from its ward to be considered for Metropolitan Strengthening Communities Funding.

This matter will be dealt with by way of a report to the Metropolitan Funding Sub-Committee meeting of 11 July 2008.

PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE BOARD

8. CONFIRMATION OF BOARD MEETING REPORT – 6 MAY 2008

The following amendments were agreed to:

- Under Clause 10 - It was noted that Judy Kirk and Jimmy Chen attended the Tai Chi book launch written by a Westmorland resident, they did not attend the Westmoreland Residents' Association meeting.
- Under Clause 10 Free Trade Agreement Showcase should be replaced with China Showcase celebrating the Beijing Olympics and the Free Trade Agreement.
- Under Clause 15 the correct spelling of Inspector Johnstone's surname.

The Board **resolved** that the report of its meeting held on Tuesday 6 May 2008 be confirmed as a true and accurate record of that meeting subject to the amendments noted.

9. RESOLUTION TO EXCLUDE THE PUBLIC

The Board **resolved** that the draft resolution to exclude the public set out on page 33 of the agenda, be adopted.

The meeting concluded at 5.45pm.

CONFIRMED THIS 3rd DAY OF JUNE 2008

**PETER LALOLI
CHAIRPERSON**

8. CARMEN ROAD – MINOR SAFETY WORK

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to Council to approve the proposed installation of parking restrictions on Carmen Road (State Highway 1) from Buchanans Road south to the Railway Crossing, Hornby. **(Refer to Attachments)**.

EXECUTIVE SUMMARY

2. Transit NZ is carrying out Minor Safety Work on Carmen Road (State Highway 1), Halwyn Drive to south of the railway crossing. The Minor Safety Work commenced in 2006/2007 to improve the signage and pavement markings in this section of Carmen Road to better facilitate through traffic flows.
3. The project has been split into two stages, Stage One is already completed and Stage Two commenced on 14 April 2008.
4. The proposed work includes:
 - Painted medians
 - New on-street and off-street cycle lanes
 - No Stopping lines
 - New recessed bus stops
 - New recessed parking bays
 - New "Give Way" and "Stop" controls
5. Transit NZ has delegated responsibility for installing all parking restrictions (including "no stopping") along State Highways in the city to the Council. Transit NZ has asked that the Council approve the restrictions on the parking of vehicles on the eastern and western side of Carmen Road (State Highway 1) between Buchanans Road and south to the railway crossing.

FINANCIAL IMPLICATIONS

6. This work is being carried out by Transit NZ at no cost to the Council.

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

7. As noted in paragraph 6.

LEGAL CONSIDERATIONS

8. The Land Transport Rule provides for the installation of parking restrictions, including "no stopping" lines.

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

9. Any legal implications will be considered by Transit NZ.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

8 Cont'd

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

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. As noted in paragraph 12.

CONSULTATION FULFILMENT

14. OPUS International Consultants Ltd was engaged by Transit NZ to investigate and implement the work. Consultation was carried out by visiting all business, households and the school in this area. The NZ Police, Ambulance, Fire and the Bus Company via ECan also supported the proposal.

STAFF RECOMMENDATION

That the Board recommend to the Council to approve:

- (a) That the existing parking restrictions on the eastern side of Carmen Road between Buchanans Road and Waterloo Road be revoked.
- (b) That the existing parking restrictions on the western side of Carmen Road between Buchanans Road and Waterloo Road be revoked.
- (c) That the stopping of vehicles prohibited at any time on the southern side of Halwyn Drive commencing at its intersection with Carmen Road and extending in a easterly direction for a distance of 9 metres be revoked.
- (d) That the stopping of vehicles prohibited at any time on the northern side of Halwyn Drive commencing at its intersection with Carmen Road and extending in a easterly direction for a distance of 9 metres be revoked.
- (e) That the stopping of vehicles prohibited at any time on the southern side of Bella Rosa Drive commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 70 metres be revoked.
- (f) That the stopping of vehicles prohibited at any time on the northern side of Bella Rosa Drive commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 29 metres be revoked.
- (g) That the stopping of vehicles prohibited at any time on the southern side of Tirangi Drive commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 30 metres be revoked.
- (h) That the stopping of vehicles prohibited at any time on the northern side of Tirangi Drive commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 30 metres be revoked.
- (i) That the stopping of vehicles prohibited at any time on the eastern side of Carmen Road commencing at a point 247 metres from its intersection with Waterloo Road and extending in a southerly direction for a distance of 43 metres be revoked.

8 Cont'd

- (j) That the stopping of vehicles(within the cycle Lanes) be prohibited at any time on the eastern side of Carmen Road commencing at its intersection with Waterloo Road and extending in a northerly direction for a distance of 169 metres.
- (k) That a bus stop be installed on the eastern side of Carmen Road commencing at a point 169 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 17 metres.
- (l) That the stopping of vehicles(within the cycle lanes) be prohibited at any time on the eastern side of Carmen Road commencing at a point 186 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 164 metres.
- (m) That the parking of vehicles be restricted to a maximum period of 10 minutes on the eastern side of Carmen Road commencing at a point 350 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 39 metres.
- (n) That the stopping of vehicles(within the cycle lanes) be prohibited at any time on the eastern side of Carmen Road commencing at a point 389 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 286 metres.
- (o) That the stopping of vehicles be prohibited at any time on the southern side of Halwyn Drive commencing at its intersection with Carmen Road and extending in a easterly direction for a distance of 9 metres.
- (p) That a "Give Way" control be placed against Halwyn Drive at its intersection with Carmen Road.
- (q) That the stopping of vehicles be prohibited at any time on the northern side of Halwyn Drive commencing at its intersection with Carmen Road and extending in a easterly direction for a distance of 9 metres.
- (r) That the stopping of vehicles(within the cycle lanes) be prohibited at any time on the eastern side of Carmen Road commencing at its intersection with Halwyn Drive and extending in a northerly direction for a distance of 55 metres.
- (s) That the parking of vehicles be restricted to a maximum period of 30 minutes on the eastern side of Carmen Road commencing at a point 55 metres from its intersection with Halwyn Drive and extending in a northerly direction for a distance of 19 metres.
- (t) That a bus stop be installed on the eastern side of Carmen Road commencing at a point 74 metres from its intersection with Halwyn Drive and extending in a northerly direction for a distance of 17 metres.
- (u) That the stopping of vehicles(within the cycle lanes) be prohibited at any time on the eastern side of Carmen Road commencing at a point 91 metres from its intersection with Halwyn Drive and extending in a northerly direction for a distance of 45 metres.
- (v) That a path shared by pedestrians and cyclists be provided on the western side of Carmen Road commencing at the intersection of Waterloo Road and extending to the intersection of Bella Rosa Drive.
- (w) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at its intersection with Waterloo Road and extending in a northerly direction for a distance of 65 metres.
- (x) That a bus stop be installed on the western side of Carmen Road commencing at a point 65 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 16 metres.

8 Contd

- (y) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at a point 81 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 274 metres.
- (z) That the parking of vehicles be restricted to a maximum period of 60 minutes on the western side of Carmen Road commencing at a point 355 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 55 metres.
- (aa) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at a point 410 metres from its intersection with Waterloo Road and extending in a northerly direction for a distance of 95 metres.
- (bb) That the stopping of vehicles be prohibited at any time on the southern side of Bella Rosa Drive commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 70 metres.
- (cc) That a path shared by pedestrians and cyclists be provided on the western side of Carmen Road commencing at the intersection of Bella Rosa Drive and extending to the intersection of Tirangi Street.
- (dd) That the stopping of vehicles be prohibited at any time on the northern side of Bella Rosa Drive commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 29 metres.
- (ee) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at its intersection with Bella Rosa Drive and extending in a northerly direction for a distance of 51 metres.
- (ff) That the parking of vehicles be restricted to a maximum period of 60 minutes on the western side of Carmen Road commencing at a point 51 metres from its intersection with Bella Rosa Drive and extending in a northerly direction for a distance of 23 metres.
- (gg) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at a point 74 metres from its intersection with Bella Rosa Drive and extending in a northerly direction for a distance of 55 metres.
- (hh) That the stopping of vehicles be prohibited at any time on the southern side of Tirangi Street commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 30 metres.
- (ii) That a "Give Way" control be placed against Tirangi Drive at its intersection with Carmen Road.
- (jj) That the stopping of vehicles be prohibited at any time on the northern side of Tirangi Street commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 30 metres.
- (kk) That a path shared by pedestrians and cyclists be provided on the western side of Carmen Road commencing at the intersection of Tirangi Street and extending in a northerly direction for 25 metres.
- (ll) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at its intersection with Tirangi Street and extending in a northerly direction for a distance of 25 metres.
- (mm) That the stopping of vehicles (within the cycle lanes) be prohibited at any time on the western side of Carmen Road commencing at a point 25 metres from its intersection with Tirangi Street and extending in a northerly direction for a distance of 13 metres.

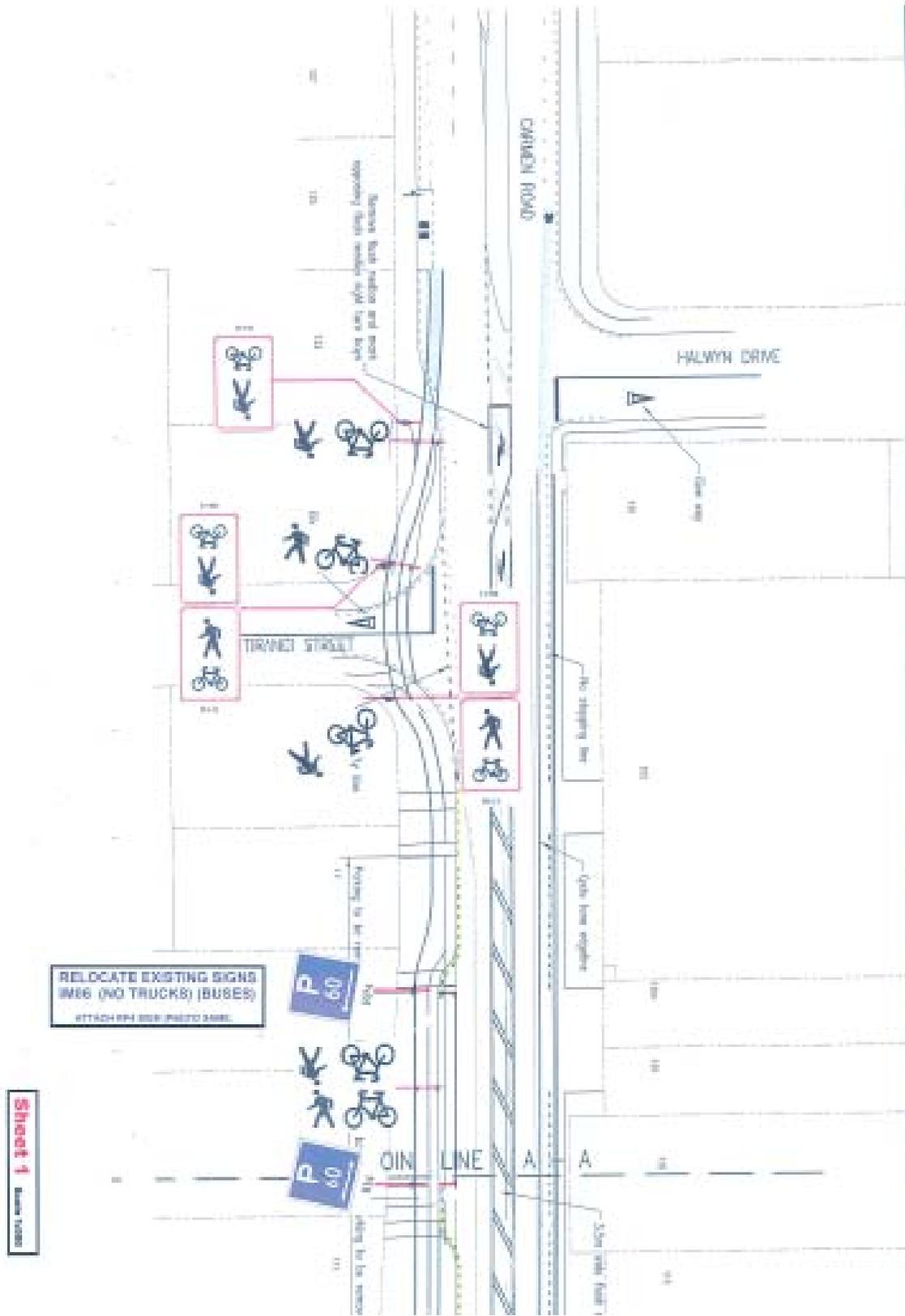
8 Cont'd

- (nn) That a bus stop be installed on the western side of Carmen Road commencing at a point 38 metres from its intersection with Tirangi Street and extending in a northerly direction for a distance of 14 metres.
- (oo) That the stopping of vehicles(within the cycle lanes) be prohibited at any time on the western side of Carmen Road commencing at a point 52 metres from its intersection with Tirangi Street and extending in a northerly direction for a distance of 128 metres.
- (pp) That a path shared by pedestrians and cyclists be provided on the eastern side of Carmen Road commencing at the intersection of Waterloo Road and extending to the South Island Main Trunk Railway line.
- (qq) That the stopping of vehicles be prohibited at any time on the eastern side of Carmen Road commencing at a point 142 metres from its intersection with Waterloo Road and extending in a southerly direction for a distance of 148 metres.
- (rr) That a path shared by pedestrians and cyclists be provided on the western side of Carmen Road commencing at the intersection of Waterloo Road and extending to the intersection of Chestnut Avenue.
- (ss) That the stopping of vehicles be prohibited at any time on the northern side of Chestnut Avenue commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 22 metres.
- (tt) That a "Stop" control be placed against Chestnut Avenue at its intersection with Carmen Road.
- (uu) That the stopping of vehicles be prohibited at any time on the southern side of Chestnut Avenue commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 12 metres.
- (vv) That the stopping of vehicles be prohibited at any time on the western side of Carmen Road commencing at its intersection with Chestnut Avenue Road and extending in a southerly direction for a distance of 139 metres.
- (ww) That a path shared by pedestrians and cyclists be provided on the western side of Carmen Road commencing at the intersection of Chestnut Avenue and extending to the intersection of Smart Road.
- (xx) That the stopping of vehicles be prohibited at any time on the northern side of Smarts Road commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 15 metres.
- (yy) That a "Give Way" control be placed against Smarts Road at its intersection with Carmen Road.

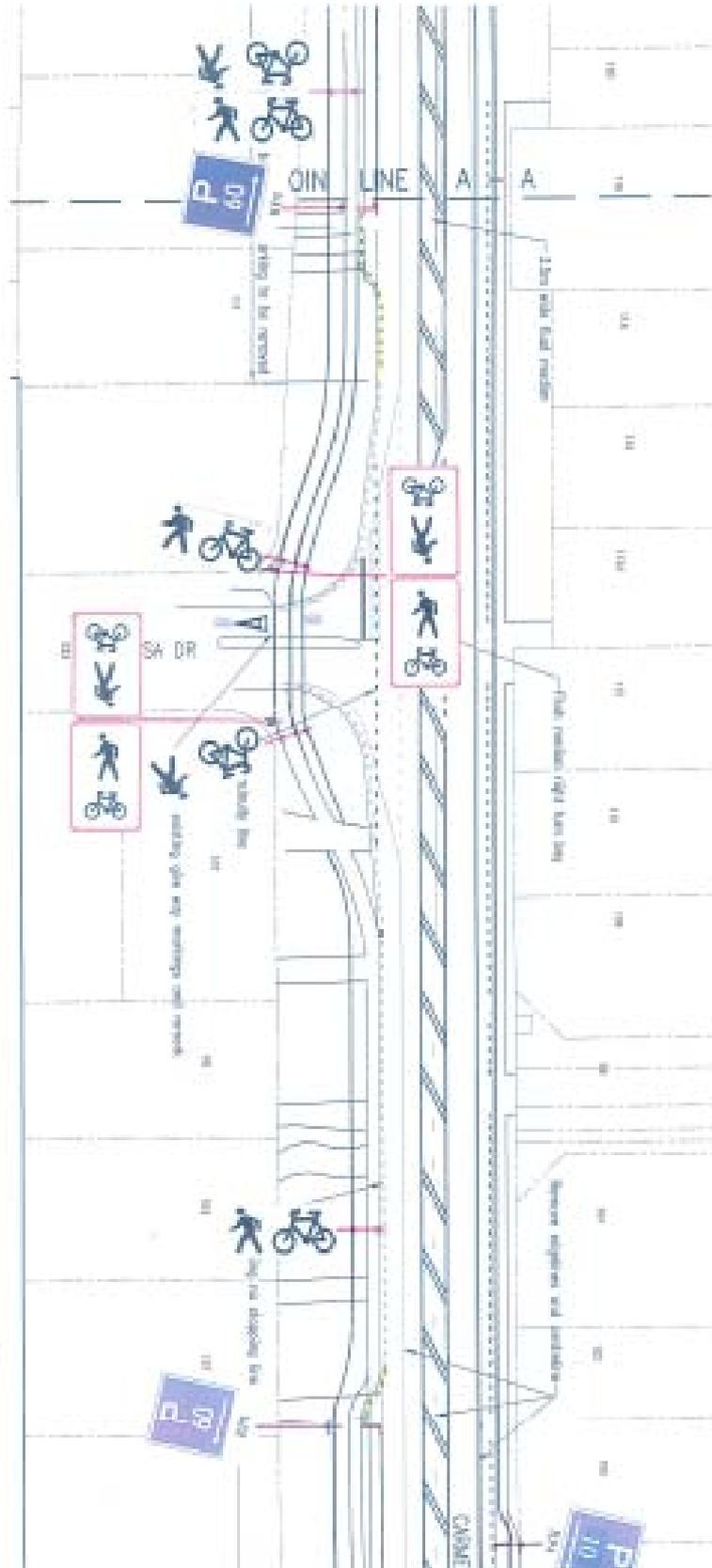
TRANSPORT AND ROADING COMMITTEE RECOMMENDATION

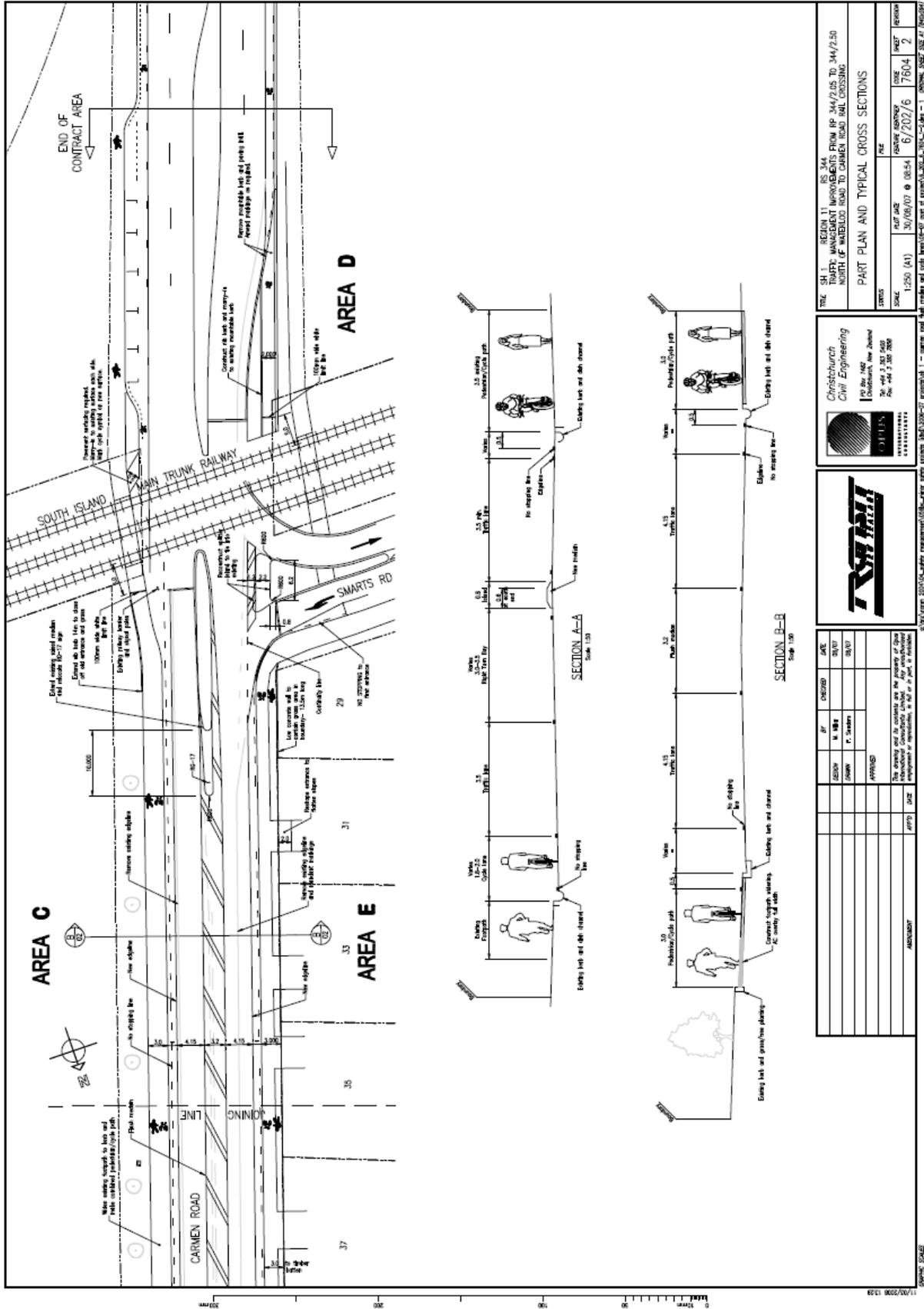
That the staff recommendation be adopted with the following additional clause:

- (zz) that the Board requests Transit give urgent consideration for the upgrading to four lanes of the section of Carmen Road from the Main South Railway Line to Waterloo Road.



Sheet 2
Scale 1:500





PROJECT: SH 1 - SECTION 11 - RS 344 - TRAFFIC MANAGEMENT IMPROVEMENTS FROM RP 3/4/2/05 TO 3/4/2/50 NORTH OF HATFIELD ROAD TO CARMEN ROAD RAIL CROSSING	
PART PLAN AND TYPICAL CROSS SECTIONS	
SCALE: 1:250 (A1)	DATE: 30/06/07 @ 08:54
PROJECT NO: 7604	PROJECT NO: 7604
SHEET NO: 2	SHEET NO: 2



DATE: 30/06/07	DATE: 30/06/07
BY: M. BIRK	BY: M. BIRK
CHECKED: P. BARKER	CHECKED: P. BARKER
APPROVED:	APPROVED:

The drawing and its contents are the property of OJUS CONSULTANTS. It is not to be used for any other project without the written consent of OJUS CONSULTANTS.

11/07/2008 13:45

9. INSTALLATION OF TRAFFIC SIGNAL OUTSIDE 55 SHANDS ROAD AND HEAVY TRAFFIC RESTRICTION TO SEYMOUR STREET AND SKERTEN AVENUE

General Manager responsible:	General Manager, City Environment, Jane Parfitt; DDI 941-8608
Officer responsible:	Acting Transport & Greenspace Unit Manager
Author:	Weng-Kei Chen, Asset Policy Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council:
 - (a) For the installation of traffic signals at Seymour Street and Shands Road intersection as the result of the former Glassworks development at 55 Shands Road.
 - (b) To restrict heavy traffic on Seymour St and Skerten Avenue pursuant to Section 70AA of Transport Act 1962.
 - (c) To declare the provision of a cycle lane as indicated on the plan (**Attachment 1**).
 - (d) Board's approval for a stopping restriction along the frontage of the development as shown on the plan (**Attachment 1**).

EXECUTIVE SUMMARY

2. The proposed development at 55 Shands Road, known as Crown Crystal Glassworks Site, consists of 12 warehouse buildings and in granting the resource consent, the developer is required to install traffic signals for its main access at Shands Road and to restrict heavy traffic movement onto Seymour Street and Skerten Avenue.
3. The road works required are consistent for a major access onto the Council's minor arterial network.
4. The developer made a presentation of the development to the Riccarton/Wigram Community Board's 4 December 2007 meeting. The presentation also included the traffic management features proposed on residential streets to reinforce the heavy traffic restriction on the local roads.
5. A consultation plan was circulated to stakeholders and 90 submissions were received. The feedback was positive and the majority of the submissions supported the installation of traffic signals and heavy traffic restriction to residential streets.
6. Following the feedback the traffic signals design for the intersection was modified to accommodate the concern raised requesting a safe right hand turn land from Seymour Street to Shands Road. The plan (**Attachment 1**) addresses most of the concerns raised and it also provides cycle lanes at the signalised intersection.
7. The approval of the required work on Shands Road, mainly traffic signals and provision of a cycle lane, together with a Council's resolution to restrict heavy traffics onto Seymour Street and Skerten Avenue will enable the developer to proceed with their building activities on site and at the same time continue the upgrading of Shands Road.
8. A report for the approval of traffic management features on Seymour Street will be presented to the Community Board for consideration. Staff are currently working with the developer on the design elements of these features and are confident that most issues raised by the submitters can be satisfied.

FINANCIAL IMPLICATIONS

9. The road upgrading will be funded by the developer.

9 Cont'd

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

10. Yes, see above.

LEGAL CONSIDERATIONS

11. The Council's approval as owner of infrastructure is required following the granting of a resource consent.
12. Traffic signals, cycle lane, traffic measures and no stopping restriction require the Council and / or Board delegated approvals as set out in the Council's bylaws and delegation.
13. **Section 70AA Restriction of heavy traffic on roads of the Transport Act 1962**
- (a) The Minister in the case of a government road, Transit New Zealand in the case of a State Highway the control of which has not been delegated to a territorial authority under Part 4 of the Transit New Zealand Act 1989, and the territorial authority in the case of any road under its control, may from time to time, by public notice, direct that any heavy traffic, or any specified kind of heavy traffic defined in the notice, shall not proceed between any two places by way of any road or roads specified in the notice.
- (b) A copy of every notice under this section shall be displayed in at least one prominent position on every road to which the notice applies.
- (c) Every person commits an offence who contravenes the requirements of any notice under this section unless the person proves that there was no other way reasonably available for the traffic concerned.
Section 70AA was inserted, as from 1 October 1989, by section 14(1) Transport Amendment Act 1989 (1989 No 77).

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

14. Yes, see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. The issues being considered are consistent with the Council's objectives in the LTCCP page 152 "Streets and Transport Objectives" to provide a sustainable network of streets which distribute traffic between neighbourhoods and connect to major localities within and beyond the city.

ALIGNMENT WITH STRATEGIES

16. This action is consistent with the traffic objectives in the City Plan.

Do the recommendations align with the Council's strategies?

17. Yes, both in terms of growth and assets renewals.

CONSULTATION FULFILMENT

16. 90 feedbacks were received.
- 70 feedbacks indicate support for the traffic treatment features with some concerns.
 - 20 feedbacks indicate their opposition.

9 Cont'd

17. The 70 supporting submissions raised a number of issues and they are as follows:
- The narrowing of Seymour St and Skerten Ave intersections will result in delays.
 - Proposal needs to address the issues of safety for cyclists and pedestrians.
 - Introduce 40km/hr zone for Shands Road.
 - Speed trailer use to reduce speed.
 - No cobblestone treatments for traffic management feature.
 - Landscaping required along Glassworks site.
 - Halswell Junction Road and Main South Road intersection needs upgrading.
 - Trucks parking on residential streets.
 - Access to proposed heavy traffic restricted area by Truck drivers.
18. The 20 submissions not supporting the proposal for the following reasons:
- Waste of money, traffic signals will cause traffic delays.
 - No right turn from Glassworks site onto Shands Road.
 - Other intersection in the area need more urgent work e.g. Shands / Halswell Junction intersection and Halswell Junction Road / Main South Road.
 - Difficulties for residential properties accessing onto Shands Rd.
 - Shands Road requires four laning.
 - One way traffic movement for new road.
 - Roundabout should be installed not traffic signals.
 - Restricting truck drivers when required to call home in the heavy traffic restricted area.

STAFF RECOMMENDATION

That the Board recommends to the Council:

- (a) that the installation of traffic signals for the main entry to the Glassworks development at 55 Shands Road and the associated works on Shands Road as shown on **Attachment 1** be approved.
- (b) To declare the provision of a cycle lane as indicated on **Attachment 1**
- (c) To impose heavy traffic restriction on Seymour St and Skerten Ave except for deliveries in these street pursuant to section 70AA Restriction of heavy traffic on roads of the Transport Act 1962.

That the Board approve the following no-stopping restriction:

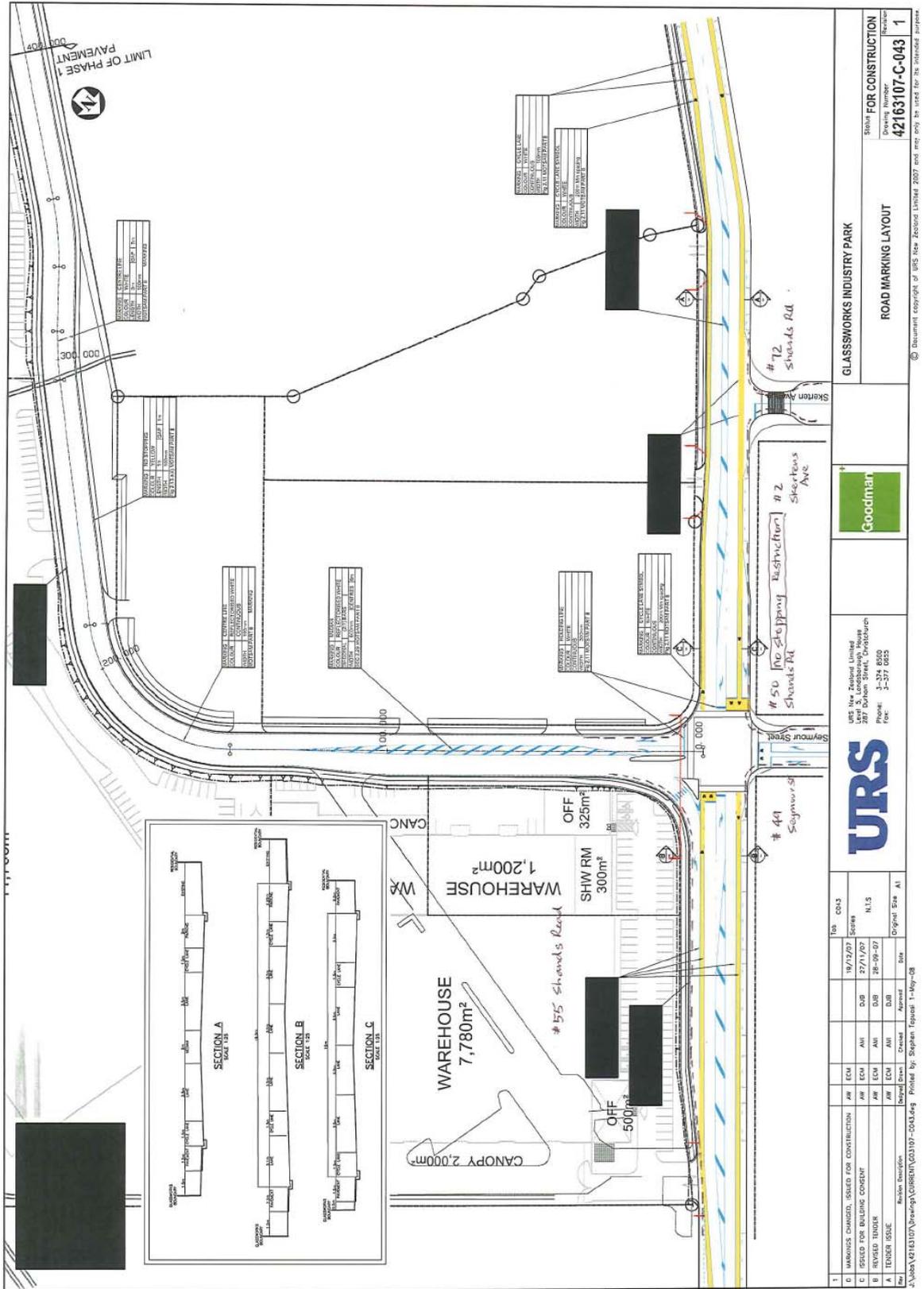
- (a) Commencing 10 metres eastward of the north-east corner of 55 Shands Road travelling generally in south-westerly direction along the new kerb line on Shands Road for a distance of approximately 140 metres.
- (b) Commencing 6 metres south of the north-west corner of 49 Seymour Street along the eastside of Seymour Street travelling generally south for a distance of approximately 15 metres and turning eastward for a distance of 15 metres along Shands Road.
- (c) Commencing 5 metres south of North-East corner of 50 Shands Road along the westside of Seymour Street travelling generally south for a distance of 17 metres and turning westward for a distance of 50 metres along Shands Road.
- (d) Commencing 13 metres south of north-west corner of 2 Skerten Avenue along the eastside of Skerten Avenue travelling generally south for a distance of 17 metres and turning eastward for a distance of 15 metres along Shands Road.

9 Cont'd

- (e) Commencing 12 metres south of north-east corner of 72 Shands Road along the westside of Skerten Avenue travelling generally south for a distance of approximately 17 metres and turning westward for a distance of 17 metres along Shands Road.

TRANSPORT AND ROADING COMMITTEE RECOMMENDATION

That the staff recommendation be adopted.



10. KEEP NEW ZEALAND BEAUTIFUL CONFERENCE

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

PURPOSE OF REPORT

1. The purpose of the report is for the Board to decide whether or not it wants to approve funding for two Board members to attend the Keep New Zealand Beautiful Conference and Annual General Meeting in Dunedin from 19 to 21 September 2008.

EXECUTIVE SUMMARY

2. The Board has two representatives on the Keep Christchurch Beautiful Committee, Mike Mora and Judy Kirk.
3. The Committee is a voluntary organisation, which aims to promote a cleaner, more beautiful environment within Christchurch, and to raise the level of awareness of what the individual can do to improve his or her community and reduce litter. Notice of the national conference has been received. Christchurch has a member on the Keep New Zealand Beautiful Board.

FINANCIAL IMPLICATIONS

4. The cost for one member to attend would be approximately \$1,300, which could be met from the Board's operational budget for 2007/08. This would cover airfares, accommodation for two nights and conference registration.

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

5. Yes.

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

6. 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?**

7. Yes.

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

8. Yes, Page 61 of the LTCCP, Strategic direction, Healthy Environment.

CONSULTATION FULFILMENT

9. Not applicable.

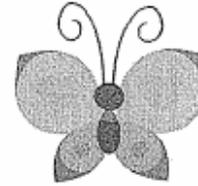
STAFF RECOMMENDATION

It is recommended that the Board decide whether or not to approve funding for Board members to attend the Keep New Zealand Beautiful Conference in Dunedin from 19 to 21 September 2008.



Keep New Zealand Beautiful

**Conference Information
"Touching Tenderly"**



DATES: Friday 19 to Sunday 21 September 2008

VENUE: Victoria Hotel, 137 St Andrew Street, Dunedin

A special conference rate of \$118 per room per night has been negotiated which includes breakfast. Please find enclosed a brochure. Book directly on 0800 266 336 stating that you are attending the conference.

PROGRAMME:

Friday

- Registrations will be taken from 3:00pm–6:00pm
- Welcomes from our deputy Mayor, KDB, KNZB
- Pre-dinner drinks
- Dinner
- Awards for best towns, best loos, Chairman's excellence
- Keynote speaker and/or performance
- Formal farewell to Barry Lucinsky CEO

Saturday

- Prepare to be enlightened, entertained and informed in the morning. You will be involved in several workshops and interact with speakers from various relevant agencies. One workshop will be a sharing of ideas, frustrations and/or triumphs with programmes of similar sizes so please come with information to share.
- After a light lunch we will then embark on a bus tour culminating in a visit and afternoon tea at the newly built, and soon-to-be world famous, Chinese Garden.
- Saturday evening promises to be one to remember with pre-dinner nibbles in the Butterfly Exhibition of the Tropical Forest. This will be followed by a meal in the Museum Atrium. A butterfly dress theme is optional. Speakers (political parties informing us on their environmental policies) and a chance to ask questions will conclude a great day.

Sunday

- The conference concludes immediately after the Annual General Meeting on Sunday morning but guests may wish to extend their stay and visit some of our city's restaurants and main attractions.
- Costs are now confirmed at \$230 with an early bird fee of \$200 if paid before 31 May 2008.
- Registrations to Darlene Thomson, PO Box 5045, Dunedin.

For further information, telephone Darlene on (03) 474 3401 Tuesday to Thursday or by email dethomso@dcc.govt.nz.



**Keep New Zealand Beautiful Conference 2008 –
Registration Form**



Friday 19 to Sunday 21 September 2008
Victoria Hotel, 137 St Andrew Street, Dunedin

Name: _____
Organisation: _____
Position within Organisation: _____
Address: _____

Telephone: _____
Fax: _____
E-Mail: _____
Please note any dietary requirements: _____

Number of attendees (please provide information below): _____

Cheque enclosed:

Payment before 31 May 2008 \$200.00 per person
Payment after 31 May 2008 \$230.00 per person

Please make cheques payable to Keep Dunedin Beautiful

Please note that hotel bookings are to be made directly with The Victoria Hotel, contact 0800 266336.

Additional Attendees information:

	Person One	Person Two	Person Three	Person Four
Name				
Organisation				
Position within organisation				
Address				
Telephone				
Fax				
E-mail				
Dietary Requirements				

**PLEASE RETURN THIS FORM WITH YOUR PAYMENT TO:
 KEEP DUNEDIN BEAUTIFUL, PO BOX 5045, DUNEDIN
 (Please do not e-mail back this form)**

11. **RICCARTON ROAD/ROTHERHAM STREET - BUS STOP EXTENSION**

General Manager responsible:	General Manager City Environment, Jane Parfitt; DDI 941-8608
Officer responsible:	Acting Transport and Greenspace Unit Manager
Author:	Malcolm Taylor, Traffic Engineers Community and Christine Toner, Consultation Leader Roading

PURPOSE OF REPORT

1. The purpose of this report is to seek the Boards approval for the extension of an existing Bus Stop on Riccarton Road east of the intersection with Rimu Street and opposite the entrance to Rotherham Street.

EXECUTIVE SUMMARY

2. The Canterbury Regional Council and the bus companies have strongly requested that the Bus Stop (currently 18 metres long) located on the northern side of Riccarton Road opposite Rotherham Street be extended to 30 metres in length to enable two buses to stop at the same time.
3. With around 1,500 daily bus movements in Riccarton Road, the need for this occurs several times each day. Currently the hind bus does not pull in fully, causing traffic to back up behind it. The result is delays for other traffic and at times potential risk to pedestrians and other vehicles.
4. There has been one injury accident reported to police in 2005, involving a pedestrian crossing Riccarton Road who was hit by a bus at this location. There are many other anecdotal reports of near misses to the extent that bus drivers are extremely concerned about the potential for more serious incidents happening as a direct result of them being unable to enter the bus stop adequately.
5. The existing Bus Stop in this section services the Orbiter and seven other bus routes.
6. The options for locating bus stops along this commercial part of Riccarton Road are very limited.
7. The extension would require the removal of two car parking spaces to the east of the existing bus stop. The shop owners and the tenants at numbers 100 to 112 Riccarton Road have been consulted and most feel that this will be detrimental to their businesses. Some had earlier expressed opposition to the existence of a bus stop at this location.

FINANCIAL IMPLICATIONS

8. Costs for extending the existing bus stop by two parking spaces and changing the markings (approx \$1,000) will be met from the Passenger Transport Infrastructure budget available for the provision of new bus stop installations.

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

9. Yes.

LEGAL CONSIDERATIONS

10. The Council is the road authority for all the roads along this section of the bus route, and has delegated the imposing of parking restrictions along the sides of these roads to the Board. The Land Transport rules provide for the installation of regulatory parking restrictions including bus stops.

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

11. Yes, see above.

11 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. LTCCP – Transport and Greenspace Capital Programme.

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

13. As per above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

15. Yes. Our Community Plan.

CONSULTATION FULFILMENT

16. All property owners and business tenants between 100 and 112 Riccarton Road were invited to give their feedback on the proposal to extend the bus stop during late 2006. Many were not supportive of losing on-street parking. However many agreed that the current bus stop situation is not acceptable. Their feedback is summarised in **Attachment 2**.

STAFF RECOMMENDATION

That the Riccarton/Wigram Community Board approve:

- (a) that the existing bus stop on the northern side of Riccarton Road commencing at a point 16 metres east from the intersection with Rimu Street and extending in an easterly direction for a distance of 18 metres, be revoked.
- (b) that the two existing P60 parking spaces to the east of the existing bus stop commencing at a point 34 metres east from the intersection with Rimu Street and extending in an easterly direction for a distance of 12 metres, be revoked.
- (c) That a bus stop be installed on the northern side of Riccarton Road commencing at a point 16 metres East from the intersection with Rimu Street and extending in an easterly direction for a distance of 30 metres.

BACKGROUND (THE ISSUES)

17. The Canterbury Regional Council and the bus companies have strongly requested that the Bus Stop located on the northern side of Riccarton Road opposite Rotherham Street be extended. Several times each day the situation has arisen where two buses at the same time have attempted to use the stop space. This has resulted in blockages of the roadway and unsafe passing manoeuvres being attempted.
18. Riccarton Road operates at capacity traffic volume. The existing Bus Stop in this section services the Orbiter and seven other bus routes. It is about 18 metres long, but with the number and frequency of buses on these routes, it has been found that the single length bus bay in this location is quite inadequate. This proposed bus stop extension would allow two buses to pull in to the bus stop at the same time.
19. When this bus stop was installed, the staff recommendation was for it to be long enough to accommodate two buses fully pulled in close to the kerb, clear of the adjacent traffic lane. As a result of opposition by local retailers, concerned about losing car parking outside their shops, the current 18 metre bus stop was installed as a compromise. It has always been inadequate for the conditions.

11 Cont'd

20. The options for locating bus stops along this commercial part of Riccarton Road are very limited. The stop is sited at the most suitable location of this block. The signalised crossing at the adjoining Rimu Street intersection provides pedestrians with a relatively safe means of crossing the street.
21. Within this section of the street, kerbside parking is used extensively by shoppers and the staff of the small frontage shops. The density of traffic on the road, lack of a clear area along the kerb, and the vehicles queuing at the approach to the Riccarton Road/Straven Road signalised intersection, all compound difficulties for the drivers of busses to pick-up or let-down passengers.
22. The shop owners and the tenants at numbers 104 to 110 Riccarton Road have been consulted and have been provided with details of this proposal. The bus stop extension would require the removal of two car parking spaces. This is perceived by the shopkeepers to be detrimental to their businesses. Some had earlier expressed opposition to the existence of a bus stop at this location.
23. Crash statistics recorded by NZ Police and accessed through the Land Transport NZ Crash Analysis System show one crash that involved a bus and a pedestrian, at the intersection of Riccarton Road and Rotherham Street, on 16 August 2005, where an eastbound bus hit a pedestrian (aged 33) who was crossing the road from the left (ie north) side.
24. There are many other anecdotal reports of near misses involving or relating to buses, often involving pedestrians walking out on the signalised pedestrian crossing while a bus is stopped with its back end protruding into the roadway and blocking sight lines for vehicles approaching from the east. The drivers cannot see the pedestrian who walks into their path from behind the stopped bus. In addition, there are many reports of the stopped bus blocking the carriageway, causing long queues of vehicles back along Riccarton Road. These safety and traffic hold up issues are occurring with sufficient frequency that bus drivers are very concerned and have threatened , through their Union, to refuse to stop at this bus stop when another bus is stopped in front already. This has already taken place – with potential or intending passengers being left behind and onboard passengers being taken to the next bus stop – at Mandeville Street.

THE OBJECTIVES

25. The objective of this proposal is to reduce congestion in Riccarton Road caused currently by buses failing to pull in to the bus stop because there is not enough length to accommodate two buses.

THE OPTIONS AND ASSESSMENT

26. Several options for relocating the bus stop toward the east and to the west have been considered and rejected as part of this project.
27. Any relocation is considered impractical due to the imminent start of work on the Riccarton Road section of the Bus Priority programme, which may require further changes within the next two years.
28. Any relocation would take the bus stop away from one of its main catchment zones – that of Rotherham Street shops, bars and restaurants, and the east end of Riccarton Mall which includes the cinema, which are host to many teen and young people as well as adult patrons by day and well into the evening. These people use the bus stop, and perhaps more importantly also create on street activity that offers a degree of surveillance for people going to and waiting at the bus stop. Relocation of the stop away from the sight lines of Rotherham Street could have a negative impact on safety.

11 Cont'd

29. **Relocating the bus stop to the east.** Any options east of the current location would have to be situated so as to enable the Orbiter bus to pull out into the traffic stream and move to the right turning lane, which at many times of the day is full beyond the end of the lane markings. The only possible sites for this option would be up to 24 metres (4 car parking spaces) east of the current bus stop. This would require the removal of at least six, possibly eight car parking spaces required to enable the bus to pull in and out, where at present it pulls in over the no stopping area west of the Rimu Street intersection and pedestrian crossing. This is considered to be unsatisfactory from an access perspective, would probably result in similar problems with buses being unable to pull in completely, and would almost certainly be unpopular among all the retailers along that stretch of Riccarton Road. A more easterly location would also make the distances to the neighbouring bus stops unequal, and would bring the bus stop in question too close (338 metres) to the next one east, which is opposite the church at Mandeville Street. It would also take the bus stop away from the catchment area that it was introduced to serve.
30. **Relocating the bus stop to the west** also removes it from the catchment area described above, although the only adequate site is outside the AMI Building which would be closer to the Division Street mall entrance. This location, on the arrival side of an intersection, is not recommended for traffic and pedestrian safety. Again, issues with parking loss would arise, with the removal of at all seven car parking spaces in that section of Riccarton Road being needed to provide the length of the double bus stop, as well as using the driveway to the west of 116 Riccarton Road (AMI) as a taper in, and ensuring a clear path for the bus to pull out around the kerb build out and over the Rimu Street intersection for its departure. Also a more westward location would bring this bus stop too close (185 metres) to the previous one opposite the mall car park. Relocation to the west would also be likely to require the relocation of the opposing bus stop on the south side of Riccarton Road, in order to maintain pairing of bus stops.
31. Another option would then be to remove this bus stop entirely. The distance between the two neighbouring stops is 750 metres, which is outside the desired limits according to the Council's Bus Stop Location Policy.
32. The preferred and recommended option is to extend the current bus stop by two car parking spaces, the minimum needed to provide room for two buses to pull in against the kerb clear of the adjacent traffic lane. This recommendation retains the sight lines to Rotherham Street, giving a degree of surveillance of the bus stop and it also minimises the disruption to on-street parking. The current bus stop location on the departure side of the intersection and pedestrian crossing is recommended for optimal sight lines for both pedestrians and traffic. Keeping the bus stop where it is means that the opposing bus stop does not have to be moved, and minimises cost in terms of signage and street marking.

THE PREFERRED OPTION

33. The option to extend the current bus stop by two car parking spaces, the minimum needed to provide room for two buses to pull in against the kerb clear of the adjacent traffic lane. is the staff recommendation.

Attachment 1 Photos



The existing bus stop from the south side of Riccarton Road looking northeast.



The existing bus stop from the south side of Riccarton Road looking Northwest



Looking west along Riccarton Road – the bus is waiting to pull out from the stop – note that it has stopped half in, half out of the painted bus stop area.



Two buses stopped at the bus stop. Note both buses parked out on roadway.



One bus, stopped well back on the bus stop – protruding out into the roadway.

Bus stop extension Riccarton Road opposite Rotherham Street

Attachment 2

Feedback from Consultation carried out during late 2006

100 Riccarton Road

Strongly object due to perceived impact on business - previous experience was that people loitered outside, parking was limited and they lost business.

104A Riccarton Road

Strongly opposed due to congestion - want the stop moved to outside the AMI Building.

104 B Riccarton Road

Strongly object due lack of parking already, as they have couriers and customers calling who need quick access into shop.

106 Riccarton Road

Will object - says it is the right turners into Rotherham that cause the problem.

108 Riccarton Road

Strongly objects and will take council to court. Wants stop at AMI. Says kerb extension prevents buses pulling in properly.

108 Riccarton Road

Says two buses pull in ok now.

110 Riccarton Road

Has problems with boys waiting for bus - prevent customers coming in around 3pm Wants stop moved outside AMI building.

112 Riccarton Road

Not opposed to lengthening bus stop - as she is concerned about safety of pedestrians on crossing being hidden from view of west bound motorists by end of bus protruding into carriageway. Also concerned about 30 or so Boys High boys waiting at stop - tampering with merchandise - causing a drop off in business around 3pm.

Bus operator

Serious safety issues as multiple buses pulling in and out of bus stop - suggest extending or moving the bus stop to a bigger space. Proximity of pedestrian crossing and staggered entry of side streets needs to be considered.

12. APPLICATION TO RICCARTON WIGRAM 2007/2008 DISCRETIONARY FUNDING - TANGATA 2 TANGATA PROGRAMME

General Manager responsible:	Community Support Unit General Manager, Michael Aitken, DDI 941-8986
Officer responsible:	Community Support Unit Manager
Author:	Ian Burn, Community Development Advisor

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board for \$16,500 from the Boards 2007/08 Discretionary Fund towards the costs of providing the Tangata 2 Tangata programme at Hornby High School in the 2008/09 year.

EXECUTIVE SUMMARY

2. Tangata 2 Tangata runs the "Navigate" programme which is aimed at supporting Pacific Island students at Hornby High School. "Navigate" has been operating in Hornby High School since February 2006. It offers a holistic programme specifically designed and delivered in a culturally appropriate manner. The course content ranges from goal setting, health, nutrition and physical activity, cultural awareness, communication skills and problem solving. It helps students to identify with their culture and background as well to look at their potential. By raising the importance of education the students are able to secure a promising future.
3. "Navigate" works with families in their own homes encouraging them to make small changes in regard to health, nutrition, and physical activity and celebrates these with a duathlon. As a result students and their families feel supported and become more confident in engaging with the wider community and start to participate in local community activities.
4. The programme successfully addressing the long term issue identified in the Board's Community and Social Matrix: "The lack of programmes for youth". Council initiated research in 1998, on the needs of youth in the Riccarton/Wigram area identified the need for culturally appropriate programmes for youth. Hornby High has a high percentage of Pacific Island students. If this project is not funded it will impact negatively on Pacific Island students at Hornby High School.
5. Tangata 2 Tangata originally intended to apply for these funds from the Strengthening Communities Fund 2008/09, but the key worker was unable to submit the application in time. The failure to submit the application was partly due to this worker having an ongoing family medical emergency in the time leading up to the application due date. The group were well informed of deadlines and changes to the funding schemes the same as any other applicant. Approving the funding under discretionary brings the integrity of the application process into question being that other applicants were able to get their applications in on time.

FINANCIAL IMPLICATIONS

6. The following outlines budgetary requirements for 2008/09:

Item	Cost	Amount Requested
Salary	\$30,000	\$10,000
Resources/Stationery	\$ 3,500	\$ 2,000
Cell Phone	\$ 2,500	\$ 1,000
Community Evenings (2)	\$ 3,000	\$ 2,000
Leadership Group	\$ 3,000	\$ 1,500
Mileage	\$ 3,500	
Total Cost	\$45,500	\$16,500

12 Cont'd

7. This organisation will receive \$5,000 from registration/user fees in the coming year and is seeking \$24,000 from the Community Organisation Grants Scheme and Canterbury Community Trust. Last year the organisation received \$16,000 from the Community Board Project funding scheme.

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

8. Yes see page 172, regarding the discretionary fund.

LEGAL CONSIDERATIONS

9. There are no legal issues to be considered.

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

10. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Yes.

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

12. Yes see page 172, regarding the discretionary fund.

ALIGNMENT WITH STRATEGIES

13. Yes in alignment with the Strengthening Community Strategy.

Do the recommendations align with the Council's strategies?

14. Yes, this project contributes to the Council outcomes:
A City of Inclusive and Diverse Communities.
A City of Recreation, Fun and Creativity.
A Healthy City.
15. It is also in alignment with the following policies:
Social Wellbeing Policy
Community Policy
Recreation Policy
Youth Strategy
16. It also is in alignment with the Riccarton/Wigram Board objective 'Contribution to Increased Social Well Being in Riccarton/Wigram area.'

CONSULTATION FULFILMENT

17. All appropriate consultation has been undertaken

STAFF RECOMMENDATION

That the Community Services Committee recommends to the Board to decline Tangata 2 Tangata funding application of \$16,500 from its 2007/08 Discretionary Fund.

13. **RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE – REPORT OF 20 MAY 2008**

General Manager responsible:	General Manager Regulation and Democracy Services, Peter Mitchell, DDI 941 8462
Officer responsible:	Democracy Services Manager
Author:	Liz Beaven, Community Board Adviser

PURPOSE OF REPORT

The purpose of this report is to submit the outcomes of the Community Services Committee meeting held on Tuesday 20 May 2008.

The meeting was attended by Judy Kirk (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn, Peter Laloli, Mike Mora, and Bob Shearing.

1. DEPUTATION BY APPOINTMENT

Nil

2. PETITIONS

Nil

3. BRIEFINGS

Nil

4. APPLICATION TO THE RICCARTON/WIGRAM COMMUNITY BOARD'S DISCRETIONARY FUND – TANGATA 2 TANGATA PROGRAMME

The Committee considered a report for a funding application for \$16,000 from the Board's 2007/08 Discretionary Fund towards the costs of providing the Tangata 2 Tangata Programme at Hornby High School in the 2008/09 year.

The Committee voiced concern about the funding application. The applicant, owing to family circumstances, had missed the deadline for applying for the Board's Strengthening Communities 2008/09 Funding.

The Committee requested that staff seek a legal opinion on the granting of the application from the Board's Discretionary Funding when other organisations may not be granted any funding under the Strengthening Communities Funding.

The Committee's recommendation on this matter is recorded under clauses 5.1 of this report.

5. COMMITTEE RECOMMENDATION

- 5.1 That the matter of the application to the Riccarton/Wigram Community Board's Discretionary Fund – Tangata 2 Tangata Programme be considered at 3 June 2008 Community Board meeting, along with any other applications received.

The meeting finished at 6.25pm.

14. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE – REPORT OF 23 MAY 2008

General Manager responsible:	General Manager Regulation and Democracy Services, Peter Mitchell, DDI 941 8462
Officer responsible:	Democracy Services Manager
Author:	Liz Beaven, Community Board Adviser

PURPOSE OF REPORT

The purpose of this report is to submit the outcomes of the Transport and Roading Committee meeting held on Friday 23 May 2008.

The meeting was attended by Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Judy Kirk, Peter Laloli, and Bob Shearing.

Apologies for absence were received and accepted from Beth Dunn.

1. DEPUTATIONS BY APPOINTMENT

The Committee received deputations in relation to the Riccarton Road/Rotherham Street – Bus Stop Extension from:

- Mr Maurice Fenton, Paragon Shoe Repair, 108 Riccarton Road
- Mr Barry Grose, Two Chairs Cutting It, 106 Riccarton Road

Mr Fenton and Mr Grose outlined that they did not support the extension of the bus stop and discussed the impact on their respective business of the bus stop.

- Mr Paul McNoe, Chief Executive, Red Bus Company
- Ms Kirsten Schriifer, Operations Planner Passenger Services, ECAN.

Mr McNoe and Ms Schriifer spoke in support of extending the bus stop as a safety measure.

The Committee's recommendation on this matter is recorded under clause 11.4 of this report.

2. CORRESPONDENCE

Nil

3. BRIEFINGS

Nil.

4. CARMEN ROAD – MINOR SAFETY WORK

The Committee considered a report seeking a recommendation from the Board to Council (via the Committee) for approval of proposed installation of parking restrictions on Carmen Road (State Highway 1) from Buchanans Road south to the Railway Crossing, Hornby.

The Committee's recommendation on this matter is recorded under clause 11.1 of this report.

5. INSTALLATION OF TRAFFIC SIGNAL OUTSIDE 55 SHANDS ROAD AND HEAVY TRAFFIC RESTRICTION TO SEYMOUR STREET AND SKERTEN AVENUE

The Committee considered a report seeking a recommendation from the Board to Council (via the Committee):

- (a) For the installation of traffic signals at Seymour Street and Shands Road intersection as the result of the former Glassworks development at 55 Shands Road.
- (b) To restrict heavy traffic on Seymour St and Skerten Avenue pursuant to Section 70AA of Transport Act 1962.

14 Cont'd

- (c) To declare the provision of a cycle lane as indicated on the plan.
- (d) Board's approval for a stopping restriction along the frontage of the development as shown on the plan.

The Committee's recommendation on this matter is recorded under clause 11.2 of this report.

6. **AIDANFIELD SUBDIVISION – PROPOSED ROAD AND RIGHT OF WAY NAMING**

The Committee considered a report to recommend to the Board to three new road names and one new right of way name within the Aidanfield Subdivision Stage 7A subdivision.

The Committee's recommendation on this matter is recorded under clause 11.3 of this report.

7. **RICCARTON ROAD/ROTHERHAM STREET – BUS STOP EXTENSION**

The Committee considered a report to recommend to the Board to approve the extension of an existing bus stop on Riccarton Road, east of the intersection with Rimu Street and opposite the entrance to Rotherham Street.

The Committee requested that the options that were considered and found not suitable for the positioning of the bus stop be outlined in the report. The Committee also requested further information on the two reported accidents in the vicinity of the bus stop.

The staff recommendation on being put to the meeting was declared **carried** on division number 1 by 4 votes to 3 including the Chairperson's casting vote, the voting being as follows:

- For (4):** Judy Kirk, Bob Shearing, Mike Mora, Chairperson's casting vote
Against (3): Helen Broughton, Jimmy Chen, Peter Laloli.

The Committee's recommendation on this matter is recorded under clause 11.4 of this report.

8. **BUS STOP RELOCATION – 56 ILAM ROAD TO 28 ILAM ROAD**

The Committee considered a report to approve the location of a replacement bus stop in Ilam Road, following the decision in July 2007 to remove a bus stop outside 56 Ilam Road and relocate it outside 28 Ilam Road..

The Committee's recommendation on this matter is recorded under clause 11.5 of this report.

9. **UPDATE ON CURRENT TRANSPORT ISSUES**

The Committee considered the circulated spreadsheet providing an update on current transport issues in the Riccarton/Wigram community and staff noted amendments and requests for further information including:

The Committee welcomed Rod Auton, New Zealand Trucking Association and Peter Goodman, NZ Road Transport Association, to discuss the issues of heavy trucks using Gilberthorpes Road. The Committee requested that the issue be discussed further at the Committee's June meeting.

The Committee requested that parking restrictions for Yaldhurst Road in the vicinity of the Upper Riccarton Domain be discussed at the Committee's June meeting.

Weng-Kei Chen, Asset Policy Manager, updated the Committee on the Marsham Road and Neathwest Avenue. Mike Mora advised that he had received a request for a public meeting to be held on the proposed traffic management for the intersection.

14 Cont'd

Kirsten Schriiffer, ECAN, advised the Committee on the current consultation being held on the South East and West Metro Bus Services.

Bob Shearing discussed with the Committee the recent Council Strategy and Planning Group visit to the Hornby area and suggested that urgent consideration be given to the extension of Chalmers Street by way of a bypass under the railway line and through Kyle Park to Waterloo Road.

Bob Shearing advised that he had been approached by Halswell residents to have a footpath installed on the north side of Sparks Road from Halswell Road to Macartney Avenue.

The Committee's recommendation on the above matters is recorded under clauses 11.5 and 11.6 of this report.

11. COMMITTEE RECOMMENDATIONS

11.1 CARMEN ROAD – MINOR SAFETY WORK

The Committee's recommendation on this matter is recorded in the separate report to this meeting of the Board (Clause 8 of this agenda refers).

11.2 INSTALLATION OF TRAFFIC SIGNAL OUTSIDE 55 SHANDS ROAD AND HEAVY TRAFFIC RESTRICTION TO SEYMOUR STREET AND SKERTEN AVENUE

The Committee's recommendation on this matter is recorded in the separate report to this meeting of the Board (Clause 9 of this agenda refers).

11.3. AIDANFIELD SUBDIVISION – PROPOSED ROAD AND RIGHT-OF-WAY NAMING

That the Board approve the proposed road and right-of-way names within Aidanfield Subdivision Stage 7A as 'Donovan Close', 'Somerville Crescent', 'Eliza Place' and 'Ambrosia Lane'.

11.4. RICCARTON ROAD/ROTHERHAM STREET – BUS STOP EXTENSION

That the Committee recommend to the Board:

- (a) That the existing bus stop on the northern side of Riccarton Road commencing at a point 16 metres east from the intersection with Rimu Street and extending in an easterly direction for a distance of 18 metres, be revoked.
- (b) That two existing P60 parking spaces to the east of the existing bus stop commencing at a point 34 metres east from the intersection with Rimu Street and extending in an easterly direction for a distance of 12 metres, be revoked.
- (c) That a bus stop be installed on the northern side of Riccarton Road commencing at a point 16 metres East from the intersection with Rimu Street and extending in an easterly direction for a distance of 30 metres.

11.5. BUS STOP RELOCATION – 56 ILAM ROAD TO 28 ILAM ROAD

That the Committee recommend to the Board:

- (a) That the existing bus stop located outside 56 Ilam Road be revoked.
- (b) That the Board rescind the resolution made on 20 September 2007 to locate the new stop 82 metres south of the intersection of Ilam Road with Kirkwood Avenue.

14 Cont'd

- (c) That new bus stop commencing at a point 224 metres south of the intersection of Ilam Road with Kirkwood Avenue, 1 metre north of the edge of the kerb crossing for the driveway of Ilam Lifecare Resthome, and extending 18 metres in a northerly direction.

11.5. EXTENSION OF CHALMERS STREET TO WATERLOO ROAD

Given the recent visit to Hornby by the Strategy and Planning Group the Riccarton Wigram Community Board request urgent consideration be given to the extension of Chalmers Street under the railway lines and across Kyle Park.

11.6. FOOTPATH ON SPARKS ROAD FROM HALSWELL ROAD TO MACARTNEY AVENUE

That the Riccarton/Wigram Community Board request urgent priority be given to the installation of a footpath on the north side of Sparks Road from corner of Halswell Road to Macartney Avenue.

The meeting concluded at 10.25am.

3. 6. 2008

42

- 15. COMMUNITY BOARD ADVISER'S REPORT**
- 16. ELECTED MEMBERS INFORMATION EXCHANGE**
- 17. QUESTIONS UNDER STANDING ORDERS**