



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE AGENDA

FRIDAY 20 JUNE 2008

AT 8AM

AT SOCKBURN SERVICE CENTRE

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

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

Community Board Adviser

Liz Beaven

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- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
- PART C - DELEGATED DECISIONS**

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

5. MASHAM ROAD AND KINTYRE DRIVE – INSTALLATION OF ‘STOP’, CYCLE LANE AND NO STOPPING RESTRICTION



General Manager responsible:	General Manager City Environment, Jane Parfitt DDI 941-8608
Officer responsible:	Asset and Network Planning Unit Manager
Author:	Weng-Kei Chen, Asset Policy Engineer Malcolm Taylor, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of the report is to seek the Committee:-
 - (a) recommendation to the Board and the Council for the installation of no stopping restrictions, cycle lane along Masham Road, Kintyre Drive and Neathwest Avenue as shown in **Attachment 1** (which indicates the long term proposals). There is already an existing “Give Way” control on Kintyre Drive at Masham Road intersection.
 - (b) recommendation to the Board to review the future traffic control priorities at the intersection of Neathwest Avenue/Kintyre Drive as a result of changing traffic conditions.

EXECUTIVE SUMMARY

2. The transport requirements to serve the recent rezoned land in Masham Block are the construction of three accesses located at Buchanan Road, Masham Road and Yaldhurst Road.
3. The construction of Buchanan Road access has now been completed and a subdivision consent was recently granted for the development by Enterprise Home Ltd with access from Masham Road.
4. The existing Neathwest Avenue, Kintyre Drive and Masham Road intersections will require alterations to accommodate the traffic as a consequence of the new planning zone. The proposed plan as shown in the attachment has been approved by Transit NZ who controls Masham Road.
5. A consultation plan showing the extent of the proposed work was delivered to residents and 29 submissions were received with 20 of the submitters indicating their support and also they raised some of their concerns.
6. The proposed change to existing Masham Road and Kintyre Drive consists of:
 - (a) widening of Masham Road to accommodate a left turning lane to Kintyre Road.
 - (b) widening of Kintyre Drive to accommodate cycle lanes and traffic lane for entry; cycle lane and two traffic lanes for exit.
7. The intersection of Kintyre Drive and Neathwest Avenue currently has priority for traffic on Kintyre Drive. Initially it is proposed to retain this priority arrangement, but, as a result of the completion of the proposed new development or as a result of changing traffic conditions, it is proposed that the existing vehicles rights of way be revisited by the Board.
8. The option of a small roundabout at Kintyre Drive and Neathwest Avenue was considered and is not a preferred option. This option will create safety concerns for accesses to the existing properties at No's 4, 6 and 8 Kintyre Drive. It will compromise safety to cyclists using the proposed cycle lanes and the efficiency of the network when the projected traffic demands on Neathwest Avenue exceed that of Kintyre Drive.

FINANCIAL IMPLICATIONS

9. This work is being carried out by the developer and at no cost to Council.

5 Cont'd

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

10. Yes.

LEGAL CONSIDERATIONS

11. The Land Transport Rule provides for the installation of traffic controls, cycle lane and no stopping restrictions and these require Council and or Board delegated approvals as set out in Councils by laws and delegations.

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

12. Yes as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. The issues being considered are consistent with the Councils objectives in the LTCCP page 152 'Street 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.

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

14. Yes.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

16. Yes.

CONSULTATION FULFILMENT

17. 29 submissions were received and they are summarised in **Attachment 2**.
18. Further discussion was also held with owners of the property at 10 Kintyre Drive and their request for an extra parking space along Neathwest Avenue can be accommodated by extending the proposed intended parking.

STAFF RECOMMENDATION

It is recommended that the Committee recommends to Board:

- (a) That the Board monitors the likely changes to the intersection of Kintyre Drive and Neathwest Avenue as a consequence of the development of the new residential area with the view to change the existing priority at the intersection if required.
- (b) 'No Stopping' of vehicles to be prohibited outside 10 Kintyre Drive at anytime on the Western side of Kintyre Drive commencing at the intersection of Neathwest Avenue extending in the Southerly direction for a distance of 15 metres.
- (c) 'No Stopping' of vehicles to be prohibited outside 1 Kintyre Drive at any time at a point 8.5m north of the South West corner of 1 Kintyre Drive extending in the northerly direction along the eastern kerb and channel of Kintyre Drive for a distance of 17 metres.

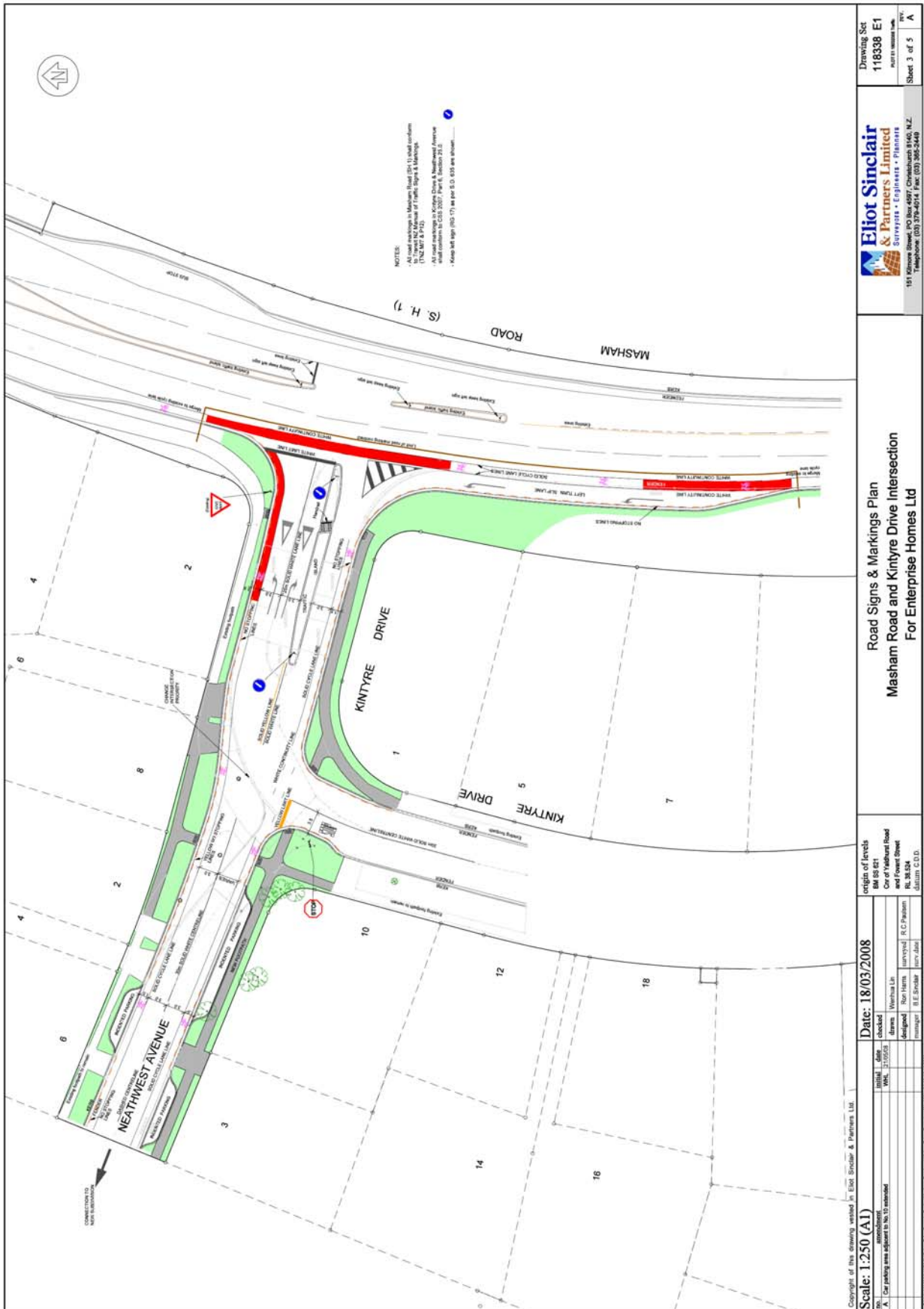
5 Cont'd

It is recommended that the Committee recommends to Board to recommend to Council:

- (a) 'Cycle Lanes' to be installed along Kintyre Drive and Neathwest Avenue on both sides of these roads commencing from Masham Road extending in the Westerly direction for a distance of 110 metres. Their implementation will also prohibit stopping of vehicles along these roads except where parking bays are provided.
- (b) 'No Stopping' of vehicles to be prohibited along the left turn lane to Kintyre Drive commencing from southern corner of Masham Road and Kintyre Drive intersection extending in the southerly direction for a distance of 70 metres.

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14 May 2008

«Title» «Name» «Surname»
 «Company»
 «Street»
 «Address_1»
 «Suburb»
 «TOWN» «POSTCODE»

Dear Sir/Madam

NEATHWEST AVENUE – PROPOSED STREET IMPROVEMENTS

I thank you for the time and effort you put in for your submissions to the above project. The Council received 29 submissions and they are summarised as follows:

- 20 submissions indicate support to the changes with some concerns.
- 9 submissions indicate their opposition.

The 20 supporting the changes raised a number of issues and they are as follows:

- Signage and numbering of properties.
- Delay for right turner to Masham Road.
- Suggest roundabout instead of Tee intersection.
- Increased traffic to the area.
- Pedestrian Crossing to be better defined.

The 9 submissions not supporting the changes for the following reasons:

- Yaldhurst Road entry to be constructed first.
- Do not support no stopping restriction along Neathwest Avenue.
- Stop sign will cause delay at Kintyre Drive.
- Delay for right turner to Masham Road with increased traffic.
- Do not want change.
- No change to existing median.
- Need right turn lane to Kintyre Drive at Masham Road to be extended.
- No to 'Stop' sign at Kintyre Drive losing priority to new residents.

By way of background Masham Road access is one of the three accesses required to serve the zone change from 'Rural' to 'Living' for the Masham block. The other two accesses are at Buchanan Road and Yaldhurst Road.

The anticipated traffic growth requires alteration to the existing road network and this proposal has the approval of Transit NZ that manages the state highway and Masham Road is a part of the network.

The proposal plan (see attached) provides the following:

- Widening of Masham Road to provide a left turning lane for entry into Kintyre Drive and maintaining two north bound traffic lanes.
- Widening of Kintyre Drive at Mashams Road intersection to provide a right turn lane, a left turn lane and a cycle lane for traffic coming out of Kintyre Drive and likewise for a free left turn lane into Kintyre Drive. The provision of marked cycle lane also provides a no stopping restriction to that part of Kintyre Drive.
- A tee-intersection at Kintyre Drive and Neathwest Avenue with a Stop control at Kintyre Drive. A 'Stop' control is appropriate due to the existing boundary fence that will create a slight inadequacy for sight distance for traffic from Masham Road.
- In replacing the current landscaping at the existing median island, Council is requiring the developer to provide landscaping features at Kintyre/Neathwest intersection. These works will be carried out in consultation with the affected properties frontage.

The changes to the road network is funded by the developer and the construction is to commence soon. The staff will be preparing a report to the June Riccarton and Wigram Community Board for their consideration on 'stop', 'Give Way', Cycle Lane, and no stopping restriction at intersections and lanes.

I thank you again for your interest in this project.

Yours faithfully



Weng Kei Chen
ASSET POLICY ENGINEER
CITY ENVIRONMENT GROUP

6. MANDEVILLE STREET PROPOSED “NO STOPPING” RESTRICTION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee’s recommendation to the Board for approval to install “No Stopping” lines on Mandeville Street. **(Refer to Attachment 1).**

EXECUTIVE SUMMARY

2. Prior to 2004, lanes marked for cyclists were not legally recognised as a special vehicle lane and vehicles were able to park in them. To overcome any issues with vehicles parking in these lanes specially marked for cyclists. “No Stopping” lines were installed.
3. With the inclusion of cycle lanes as a special vehicle lane in 2004 as part of the Land Transport Rule, Traffic Control Device 2004, vehicles are now prohibited from parking in cycle lanes. This meant that “No Stopping” lines are no longer required as it is covered in the national road rules.
4. As a result some cycle lanes have therefore been installed without “No Stopping” lines. The Parking Enforcement Officers are however, now experiencing difficulties in enforcing vehicles parked in the cycle lanes throughout the city where “No Stopping” lines have not been installed. One area of concern is in Mandeville Street, outside Placemakers.
5. The cycle lane was installed on the eastern side of Mandeville Road between Blenheim Road and south of Leslie Hills Drive as part of the Blenheim Road Deviation project, during 2007.
6. There is a heavy demand for on street parking in this area due to its commercial nature. Therefore, it is proposed to install “No Stopping” lines along this section of Mandeville Street, to reinforce the parking restriction and to provide a safe area for cyclists.
7. Other areas of concern in the city will be considered separately.

FINANCIAL IMPLICATIONS

8. An estimated cost for this work is \$250.

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

9. The installation of road signs and markings are within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

10. Clause 4 of the Christchurch City Council Traffic and Parking Bylaw 1991 allows Council to impose by resolution parking, standing and no stopping restrictions.

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

11. As noted in paragraph 10.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

6 Cont'd

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

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

15. As noted in paragraph 14.

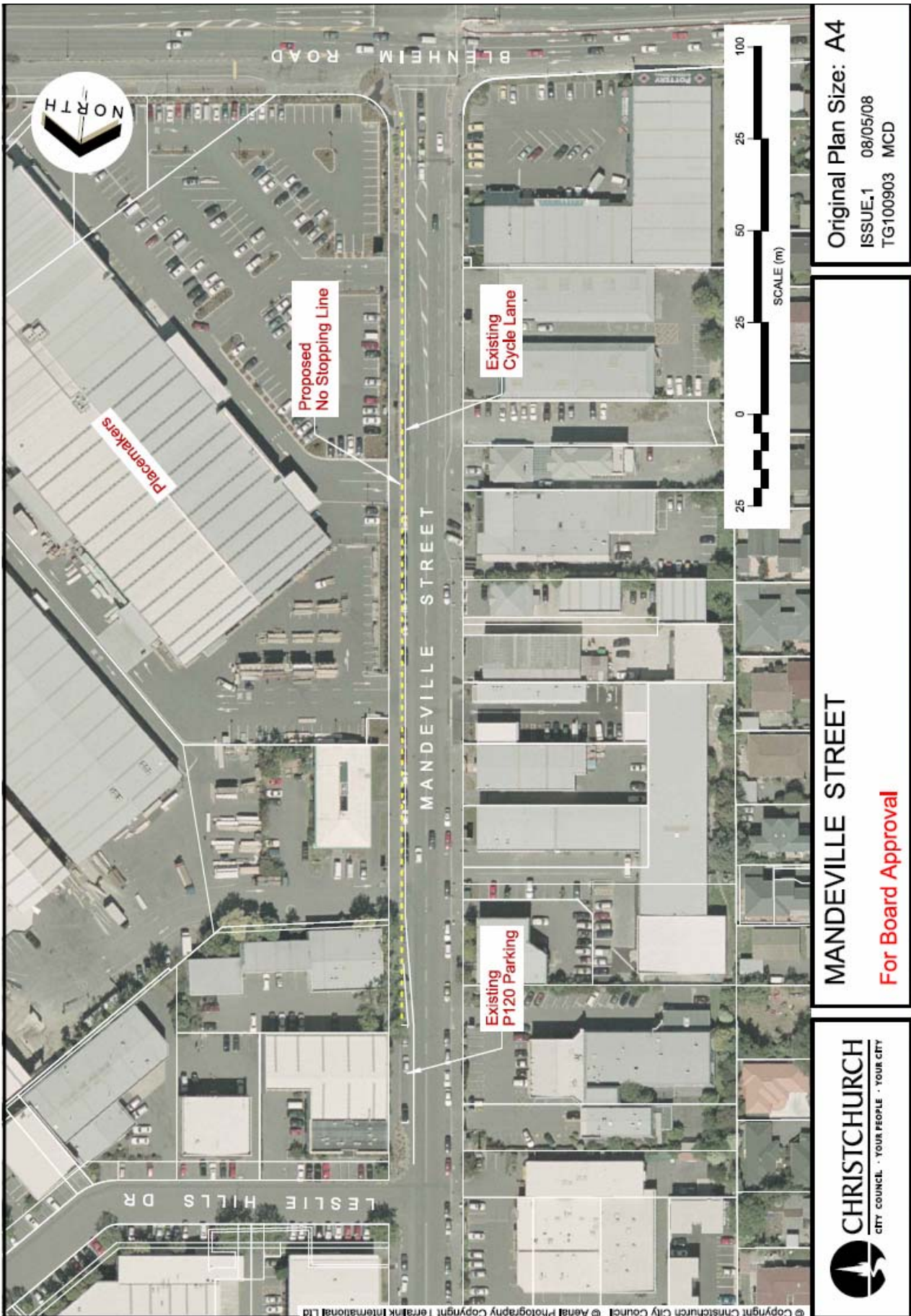
CONSULTATION FULFILMENT

16. The Central Riccarton Resident's Association support this proposed work.

STAFF RECOMMENDATION

That the Committee recommend to the Board:

- (a) That the parking of vehicles (within the cycle lane) are prohibited at any time on the eastern side of Mandeville Street commencing at a point 221 metres from its intersection with Leslie Hills Drive and extending in a southerly direction for a distance of 70 metres be revoked.
- (b) That the parking of vehicles (within the cycle lane) be prohibited at any time on the eastern side of Mandeville Street commencing at a point 41 metres from its intersection with Leslie Hills Drive and extending in a southerly direction for a distance of 250 metres.



7. PEER STREET PROPOSED PARKING RESTRICTION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board for approval for the installation of a five minute parking restriction operating during the hours of 8am to 9am and 2.30pm to 3.30pm, on school days on the west side of Peer Street, north of Yaldhurst Road, Upper Riccarton. **(Refer to Attachment 1)**.

EXECUTIVE SUMMARY

2. Villa Maria College have requested the installation of a short term drop off and pick up area on the west side of Peer Street near the school's entrance.
3. Peer Street is classified as a minor arterial road in the cities network, carrying an average of 12,770 vehicles per day. A number of students are picked and dropped off daily at this location.
4. The installation of some short term parking in this area on school days would assist in the safety of student movements. Parking for the purpose of dropping off and picking up students in this area on the east side of Peers Street, is not an issue at this time.

FINANCIAL IMPLICATIONS

5. An estimated cost for this work is \$250.

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

6. The installation of road signs and markings are within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

7. The Land Transport Rule provides for the installation of parking restrictions.

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

8. As noted in paragraph 7.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes.

Safety: By providing a safe transport system.

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

10. This contributes to improve the level of service for safety and parking.

ALIGNMENT WITH STRATEGIES

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

7 Cont'd

Do the recommendations align with the Council's strategies?

12. As noted in paragraph 11.

CONSULTATION FULFILMENT

13. The coordinators of the adjacent property (Mercy House and McAuley House) and the Parking Enforcement team support this work.

STAFF RECOMMENDATION

That the Committee recommend to the Board that the parking of vehicles be restricted to a maximum period of 5 minutes, from 8am to 9am and 2.30pm to 3.30pm, on school days, on the west side of Peer Street commencing at a point 268 metres from its intersection with Yaldhurst Road and extending in a northerly direction for a distance of 23 metres.

20. 6. 2008

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Original Plan Size: A4
 ISSUE.1 12/05/08 Proj No.
 TG100904

PEER STREET
 Proposed Parking Restriction
For Board Approval



8. **PICTON AVENUE KERB AND CHANNEL RENEWAL, PEVEREL STREET TO BLENHEIM ROAD**

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval via this Committee to the Board for the Picton Avenue (Peverel Street to Blenheim Road) Kerb and Channel Renewal project to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The Picton Avenue Kerb and Channel Renewal area extends from Peverel Street to Blenheim Road.
3. The primary objective of the project is to replace the existing kerb and covered dish channel with kerb and flat channel between Riccarton Road and Suva Street. Secondary objectives are to improve drainage (particularly at Elizabeth and Lyndon Streets), maintain the local road character, and maintain or enhance facilities for pedestrians.
4. Full pavement reconstruction is required, and is recommended to provide a secondary flow path and reduced pipe work. Improved alignment and storm water upgrades will also help reduce the incidence of flooding which is a known problem in the street.
5. Picton Avenue is a local road between two busy arterial roads. The section from Peverel Street to Blenheim Road is residential, with a high proportion of infill and rental housing including students as well as elderly. This area is bounded on the south and east by urban industrial areas, and to the north by Riccarton road shops and businesses. A small park bounds the north-western end of the project area, and Playmates Nursery School is close to the Burdale Street intersection.
6. Initial community consultation identified issues about traffic speed and the use of the street as a cut through, as well as drainage. There was also some dissatisfaction with the changes made as part of the first stage of kerb and channel renewal in the northern end of the street, in particular the 9 metre carriageway width, which caused concerns about parking and visibility.
7. A plan was developed for consultation which would accommodate some of these concerns, while aiming for a consistent road environment with street calming features suitable for the residential nature of the street. Key aspects of the plan include a curved alignment for street calming and to minimise disruption to underground services, 6.8 metre – 7 metre narrowings at intersections, and a widened 10 metre carriageway to accommodate parking demand.
8. Approximately 70% of 74 respondents to community consultation supported the plan. Key issues related to the concerns raised above, however traffic engineers have checked and are satisfied that the plan addresses the key concerns of speed and cut-throughs, while meeting Council standards for the road environment and status of the street.
9. Closer analysis of the concerns raised by residents revealed that a large part of the perceived problem stems from the fact that the project is incomplete, creating an inconsistent road environment with a very narrow pinch-point between the two sections. These issues will be addressed by widening the available road space in the middle section, and by completing the street. Changes made as a result of consultation are included in **Attachment 1** Picton Avenue Plan for Board Approval.

FINANCIAL IMPLICATIONS

10. The Kerb and Channel Renewal works for Picton Avenue (Peverel to Blenheim) are programmed in the LTCCP for implementation in the 2009-2010 financial year. The Transport and Greenspace Unit has the following budget for provision for this project:

8 Cont'd

- (a) 2007/08 Picton Avenue Blenheim to Peverel \$105,050
2008/09 Picton Avenue Blenheim to Peverel \$25,754
2009/10 Picton Avenue Blenheim to Peverel \$741,966
- (b) Total budget: \$872,770
- (c) The estimated cost for the project is \$920,000, which includes \$159,195 for fees and contingencies.
- (d) The project manager believes this project can be completed within the allowable budget as he does not anticipate that all of the fees allowed within the contingencies will be required.

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

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

LEGAL CONSIDERATIONS

- 12. There are no property issues associated with this project. There are no heritage or historic buildings, places or objects shown in the city plan for this area. No consents are required for the work proposed.

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

- 13. There are no legal implications for this project. Community Board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

- 15. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

- 17. As above

CONSULTATION FULFILMENT

- 18. Eleven responses to Initial Issues consultation carried out with Picton Avenue residents in July 2007 revealed a desire to slow drivers, and create a pleasant precinct with less through traffic, without making the street too narrow. The road by the park was considered too narrow, and dangerous. There were concerns about use of the street as a cut-through, and speeding /inconsiderate driving (especially at nights and weekends). Drainage/flooding was also seen as a problem, as well as lack of maintenance of berms and rubbish also featured. Parking issues, lack of visibility and traffic flow problems associated with the narrowings were raised regarding the section of the street that has already been renewed.

8 Cont'd

- 19 From this, several options were considered in developing a plan for consultation. A seminar was presented to the Riccarton/Wigram Community Board on 22 February 2008, showing the preferred option, and including a brief explanation of why other options were not recommended.
20. Community consultation covered the period 10-30 March 2008. Approximately 930 standard consultation newsletters containing the preferred plan and standard reply form were sent to residents, absentee landowners, and internal and external stakeholders via mail and email.
- 21 A project information evening was held at Riccarton Community Church from 6pm-8pm 17 March 2008. The nine attendees included the chairman and members of Central Riccarton Residents' Association, a member of the Riccarton/Wigram Community Board, and the owner/manager of Playmates Nursery School.
- 22 The consultation response rate was 8%. Of 74 respondents, the majority (69%) were supportive of the project, and if it can be assumed that those responding with suggestions only were not unsupportive, then 73% were supportive. 45% gave full support to the project. 24% general support with suggestion for improvement, 27% did not support, and 4% made a suggestion only.
- 23 Key issues were speed, carriageway width, and related concerns such as parking and visibility, safety, and access. Landscaping issues included the position of the footpath, as well as maintenance concerns.
24. Changes made as a result of consultation feedback are summarised in **Attachment 2** Picton Avenue Consultation Summary.

STAFF RECOMMENDATION

It is recommended that the Committee recommends that the Board approve the following parking restrictions:

- (a) That the stopping of vehicles be prohibited at any time on the eastern side of Picton Avenue commencing at the extension of the Blenheim Road kerb line on the northern side and extending for 24 metres in a Northerly direction.
- (b) That the stopping of vehicles be prohibited at any time on the western side of Picton Avenue commencing at the extension of the Blenheim Road kerb line on the Northern side and extending for 23 metres in a Northerly direction.
- (c) That the stopping of vehicles be prohibited at any time on the eastern side of Picton Avenue commencing 75 metres north of the extension of the Blenheim Road kerb line on the Northern side and extending for 41 metres in a northerly direction.
- (d) That the stopping of vehicles be prohibited at any time on the western side of Picton Avenue commencing at the extension of the Lyndon Street kerb line on the Southern side and extending for 16 metres in a southerly direction.
- (e) That the stopping of vehicles be prohibited at any time on the southern side of Lyndon Street commencing at the extension of the Picton Avenue kerb line on the Western side and extending for 16 metres in a Westerly direction.
- (f) That the stopping of vehicles be prohibited at any time on the northern side of Lyndon Street commencing at the extension of the Picton Avenue kerb line on the Western side and extending for 16 metres in a Westerly direction.
- (g) That the stopping of vehicles be prohibited at any time on the Western side of Picton Avenue commencing at the extension of the Lyndon Street kerb line on the Northern side and extending for 20 metres in a Northerly direction.

8 Cont'd

- (h) That the stopping of vehicles be prohibited at any time on the eastern side of Picton Avenue commencing 197 metres north of the extension of the Blenheim Road kerb line on the Northern side and extending for 36 metres in a Northerly direction.
- (i) That the stopping of vehicles be prohibited at any time on the western side of Picton Avenue commencing at the extension of the Elizabeth Street kerb line on the Southern side and extending for 14 metres in a Southerly direction.
- (j) That the stopping of vehicles be prohibited at any time on the southern side of Elizabeth Street commencing at the extension of the Picton Avenue kerb line on the Western side and extending for 18 metres in a Westerly direction.
- (k) That the stopping of vehicles be prohibited at any time on the Northern side of Elizabeth Street commencing at the extension of the Picton Avenue kerb line on the Western side and extending for 14 metres in a westerly direction.
- (l) That the stopping of vehicles be prohibited at any time on the western side of Picton Avenue commencing at the extension of the Elizabeth Street kerb line on the Northern side and extending for 16 metres in a Northerly direction.
- (m) That the stopping of vehicles be prohibited at any time on the eastern side of Picton Avenue commencing at the extension of the Burden Street kerb line on the Southern side and extending for 27 metres in a southerly direction.
- (n) That the stopping of vehicles be prohibited at any time on the western side of Picton Avenue commencing at of the extension of the Burden Street kerb line on the Southern side and extending for 15 metres in a southerly direction.
- (o) That the stopping of vehicles be prohibited at any time on the southern side of Burdale Street commencing at the extension of the Picton Avenue kerb line on the Western side and extending for 17 metres in a westerly direction.
- (p) That the stopping of vehicles be prohibited at any time on the Northern side of Burdale Street commencing at the extension of the Picton Avenue kerb line on the Western side and extending for 17 metres in a Westerly direction.
- (q) That the stopping of vehicles be prohibited at any time on the Southern side of Burdale Street commencing at the extension of the Picton Avenue kerb line on the Eastern side and extending for 15 metres in a easterly direction.
- (r) That the stopping of vehicles be prohibited at any time on the Northern side of Burdale Street commencing at the extension of the Picton Avenue kerb line on the Eastern side and extending for 15 metres in a easterly direction.
- (s) That the stopping of vehicles be prohibited at any time on the eastern side of Picton Avenue commencing at the extension of the Burdale Street kerb line on the Northern side and extending for 12 metres in a northerly direction.
- (t) That the stopping of vehicles be prohibited at any time on the Western side of Picton Avenue commencing at the extension of the Burdale Street kerb line on the Northern side and extending for 31 metres in a northerly direction.
- (u) That the stopping of vehicles be prohibited at any time on the Eastern side of Picton Avenue commencing 59 metres north of the extension of the Burdale Street kerb line on the Northern side and extending for 148 metres in a Northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the Western side of Picton Avenue commencing at the extension of the Peveral Street kerb line on the Southern side and extending for 23 metres in a southerly direction.

8 Cont'd

- (w) That the stopping of vehicles be prohibited at any time on the Southern side of Peveral Street commencing at the extension of the Picton Avenue kerb line on the Western side and extending for 11 metres in a Westerly direction.

BACKGROUND (THE ISSUES)

24. Refer Executive Summary.

(a) In addition, the following are issues common to all options:

- (i) A 9 metre wide carriageway with 7 metre narrowings has been used to retain consistency with the existing section of Picton Avenue north of Peveral Street.
- (ii) The Northern end of Picton Avenue, Peveral Street to Riccarton Road, has new kerb and flat channel in a curved alignment
- (iii) The intersection of Picton Avenue with Blenheim road has new kerb and flat channel and a raised island restricting turning movements to the left in and left out only. This was constructed as part of the Blenheim Road upgrade.
- (iv) Picton Avenue services have been under-grounded. Notable underground service alignments to be avoided include
- - Fibre optic cable from Burdale Street North
 - -Two 11kv cables from Burdale street South
 - -A 375 mm diameter stormwater pipe from Burdale Street North
- (v) Full pavement reconstruction is required, and is recommended to provide a secondary flow path and reduced pipe work. Improved alignment and storm water upgrades will also help reduce the incidence of flooding which is a known problem in the street.

THE OBJECTIVES

25. The primary (must do) objective for the project is:

(a) To replace kerb and covered dish channel with kerb and flat channel

26. The secondary (would like to do, but add cost) objectives for the project are as follows in priority order:

1. Improve drainage, particularly at Elizabeth Street and Lyndon Street.
2. Maintain local road character
3. Maintain or enhance facilities for pedestrians

ASSESSMENT OF OPTIONS

Option One:

27. Option One met all project objectives but was not chosen because of the straight section of carriageway between Elizabeth and Lyndon Streets and potential conflict with fibre optic cables.

28. To provide the car parking space outside 57 Picton Avenue the proposed kerb alignment crosses an existing fibre optic cable and a fire hydrant. There is the potential for the fibre optic cable to be damaged during construction, which would be expensive to repair. The kerb alignment on the western side from Burdale Street to Blenheim Road is on the same alignment as the Telecom gas pipe.

8 Cont'd

Option Two:

29. Option Two met all the project objectives, but has not been selected as the preferred option because of the straight alignment and lack of visual design link to the northern end of Picton Avenue.
30. This option has a straight kerb alignment and does not reflect the northern end of Picton Avenue. This alignment will not create the impression that the carriageway is narrow to through traffic.
31. The kerb alignment on the western side from Burdale Street to Blenheim Road is on the same alignment as the Telecom Gas pipe.

Option Three:

32. Option Three met all the project objectives but was not selected as the chosen option because the 9 metre wide carriageway is considered too narrow for the high on-street parking demand.
33. The curved alignment provides a visual link to the northern end of Picton Avenue. This provides continuity along the length of Picton Avenue.
34. The curved alignment makes the carriageway appear narrower than it is when viewed from one end. This assists in retaining low traffic speeds and the local street character.
35. The 9 metre carriageway was too narrow for traffic flow and parking on both sides of the street.

Option Four:

36. Option Four is the preferred option. It is the same as option three but with a 10 metre wide carriageway instead of 9 metres.
37. This option was chosen because in addition to meeting all project objectives (see above); it has a minimal impact on services, and provides continuity with the Northern end of Picton Avenue.
38. The curvilinear alignment makes the carriageway appear narrower than it is when viewed from the end, and the 10 m wide carriageway provides for a high level of on-street parking.
39. The curved alignment provides a visual link to the northern end of Picton Avenue. This provides continuity along the length of the street. It also makes the carriageway appear narrower than it is when viewed from one end. This assists in encouraging low traffic speeds and the local street character.
40. The 10 m carriageway provides for the high on-street parking demand that is presently experienced at the Northern end of the scheme and around the Burdale Street intersection. Properties at the Southern end of the scheme have potential for further development and in-filling. When this happens the on-street parking demand is expected to increase.

THE PREFERRED OPTION

41. Proposal Description:

- (a) The recommended proposal comprises the following physical works:
 - (i) Narrowing of the carriageway to 10 metres. This will reduce the current speed environment to a level consistent with a local road.
 - (ii) Narrowing of the road to 7 metres at intersections with Burdale Street, Elizabeth Street and Lyndon Street, which will reduce the crossing distance for pedestrians and decrease traffic speeds.

8 Cont'd

- (iii) Replacing the kerb and dish channel with kerb and flat channel on a curved alignment. The curves alternate from the west at the mid-block to the east at the intersections. 400 m radii have been used.
- (iv) A straight alignment has been used between Peverel Street and Burdale Street to avoid service conflict.
- (v) A straight alignment has been used at the Blenheim Road end to match into the existing kerb and flat channel.

42. Project objectives are met through:

- (a) Replacing the kerb and covered dish channel with flat channel
- (b) Improving drainage through full pavement reconstruction, recommended secondary flow path and reduced pipe work, improved alignment, and storm water upgrades.
- (c) Maintaining the local road character by continuing the curved alignment, intersection narrowings and narrowed carriageway installed in the northern end of the street.
- (d) Maintaining or enhancing facilities for pedestrians by creating a 'safe precinct' environment through street calming (see above), and by retaining full-width footpaths on both sides of the road.

43. Scheme Modifications:

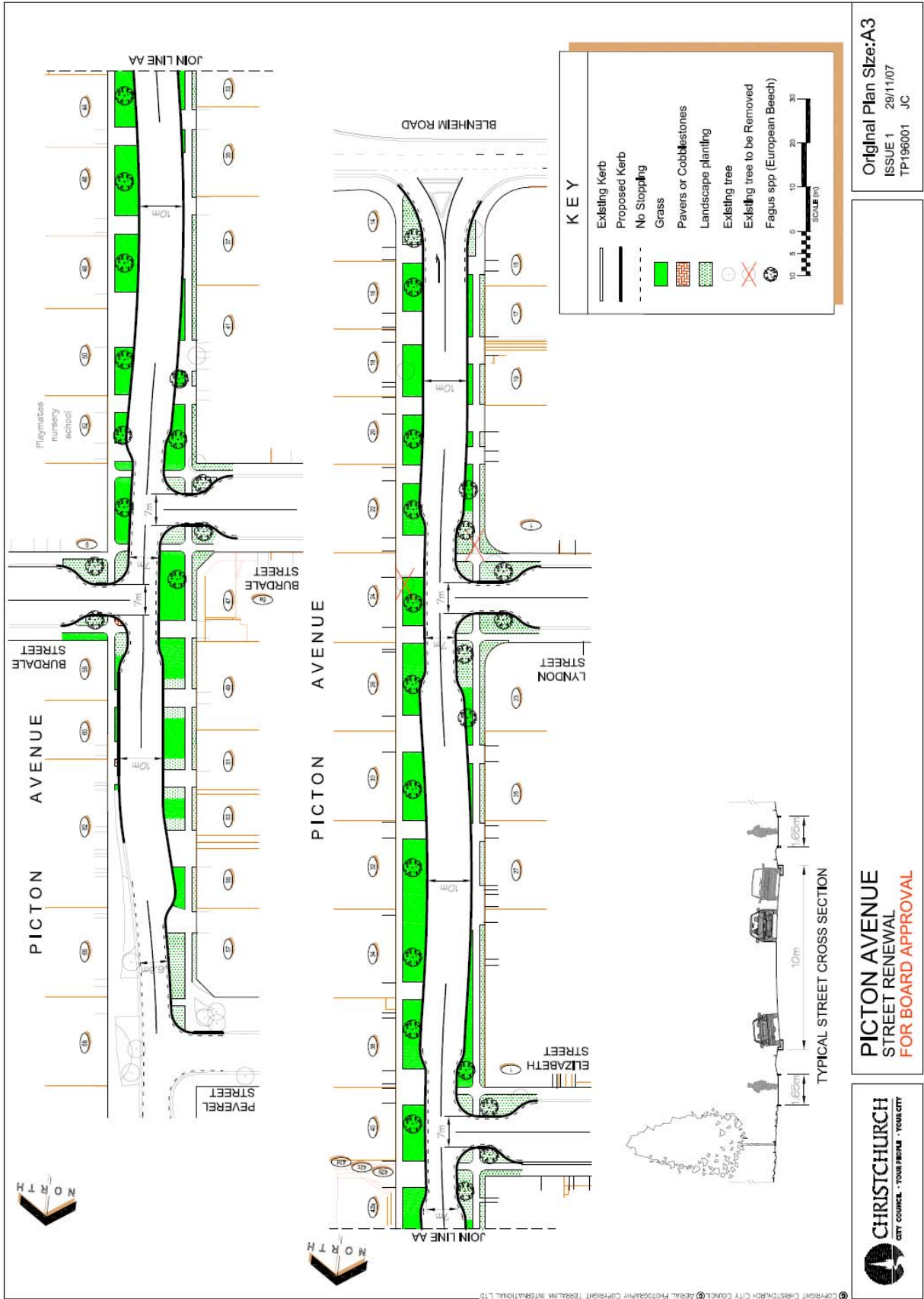
- (a) A summary of feedback from community consultation and project team responses is found in **Attachment 2** Picton Avenue Consultation Summary.
- (b) The changes to this proposal as a result of consultation include:
 - (i) Landscaping to include a mixture of natives and exotics such as the white carpet rose, and no large flaxes
 - (ii) If possible, larger trees will be planted as they are more resilient to vandalism.
 - (iii) Extra landscape planting areas have been provided near the Peverel Street intersection.
 - (iv) Planting beds are to be installed outside number 49 to 53 as trees cannot be placed in this area.
 - (v) The footpath on the eastern side of Picton Avenue between Burdale Street and Blenheim Road is to be placed along the fence line, as this alignment will allow the trees to be planted at a sufficient distance from Orion power cables.
 - (vi) On the western side of the street low-maintenance landscaping will be planted by Council in the service strip between the footpath and the fence. This decision has been made because it looks better than asphalt, and provides easier access to services if required.
 - (vii) The new European beech trees will be planted near to the footpath to avoid the Orion Power cables and conform to the recommendations of the safety audit which suggested that the trees be planted at least 0.5m from the kerb side. Tree root barriers will also be required for each tree.
 - (viii) The access to number 33 has been revised providing a footpath onto Picton Avenue

8 Cont'd

- (ix) Installation of no stopping lines on both sides of Picton Avenue outside the Park, between Peverel Street and Dilworth Street.

44. The following issues have been referred for review in the detailed design stage:

- (a) Installation of raised reflective markers on all of the kerb build-outs to increase visibility at night
- (b) Investigate sensor/floodlighting option at the Peverel Street intersection to discourage youths partying at night
- (c) Consider installing a water feature outside 1 Elizabeth Street during the drainage design



20. 6. 2008

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PROJECT TEAM RESPONSES TO COMMENTS FROM CONSULTATION PLAN/LEAFLET

Note: Project area is between Blenheim Road and Peverel Street (14 and 68 Picton Ave)

<u>Comments</u>	<u>Response</u>
Other possible headings include: Drainage Maintenance Issues, Poles, Traffic Calming, Kerb Build-outs ,Intersections, Lighting, Seating	
General –	
Go ahead – great idea (2) Good idea (3) We like the concept and think it will enhance the area (8) We look forward to the proposal’s completion (16) ECan generally supports this street renewal project from a passenger transport perspective (19) ‘Good’(20) Very good (28) Anything to reduce speed of cars is great ☺ (29) great to see something done with this street! We appreciate the thought and design outcome displayed by your team (33)I think this is an excellent proposal. It will assist with reduced traffic speed and aesthetically enhance the area (34) I look forward to the upgrading of the Ave (37) General support (42) We are delighted to learn of the project for Picton Avenue ...the present project will complete the street. We like the features of the design and feel that the work will enhance the street (46)Looks great!(46).Kerb and channel great idea.	All positive comments, no changes to scheme required.
Please do not interfere with a layout that is working (24) Stop dreaming and try thinking (32)	See other responses.
Picton Ave was chip sealed about 2 years ago, work was done on footpaths etc a few years before that.. As a rate payer I oppose non-essential spending and excessive rates increases. Super-annuitants like myself cannot afford excessive rates rises. I therefore totally oppose the proposed work in Picton Ave. Around Riccarton a number of streets are dug up and hardly useable, the amount of non-essential activity is atrocious (47) Will the works lead to an increase in rates? (49) Fixing main roads to improve traffic flow eliminate black spots and reduce congestion should be main priority , not back streets too many back streets undergoing renovation again, only to be renovated again because of poor foresight, understanding, and expertise, this would be another case etc.. Consider carbon foot print – increase petrol sloshes, braking, delays increase petrol consumption. Grass verges have to be mown using fuel using up the earths resources (51) Youths congregate on corner of Picton and Peverel – drinking and being noisy in the early hours (68)	Council is required to carry out asset maintenance. This will include re sealing roads and as in this case, replacement of kerb and channel. This work is budgeted within the LTCCP.
Pedestrians	
Road too close to footpath at 25 and 27 (41)	Unavoidable due road alignment, some streets have the footpath adjacent street.
Could footpath be curved to match the road in places? Move grass back towards fence, and footpath out nearer kerb? (45)	Reduces spaces available for Trees
Narrowed roads dangerous for pedestrians, as many now have no sense of danger or responsibility (51)	Narrow road is safer for peds – slower for vehicles
Lighting	
Could put lantern lights at corners to match Peverel (45)	No, would be inconsistent when viewed down Picton
Existing narrowed portions of Picton Ave neglectful of night-time users Street lamps imply a straight road when it is not. Increased accident risk, esp on dark and rainy nights.	Upgraded street lighting will illuminate street showing where road is
Kerb extensions should be clearly lit eg Cats Eyes – not lit well enough at present. Design should be visible to night-time users (51)	Yes Clause 8 - Attachment 2
Cyclists	
Needs to be provision for cyclists in plan (30)	No it’s a normal slow street – local slow roads do not require specific cycle facilities.
As a pedestrian I am fed-up with cyclists on the footpath. This seems to be more prevalent because of the narrowed roads, which as a cyclist I would ride with fear (51)	This is an enforcement issue.

Comments	Response
Drainage	
Drainage at Elizabeth Street is not too bad (47) Drainage worse at corner Burdale and Picton (upper Burdale) (48) Drainage concerns (51) Will kerb and flat channel be as adequate of drainage in wet weather?(49)	Drainage will be rectified in plan
Landscaping	
<p>Maintenance and Rubbish Concerns</p> <p>A lot of properties are rented. Who is going to mow the lawns? The tenants in multiple units are not.</p> <p>We own 81 flat 3 Picton Ave – have to mow frontage – no-one in the flats mows them as they are all old folks. Maintenance must be key factor – should there be pavements or grasses and less grass in these areas. People don't just own lawnmowers these days. It has been hard getting the council to maintain and mow what is presently developed (12) (4)</p> <p>Concerned that they will have to keep a lawnmower just to mow such a small amount of grass. Whose responsibility to maintain plantings and clear rubbish?(26) Who will mow the grass? Last time it was weeds. Replace grass with asphalt. (70) Don't want more lawn and gardens to be maintained by council or homeowners, esp elderly - they are not maintained at the moment.(71</p> <p>No grass/shrub plantings as they become untidy very quickly and harbour rubbish.(63)</p> <p>Factor in students and rubbish, also maintenance of berms by flat-dwellers – Need maintenance programme upheld by council/contractors (66)</p> <p>Grass berms don't get mown.(77) Get rid of flax, can't be collected as rubbish, minimise grass, rubbish gets caught in plantings (76)</p> <p>Picton Ave contains mainly tenants and new immigrants, who don't mow grass verges or maintain plantings, which collect rubbish.(70)</p> <p>Grassed areas in Picton Ave should be replaced by landscape planting because of the maintenance problems from so many tenanted properties, esp outside 47 and 49 where grass has not been mown for months.</p>	Concerns are noted, however need green/landscaping/trees. Council will mow when over 150 mm.
<p>Don't use any more wood chips – they are messy and get washed away and block the gutter (32)</p> <p>Landscaping outside 6A Burdale should be on the same side as on opposite side of Burdale Street (South Side) (77)</p>	
<p>Position of Footpath</p> <p>Prefers grass berms on other side of the footpath away from the road because 'the berm outside my place is always showered with stones.</p> <p>Don't move the footpath and dig everything up again. Leave the grass berms against the fence as they are. Last time got 20 docks growing in the 'so-called grass berms' Don't want footpath next to property (45)</p> <p>Put the path AWAY from the fence and just use asphalts – no lawn. I keep poor health and these supports would help me (18)</p> <p>Don't put plantings next to fence – students will trample, and rubbish will get caught (44)</p> <p>Not in favour of removing our grass (no 35 Picton) frontage on street and Please leave our street frontage as is.</p>	Footpath straight to reduce extra small areas of landscaping/cobbles, and to allow more consistent tree planting
Footpaths to be next to fences. Consider Peverel Street footpath layout – it is lovely (63)	Clause 8 - Attachment 2
<p>Plantings and Landscaping Suggestions</p> <p>Flax is no good, especially in wet weather (41) Please do not plant flaxes as they become too untidy.</p>	Won't plant large flax.
Think the groundcover roses used in planting in other areas of Riccarton particularly attractive (5)	Yes, roses are possible.
No trees please, want plantings small and colourful (maybe small flax) next to my fence to stop people pulling out my flower plants(18)	

Comments	Response
The Fagus spp is so common, why not plant something original that will give the streets some excitement and interest? For example Prunus Yeoensis, Cordyline Australis (17) Consider natives such as kowhai instead of English beech. How far does landscaping extend into Burdale – 6A (77)	Query Dennis and Shane Moohan Beech considered best for these conditions
Concern about root structure of European beech (Orion)	To be checked by landscapers
Concerned about height and position of trees outside 33 Picton Ave, also about access to access to front gate, planter box and letter box because of proposed plantings. What are the proposed plantings? (26)	To be checked by landscapers
Landscaping makes the street too narrow. (36)	Narrowing is being done to street calm
Concerned that students will damage trees (43) Students damage trees, especially if they are small. Could plant bigger trees? (45)	Landscapers to action
Simple unbreakable water feature on corner outside 1 Elizabeth? Just a rock with water coming out? Could put more cobbled details next to corners etc (45)	Leave open for consideration by Peter W during drainage design.
The park is nice, not so keen on the Picton Ave piece of road (61)	
Road planting sometimes set on fire – choice of planting type sometimes poor in student flat area. Position of some planting will obscure vision when mature (51)	Landscape aware and checking
On-street Parking	
<p>Safety issues Park (just outside project area) Since the road has been narrowed and parking is still allowed outside our house it can be extremely difficult to leave as visibility is very much impaired. Yellow lines along the residential sides of the narrowed parts would improve safety considerably. Wife takes children to park and it is not uncommon to hear motorists shouting at each other because they think they each been cut off. (1) Serious safety concern in section from 74 to 80, covering the park. Allows for parking on one side only., with a single vehicle lane. Impossible to see oncoming traffic when leaving driveway owing to car parking on their side of the road between those houses, causing a blind spot.. Impossible to see oncoming traffic form the pavement, - have to step out on to road to view traffic between cars. This applies from early morning to early evening and puts children as well as others at risk. Suggest broken yellow lines be extended through this area on both sides of the road (72) Should be no parking outside the park (76)</p>	<p>PU & MT to review. If required additional no stopping could be resolved with this scheme Recommend No Stopping on both sides of Picton Ave outside park (between Peverel and Dilworth) as existing carriageway is in effect only 6.8 with parking on one side. Creates pinch point in street.</p>
<p>Other parking-related safety issues It is no longer safe to park cars on the 'improved' part of Picton Ave (24)</p>	<p>Our additional metre of road width will reduce speed but improve the situation for parking over the other end of Picton</p>
<p>The renewal from Peverel to Riccarton has been very dangerous to drive through due to cars parked on both sides of the street. I foresee the new plan will create more problems for parking for the residents. Many old houses are being demolished and replace with more new town houses. Resents waste of taxpayers money on such an 'accident prone' project (9)</p>	<p>This end 1 m wider, adequate carriageway for two lanes when vehicle parked on both sides</p>
<p>Flat 1 50 Picton Ave still want 120 minutes in front of my place for safety of children at Playcentre next door (18)</p>	<p>Existing P120 to retain, OB to check whether this is already P120.</p>
<p>Two main problems with parking at the other end of Picton Ave: When exiting park outside 2/62 if there are cars parked outside 68,66, and 70 Picton Ave (which they are entitled to do) the parked vehicles block view through both rear vision mirrors. Has found cars travelling along from behind braking to avoid a collision when performing a U turn across the street. The design has created a very bad blind spot. (22)</p>	<p>Clause 8 - Attachment 2 Riccarton enu</p>

Comments	Response
We have experienced an increase in the number of vehicles now parked in our street (Peverel) as a result of the so- called improvements made on the other end of Picton Ave where P120 zones have been introduced (24)	Outside project scope
Owner suggests parallel parking outside 49 Picton Ave (30)	Means angle? Parallel parking will be available
Concerned about visibility problems resulting from parked cars, and suggests that the corner should be left the same width as it is (40) Visibility poor with cars parked outside no 33 Picton Ave (48)	Valid concern – visibility coming out of driveway near narrowed corner. Will be addressed by parking restriction
Fallacy that it is about safety, one set of dangers are being swapped for another. Redesigned part so narrow that drivers at risk when opening doors, cars have to move out across the centre line to avoid (50)	10 metres is adequate width – but desire is to keep it narrowed to reduce speed
People park across the T intersection , making the intersection dangerous.(51)	Propose to install broken yellow no parking lines
<p>Availability of Parking</p> <p>Want to keep parking outside Town house at 42 C Picton Ave. Need to allow for visitors etc.(36)</p> <p>Very important to include as much street parking as possible, as there are more and more townhouses appearing all the time, and parking at times is at a premium</p> <p>Students and people in flats fill up the street at night down to Blenheim and up from Lyndon (41)</p>	We have endeavoured to retain as much parking as possible consistent with traffic calming
Burdale and Picton intersections will reduce parking in the area by at least 16 vehicles, which is ill thought-out considering the road borders two industrial areas. It will also lead to increase in the number of people who park across my drive (10 Burdale Street) , which has a small gap, as do others.	This is an enforcement issue.
There is easily enough room to accommodate perpendicular (?) parking between 58 to 68 Picton Ave. need to accommodate all users. (51)	Not on the proposed plan
Playmates Nursery School - Not happy about narrowing at Burdale because it means the loss of parking outside school for workers and parents (72)	Considered that providing additional parking outside school is not possible from a safety point of view.
Concern about loss of parking, for visitors, and multiple/flats units, as there is already a shortage.	NP rule applies on intersections even if not narrowed 10m carriage-way allows for parking both sides.
<p>Residents in this area contend with loss of parking resulting from workers from Westfield and other businesses.(71)</p> <p>Visibility poor for driving out, traffic flow limited and congested on narrow road with parking as well. Riccarton Road workers park all day in Peverel Street because of the 120 limit in Picton meaning loss of residents' parking</p>	<p>Apples more to Riccarton End</p> <p style="text-align: center;">Clause 8 - Attachment 2</p>
Speed	
Suggests putting a speed hump in Burdale Street, midway between Picton Ave and Clarence Street to slow the excessive speeds reached in this one block! Consider speed bumps down Burdale Street (between Picton Avenue and Clarence Street) to limit horrifying speeds of traffic using Burdale as a thoroughfare between Riccarton Road and Clarence Street. A number of young families in Burdale – risk to children playing on footpath (44)	Not part of project but aware of possibility of needing extra treatments for Burdale Street , including Picton Ave intersection (eg platforms) if speed continues to be a problem. This would be reviewed after work is completed
General concerns about traffic flow, speed (students don't slow down)(41) Speed concerns (43) Narrowing intersections to 7 m going to create accidents – have had narrow escapes from young hoons coming out of Dilworth Street going too fast for the layout of the road. (50) People still speed in narrowed section , concerned that they will do so here as well (76)	Narrowing aims to slow traffic and reduce accidents at intersections – physically can't get round as fast when tightened
Difficulty in backing out into Picton Ave with cars tearing round from Elizabeth Street into Picton Ave (48)	Should be improved with street calming – see above

Comments	Response
Young hoons broadside in and out of Lyndon Street, stones showered on grass berm do not go well with reel mower.(50)	See above
Traffic/Carriageway Width,	
<p>We live at 98 Picton Ave and the present setup is useless, dangerous, and would like it laid out as before the present change (13) Too narrow at other end of Picton, esp with parking. Would be good to avoid in new section.(?) Concerned about further narrowing of Picton Ave (67)</p> <p>Concerns about the narrowings based on experience of the narrowed end of Picton Ave – often forced to drive on the wrong side of the road (35)</p>	New section 10 m
<p>Twists reduce visibility, increase uncertainty. Assertive drivers hog road. Peverel exit badly planned....narrow, have to cross the centre line to turn, cannot see oncoming traffic(51) Greater number and tendency towards accidents in Peverel at since the changes in Picton Ave, owing to the number of vehicles, the increased amount of time they are occupying space on the street, and the fact that most of the residents on that part of Peverel St are elderly (24)</p>	Will be mitigated by broken yellow lines on T , also NP Outside park will increase visibility?
<p>Sees numerous near misses and poor decision making in the narrowed end of Picton. The design fails large vehicles. Increases poor decision making, anxiety and rage. (51) Leave as is because it hasn't worked at the north end of Picton Ave (71) The same thing in Harakeke means difficulty getting in and out of the driveway and turning in the street. The neighbour's drive is opposite ours making near misses a problem. Looks pretty on paper but not very practical. You have done this by our property in Dilworth and when leaving our property you are so busy watching cars that you are not looking for kids coming from the park (61)</p>	Additional one metre width will make this slightly easier. Narrow road intentional to slow traffic
The narrowness and curved alignment at the other end encourages cars to frequently cross the centre line. (Happy to discuss) (22)	Crossing the centreline should happen less owing to additional one metre width
<p>Very concerned about narrowing outside 66 and 68 – unnecessary and dangerous, especially if people parking in the No Parking zone opposite. (?) Any narrowing should be done between, not at intersections(51)</p>	Plan NP outside these houses . Call the council to enforce NP on broken yellow lines
It would help if we had no parking outside our place - 68 Picton Ave (60)	Done
Volume of traffic on this street is higher than general back street – needs to be acknowledged and allowed for. (51)	Also need to account for fact that project area is residential and that traffic r Clause 8 - Attachment 2
<p>Width and access for large vehicles/trailers Backing a large truck or a trailer is more difficult with this concept, concerned about narrowings for access (36) Transient population means there are often removal vans, trucks, and vehicles at time back up to Peverel/Burdale. Street too narrow to do a u turn.(41) Concerned about traffic flow, truck access, and whether you can get through the narrowings (43) Would basically turn Picton Ave into a one way street. Would look very nice but would increase risk of accidents due to the width of the roadway. I often use this area towing a trailer, would be a safety hazard and I believe safety should come first.</p>	7 m wide at narrowings, NP, 3.5 m carriageway aim to slow traffic and make people aware
Visibility problems with narrowing and parking	
Almost impossible to get out of driveway at 68 Picton Ave – cannot see down Picton Ave and have to watch out for traffic coming down Peverel. Traffic does not slow down (Many comments including council workers). Please consider residents and don't make our corner narrower at 68 Picton Ave(60)	At the moment speed is an issue here - no parking across Peverel intersection and opposite park will help with visibility?

Comments	Response
<p>Visibility at intersections is already poor – you have to come right out into the intersection to see down the street with all the parking.(44)</p> <p>Safety issue resulting from lack of visibility when turning right from Peverel into Picton (40)</p>	<p>Narrowed intersections with build-outs are designed to increase visibility for motorists. Parking along Picton will be slightly recessed which allows improved line of sight?</p>
<p>Doesn't maintain or improve traffic flow as is council protocol charter (?) Indian file exiting unnecessary and will cause congestion, also danger of accident when one car is following another</p> <p>People not willing to Give Way at narrowings (76) Narrowing causes congestion, don't narrow.(71)</p>	<p>Narrowing gives message of slowed speed environment, where through traffic is not encouraged</p>
<p>Difficulty for elderly getting in or out of cars in Picton Ave narrow intersection jams traffic if there are larger vehicles. These are issues that need to be sorted as we are putting up with them on a daily basis. (68)</p>	<p>Blenheim Road end will be 1 m wider, also away from businesses</p>
Access to Street	
<p>Does not want narrowings because Burdale is the only road leading from Mandeville to Picton and people need to get through. there are six roads leading from Clarence to Picton). Think of the bigger picture – access.</p>	<p>Proposal to install lights at Mandeville, encourage traffic through there. Traffic slowed but still adequate flow unless using as a cut through which what is being discouraged</p>
<p>People avoid the other end of the street because of narrowings. Too much narrowing – can't be justified when main roads are full and people need access. Need to allow traffic flow from Burdale, also pool to school?(76)</p>	<p>Point taken, but complaints of speeding, and cut-throughs – need balance as this is a residential area.</p>
<p>What about a road to Deans Ave via Brockworth or Mayfair? (44)</p> <p>Burdale Street main access to between Mandeville and Clarence and shouldn't be narrowed – a disaster to narrow both Burdale intersections.</p>	<p>Outside scope of project</p>
<p>Access already limited from Blenheim Road.</p>	
Signage	
<p>Favours some form of not-too obtrusive signage indicating road narrowing for those not familiar with the layout (62)</p>	<p>Standard signage installed with narrowing</p>
Underground Servicing Issues	
<p>Orion has 11000V cables laid at 4.9B/L of east road bdy. The proposed trees along the east side of Picton Ave appear to be directly over these cables. Trees interfere with the thermal resistivity of the soil and create hot spots. Trees should be planted to have a minimum 1m clearance from cables (10).</p>	<p>To be checked again by planner/landscapers, already allowed for in planning</p>
Other	
<p>Support project providing that there is available access to 58 Picton Ave via a crossing on Picton Ave adjacent to north boundary, and a crossing on the Burdale boundary as close as 10 m to the intersection of Burdale St and Picton Ave, both of which may be required for the future development of this property.(67)</p>	<p>Need to go through standard council channels to sort this</p>
Outside scope of project	
<p>With the new recycling programme 12 Wheelie bins will need to be accommodated (4 flats) outside 49 Picton Ave (30)</p>	<p>Rubbish contractor will work with each area to come up with a suitable solution. For example a single large shared bin for all residents</p>
<p>Park at Peverel corner – no-one uses slide – no steps, no sides, goes wobble wobble. What about toilets there? Badminton court or similar?</p>	
<p>Centre line markings and some island positionings in the redesigned section are flawed and dangerous, potentially leading users head on.</p>	<p>Narrowing is to encourage slow speed environment, courtesy is required</p>
<p>Suggest Residents Only parking instead of 120 at other end – not enforced and causes more problems</p>	
<p>Problems with youths congregating and partying at night in recessed spring area causes noise problems for No 57.</p>	<p>Investigate sensor/floodlighting option to discourage gatherings at night</p>



9. UPDATE ON CURRENT TRANSPORT ISSUES

- 9.1 Discussion on newly formatted Committee Traffic Issues Memo.
- 9.2 Heavy Traffic Use –Buchanans/Gilberthorpes Road.
- 9.3 Yaldhurst Road/Upper Riccarton Domain Parking Restrictions.

10. ELECTED MEMBERS INFORMATION EXCHANGE