



Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD TRAFFIC WORKS COMMITTEE AGENDA

MONDAY 17 MARCH 2008

6.00 PM

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

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

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

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1. APOLOGIES

Ngairé Button and Aaron Keown.

2. CONFIRMATION OF MEETING REPORT – 18 FEBRUARY 2008

The report of the Board's Committee meeting of 18 February 2008 is **attached**.

STAFF RECOMMENDATION

That the report of the Traffic Works Committee of 18 February 2008 be confirmed.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

3. DEPUTATIONS BY APPOINTMENT

Nil.

4. BRIEFINGS

4.1 SPENCERVILLE PRIVATE PLAN CHANGE

Kim Sanders of Suburban Estates and Jane Anderson, Christchurch City Council Planner, will outline the proposed rezoning of land in Spencerville from rural to residential. The intent was to enable development of 55 residential dwellings off Lower Styx Road.

17. 3. 2008

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ATTACHMENT TO CLAUSE 2

17. 3. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD'S
TRAFFIC WORKS COMMITTEE
18 FEBRUARY 2008**

**A meeting of the Traffic Works Committee
was held on Monday 18 February 2008 at 6.00 pm
in the Boardroom, Papanui Service Centre**

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

APOLOGIES: Nil.

The Committee reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 I JOHNSTON – NORTHWOOD BUS STOPS

Mr Johnston tabled his written submission and voiced two objections to the proposed bus stop outside his house at 57 Beechwood Drive – these were privacy and his belief that the stop contravenes the Road Code and therefore the Transport Act. He was critical of the consultation process. His proposal was to either have the bus stop outside his property moved further north, or around the corner into Saracen Avenue.

A decision is recorded in clause 4 of this report.

1.2 K SPARROW – NORTHWOOD BUS STOPS

Mr Sparrow tabled his written submission which expressed concerns about the position of the proposed bus stop adjacent to 141 Hussey Road in relation to the speed of cars, its proximity to the Watermill Boulevard and the danger of families crossing the road at that point to get to the Community centre. He suggested a possible solution was to have the stop cut-in to the kerb.

A decision is recorded in clause 4 of this report.

2. COMMITTEE MEMBERS INFORMATION EXCHANGE

2.1 COMMUNITY BOARD EVENING SEMINARS

Merit was seen in having the topic of traffic design on an evening seminar for all Community Board members. This would cover matters such as living streets, why street narrowing is used, use of green turning arrow signals etc.

It was **decided** to ask staff to consider this proposal.

2.2 SPENCERVILLE PRIVATE PLAN CHANGE

It was **decided** to invite a representative from Suburban Estates to a Committee meeting to discuss their proposal to develop 55 residential dwellings off Lower Styx Road.

PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE COMMITTEE**3. ELECTION OF CHAIRPERSON TRAFFIC WORKS COMMITTEE**

The Committee **resolved** that System A be adopted as the method of voting.

Nominations were called for the position of Chairperson.

Megan Evans was nominated by Yvonne Palmer, seconded by Ngaire Button.

There being no further nominations, the Committee **resolved** that Megan Evans be the Chairperson of the Traffic Works Committee.

Megan Evans took the Chair.

4. STYX MILL BUS ROUTE EXTENSION THROUGH NORTHWOOD – BUS STOPS

The Committee considered a report seeking approval of the installation of the bus stops necessary for the extension of the No. 11, Styx Mill bus route through Northwood, in the Board's area.

The Committee considered that the deputations from Messrs Johnston and Sparrow had merit and that alternative stop positions in both cases be explored.

STAFF RECOMMENDATION

That the Committee resolve that bus stops be installed in the following locations:

- (a) On the north side of Hussey Road commencing at a point 47 metres west from its intersection with the western boundary of Watermill Boulevard and extending in an easterly direction for a distance of 16 metres (141 Hussey Road).
- (b) On the south side of Hussey Road commencing at a point 25 metres east from its intersection with the eastern boundary of Watermill Boulevard and extending in an easterly direction for a distance of 16 metres (next to Christchurch City Council reserve land).
- (c) On the north side of Beechwood Drive at the property boundary of numbers 50 and 52 Beechwood Drive.
- (d) On the south side of Beechwood Drive commencing at a point 4 metres west from its intersection with the western boundary of Saracen Avenue and extending in a westerly direction for a distance of 16 metres (2 Saracen Avenue, abutting 57 Beechwood Avenue).
- (e) On the western side of O'Neill Avenue commencing at a point 141 metres south from its intersection with the south boundary of Beechwood Drive and extending in a southerly direction for a distance of 12 metres (30 O'Neill Avenue, Christchurch City Council reserve).
- (f) On the eastern side of O'Neill Avenue commencing at a point 141 metres south from its intersection with the south boundary of Beechwood Drive and extending in a southerly direction for a distance of 12 metres (57 O'Neill Avenue, Christchurch City Council reserve).
- (g) On the north side of Hussey Road at a point 19 metres east from its intersection with the eastern boundary of Springvale Gardens (366 Gardiners Road – Christchurch City Council reserve).
- (h) On the south side of Hussey Road at a point 19 metres east from its intersection with the eastern boundary of Springvale Gardens (1 Springvale Gardens).
- (i) On the west side of Gardiners Road at a point 102 metres south from its intersection with the southern boundary of Hussey Road (Crematorium property).

4. Cont'd

- (j) On the east side of Gardiners Road at the property boundary of numbers 300 and 302 Gardiners Road.
- (k) On the north side of Styx Mill Road at a point 12 metres east from its intersection with the eastern boundary of Highsted Road (204 Styx Mill Road).
- (l) On the south side of Styx Mill Road at a point 43 metres west from its intersection with the western boundary of Highsted Road (227 Styx Mill Road).

Resolution of No Stopping

- (a) That the stopping of vehicles be prohibited at any time on the north side of Hussey Road commencing at a point 47 metres west from its intersection with the western boundary of Watermill Boulevard and extending in an westerly direction for a distance of 10 metres (141 Hussey Road).

The Committee **resolved** to accept the staff recommendations in relation to the resolution of bus stops subject to the following amendments -

- (a) *The option of a cut out be explored prior to a bus stop being installed* on the north side of Hussey Road commencing at a point 47 metres west from its intersection with the western boundary of Watermill Boulevard and extending in an easterly direction for a distance of 16 metres (141 Hussey Road).

Aaron Keown was against the motion.

- (d) *The option of a cut out in Saracen Avenue (near the Beechwood corner) be explored prior to a bus stop being installed* on the south side of Beechwood Drive commencing at a point 4 metres west from its intersection with the western boundary of Saracen Avenue and extending in a westerly direction for a distance of 16 metres (2 Saracen Avenue, abutting 57 Beechwood Avenue).

The Committee did not agree to the no stopping resolution at this stage until the exploration requested in clauses (a) and (d) above had been carried out.

5. KNOWLES STREET (BRETTS ROAD- CRANFORD STREET) STREET - RENEWAL PROJECT

The Committee considered a report seeking approval to proceed to final design, tender and construction of the Knowles Street (Bretts Road-Cranford Street) Street Renewal Project.

STAFF RECOMMENDATION

- (a) To grant approval for the project for the Knowles Street (Bretts Road to Cranford Street) to proceed to final design, tender and construction.

Revocation of existing No Stopping Restrictions

- (i) That all existing no stopping restrictions on Knowles Street between Bretts Road and Cranford Street inclusive be revoked.

New No Stopping Restrictions

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

On the eastern side of Bretts Road commencing at its intersection with Knowles Street and extending in a northerly direction for a distance of 16 metres.

On the eastern side of Bretts Road commencing at its intersection with Knowles Street and extending in a southerly direction for a distance of 16 metres.

On the northern side of Knowles Street commencing at its intersection with Bretts Road and extending in an easterly direction for a distance of 17 metres.

On the southern side of Knowles Street commencing at its intersection with Bretts Road and extending in an easterly direction for a distance of 15 metres.

On the northern side of Knowles Street commencing at a point 81 metres east of its intersection with Bretts Road, and extending in an easterly direction for a distance of 15 metres.

On the southern side of Knowles Street commencing at a point 81 metres east of its intersection with Bretts Road, and extending in an easterly direction for a distance of 15 metres.

On the northern side of Knowles Street commencing at a point 207 metres east of its intersection with Bretts Road, and extending in an easterly direction for a distance of 15 metres.

On the southern side of Knowles Street commencing at a point 207 metres east of its intersection with Bretts Road, and extending in an easterly direction for a distance of 15 metres.

On the northern side of Knowles Street commencing at its intersection with Rutland Street and extending in a westerly direction for a distance of 16 metres.

On the southern side of Knowles Street commencing at its intersection with Rutland Street and extending in a westerly direction for a distance of 16 metres.

On the western side of Rutland Street commencing at its intersection with Knowles Street and extending in a northerly direction for a distance of 12.5 metres.

On the western side of Rutland Street commencing at its intersection with Knowles Street and extending in a southerly direction for a distance of 12.5 metres.

On the eastern side of Rutland Street commencing at its intersection with Knowles Street and extending in a northerly direction for a distance of 12.5 metres.

On the eastern side of Rutland Street commencing at its intersection with Knowles Street and extending in a southerly direction for a distance of 12.5 metres.

On the northern side of Knowles Street commencing at its intersection with Rutland Street and extending in an easterly direction for a distance of 18 metres.

On the southern side of Knowles Street commencing at its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres.

On the northern side of Knowles Street commencing at a point 120 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres.

On the southern side of Knowles Street commencing at a point 120 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres.

On the northern side of Knowles Street commencing at a point 228 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 22 metres.

On the southern side of Knowles Street commencing at a point 228 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 22 metres.

On the northern side of Knowles Street commencing at a point 360 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres.

On the southern side of Knowles Street commencing at a point 360 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres

On the northern side of Knowles Street commencing at its intersection with Cranford Street and extending in a westerly direction for a distance of 18 metres.

On the southern side of Knowles Street commencing at its intersection with Cranford Street and extending in a westerly direction for a distance of 18 metres.

On the western side of Cranford Street commencing at its intersection with Knowles Street and extending in a northerly direction for a distance of 18 metres.

On the western side of Cranford Street commencing at its intersection with Knowles Street and extending in a southerly direction for a distance of 18 metres.

The Committee **resolved** to accept the staff recommendation.

Aaron Keown voted against the motion, requesting that his reasons be recorded: he noted there was an adverse environmental effect of cars slowing down; in addition, he had concerns of where the traffic that normally used that route, would be going to; and the financial implication of the cost of the project.

6. SAILS STREET – PROPOSED “NO STOPPING” RESTRICTION

The Committee considered a report seeking approval to the installation of two sections of broken yellow “no stopping” lines on the corner of Sails Street and Langdons Road.

STAFF RECOMMENDATION

- (i) That the stopping of vehicles be prohibited at all times in the following locations:

On the south side of Langdons Road commencing at its intersection with Sails Street and extending in a westerly direction for a distance of 12 metres.

On the south side of Langdons Road commencing at its intersection with Sails Street and extending in an easterly direction for a distance of 15 metres.

On the west side of Sails Street commencing at its intersection with Langdons Road and extending in a southerly direction for a distance of 12.5 metres.

On the east side of Sails Street commencing at its intersection with Langdons Road and extending in a southerly direction for a distance of 14 metres.

The Committee **resolved** to accept the staff recommendation.

7. PROPOSED RIGHT OF WAY NAMING

The Committee considered a report that sought approval of a new road and a new right of way name in the Marble Court subdivision in Brookwater Avenue.

The Committee was concerned about the use of "Marble Court" because of its similarity to the name of the existing Marble Wood Drive.

The committee resolved to invite the Subdivisions Officer to the next meeting of the Traffic Works Committee and that he bring other naming options in relation to the cul-de-sac and that it lay on the table until then.

Yvonne Palmer and Aaron Keown voted against the motion.

The committee **resolved** to approve the naming of Joiners Lane.

8. BEALEY AVENUE/COLOMBO STREET - PROPOSED 120 AND 30 MINUTE PARKING RESTRICTIONS

The committee considered a report seeking to install parking restrictions at the corner of Bealey Avenue and Colombo Street.

STAFF RECOMMENDATION

- (a) That the parking of vehicles on the east side of Colombo Street presently restricted to 120 minutes commencing at a point 110 meters north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 11 meters be revoked.
- (b) That the parking of vehicles on the north side of Bealey Avenue presently restricted to 30 minutes commencing at a point 19 meters east of its intersection with Colombo Street and extending in an easterly direction for a distance of 21 meters be revoked.
- (c) That the parking of vehicles be restricted to a maximum period of 120 minutes on the East side of Colombo Street commencing at a point 47 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 74 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Bealey Avenue commencing at a point 19 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 46 metres.

The Committee **resolved** to accept the staff recommendation.

The meeting concluded at 8.42 pm.

CONFIRMED THIS 17TH DAY OF MARCH 2008

**MEGAN EVANS
CHAIRPERSON**

5. MORRISON AVENUE PROPOSED INSTALLATION OF 60 MINUTE AND 15 MINUTE PARKING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Hughes, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's approval to install 60 minute and 15 minute restricted parking in the shopping area of Morrison Avenue near the intersection of Langdons Road.

EXECUTIVE SUMMARY

2. At the intersection of Morrison Avenue and Langdons Road there is a local shopping centre comprised of seven shops, refer **attached** plan. A dairy occupies the corner site on the south east corner of the intersection of Morrison Avenue and Langdons Road. On the north west side of Morrison Avenue is a burger bar, clothes recycling shop, hairdressers, computer shop, piano and model shop, and a printing shop that extends north west from the Langdons Road intersection.
3. There is a small, approximate two car; 10 minute restricted parking area outside the dairy on the corner of Langdons Road. Apart from no stopping lines around both sides of the intersection, there are no other signposted or marked parking restrictions in Morrison Avenue.
4. A number of industrial premises are situated a short distance away. Workers from those premises are parking all day on both sides of Morrison Avenue outside and opposite the shops. There appears to be six to eight vehicles parking there consistently. This means that the parking closest to the shops are taken up by all day parkers.
5. If parking is limited to a maximum of 60 minutes on the north west side of Morrison Avenue outside the six shops on that side of the road, this will provide parking outside those shops for medium term customers.
6. If parking is limited for a maximum period of 15 minutes on the south east side of Morrison Avenue by the dairy on the corner, this will provide short term parking opposite the shops for short term customers at both the shops and at the dairy.

FINANCIAL IMPLICATIONS

7. An estimated cost of this work is \$400.

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

8. The installation of parking restrictions is within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

9. The Land Transport Rules provide for the installation of parking restrictions.

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

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

5. Cont'd

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

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. Consultation with the occupiers of the shops in Morrison Avenue was done with all of them agreeing that time restricted parking outside and opposite the shops will fulfil their customers' needs.

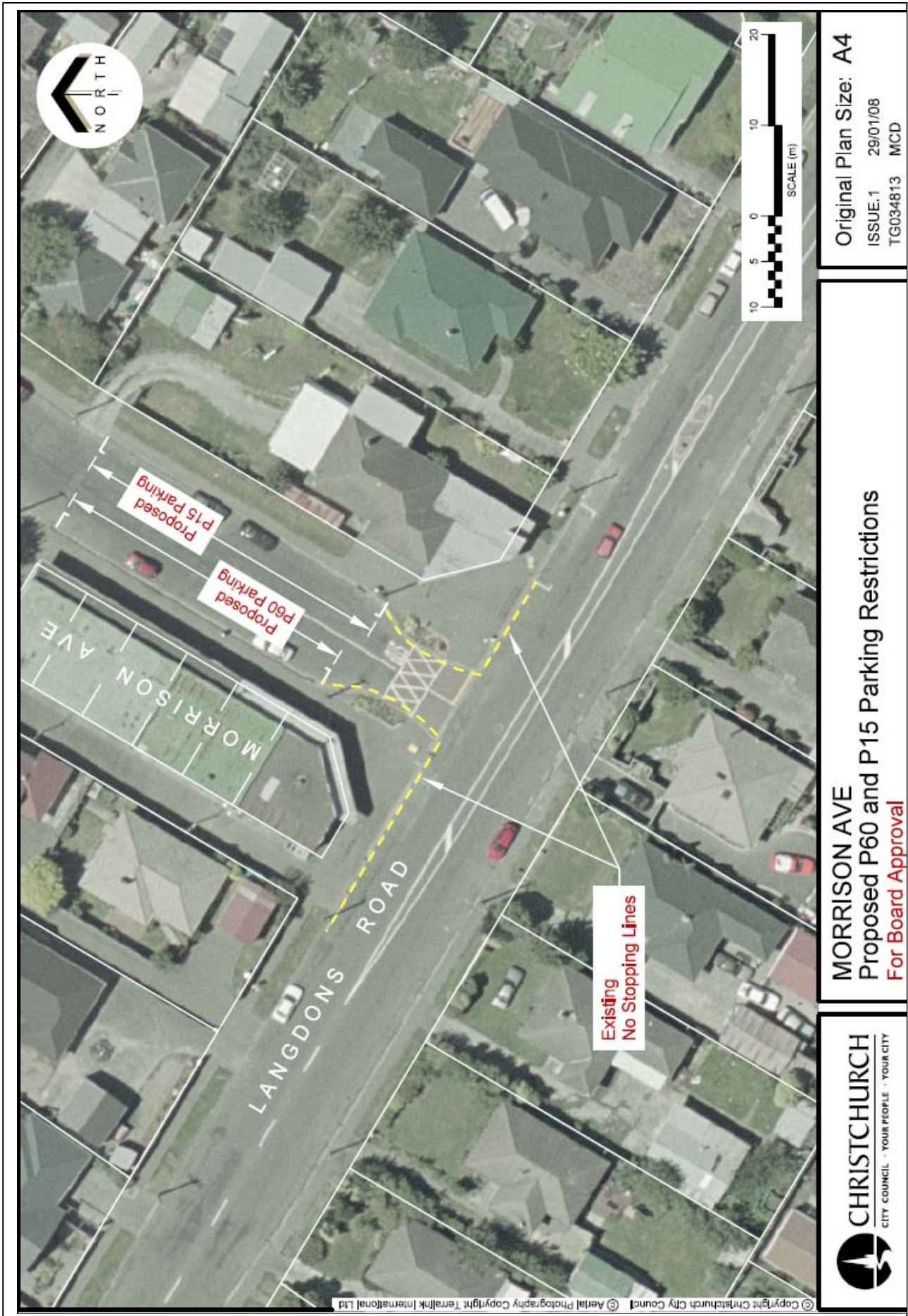
STAFF RECOMMENDATION

It is recommended that the Traffic Works Committee approve:

- (a) That the parking of vehicles be restricted to a maximum period of 15 minutes on the south east side of Morrison Avenue commencing at a point 12.5 metres from the intersection with Langdons Road (at the end of the no stopping lines), and extending in a north easterly direction to a point 39.5 metres away directly opposite the end of the shops.
- (b) That the parking of vehicles be restricted to a maximum period of 60 minutes on the north west side of Morrison Avenue commencing at a point 12.5 metres from the intersection with Langdons Road (at the end of the no stopping lines) and extending for 40.5 metres in a north easterly direction to a point directly outside the end of the shops.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.



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MORRISON AVE
 Proposed P60 and P15 Parking Restrictions
 For Board Approval



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6. COMMITTEE MEMBERS INFORMATION EXCHANGE