



**Christchurch City Council**

**SHIRLEY/PAPANUI COMMUNITY BOARD**

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

**MONDAY 19 MAY 2008**

**4.00 PM**

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

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

**Community Board Adviser**  
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**1. APOLOGIES**

Norm Wither, Ngaire Button

**2. CONFIRMATION OF MEETING REPORT – 14 APRIL 2008**

The report of the Board's Committee meeting of 14 April 2008 is **attached**.

**STAFF RECOMMENDATION**

That the report of the Greenspace Traffic Works Committee of 14 April, be confirmed.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

**3. DEPUTATIONS BY APPOINTMENT**

**3.1 KATE HEWSON – TRANSITION COMMUNITIES**

**4. UPDATE FROM THE CONTRACTS AND MAINTENANCE TEAM**

**SHIRLEY/PAPANUI COMMUNITY BOARD'S  
GREENSPACE TRAFFIC WORKS COMMITTEE  
14 APRIL 2008**

**A meeting of the Greenspace Traffic Works Committee  
was held on Monday 14 April at 4.00 pm  
in the Boardroom, Papanui Service Centre**

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

**APOLOGIES:** An apology for absence was received and accepted from Pauline Cotter.

The Committee reports that:

**PART B - REPORTS FOR INFORMATION**

**1. DEPUTATIONS BY APPOINTMENT**

Nil.

**2. BRIEFINGS**

**2.1 GOSSET STREET - KERB AND CHANNEL RENEWAL**

Philippa Upton and Philip Crossland briefed the Committee on the Gosset Street kerb and channel renewal project which is planned for reconstruction during the 2008/09 financial year. The consultation period will be from 25 April to 18 May. The consultation documentation will be going all residents and absentee landowners in Gosset, Malvern and parts of Westminster Street. The Committee clarified that this would also include stakeholders such as churches, businesses in Rutland Street and the Rugby Club.

Clarification and undertakings were as follows:

- A give-way sign at Westminster Street would be considered
- Philippa Upton undertook to pass on Committee's concerns about school children safety at the Westminster Street corner and the suggestions of a give-way sign, school crossing and school signage.
- Staff to consider if the historic nature of the trees warrants a history board.
- The Committee considered the lighting upgrade would be more effective with lantern-style fixtures, which would be more appropriate for the low tree canopy.
- It was clarified that checking for illegal stormwater connections was outside the scope of the project.
- A "park and ride" problem was noted in the street.
- The unusual street numbering was noted as being a potential problem for emergency services.

**3. UPDATE FROM CONTRACTS AND MAINTENANCE TEAM**

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

### 3. Cont'd

#### 3.1 SAWYERS ARMS, NORTHCOTE AND GREERS ROADS

Peter McDonald advised a realignment with signals was planned for 2012/13 and was unlikely to be advanced because of other priorities.

The Committee **decided** to ask the Board to make an urgent submission to the LTCCP for a project to install traffic signals at the Sawyers Arms/Northcote and Greers Roads intersection be given priority because of safety concerns.

#### 3.2 MARY STREET

The Board believed there had been a Board decision that a report would come to them about the one laning of Mary Street at its intersection with the Main North Road. This resolution had come after consultation with the Papanui Residents Association.

Peter McDonald reported that the Police had formally opposed the proposal. It was **decided** that staff would research the background of this issue.

#### 3.3 LEANDER STREET

It was the Committee's understanding that a report was to be written to assess whether or not a P120 parking limit was working successfully.

It was **decided** that staff would research the Board decision of 7 July 2004 to clarify if this was the case.

#### 3.4 SAWYERS ARMS ROAD PARKING BY THE DOMAIN

Some parking anomalies had been noted. Peter McDonald advised that the Board may have approved an incorrect measurement, in which case another resolution was required. If, however, the parking lines had been installed incorrectly, they would be corrected. The Committee would be kept informed.

#### 3.5 SAWYERS ARMS ROAD/MAIN NORTH ROAD

Committee members noted that there is often a difficulty for cyclists at the intersection of Sawyers Arms Road and Main North Road with large numbers of cars turning left from Sawyers Arms Road into Main North Road. The Committee considered whether property could be purchased at the corner to address the issue.

Peter McDonald advised that proposal was not supported by staff. The Committee **decided** that the Board be asked to submit to the LTCCP on the proposal.

#### 3.6 EDGEWARE ROAD

The Committee **decided** to hold a seminar between users, businesses, stakeholders, residents to discuss pedestrian safety in Edgware Road between Colombo Street and Sherborne Street.

#### 3.7 MARSHLAND ROAD

The Committee supported requesting the Board to in turn request the Council to approve that the speed limit in Marshland Road (between Briggs Road and Prestons Road) be reduced to 50 km/hr.

Peter McDonald undertook to investigate this possibility and also to provide crash statistics for that area of the road.

### 3. Cont'd

#### 3.8 SAWYERS ARMS/GARDINERS ROAD INTERSECTION

The Committee sought a joint meeting with the Fendalton/Waimairi Community Board on an update on the implications of this intersection especially now that the traffic has increased since Hussey Road has become a popular route to and from the Northwood housing development.

Peter McDonald reported that reported crashes had decreased (eight in 2004, four in 2005, and two in 2006).

The Committee **decided** that a joint meeting with the Fendalton/Waimairi Community Board should proceed to discuss this intersection, after a report from ViaStrada (due May 2008) had been received.

It was further **decided** that staff investigate the possibility of the Board being advised in advance of all resource consent applications within the Ward and that a greater involvement of Community Boards in Resource Management Act matters be raised as a topic for discussion at a Community Board Chairs Forum.

#### 3.9 ROOSEVELT AVENUE AND O'NEIL DRIVE

The Committee **received** the results of the recent speed trailer placement in Roosevelt Street. Detailed information will be given to the Board.

### 4. UPDATE FROM TRANSIT NEW ZEALAND

Tony Spowart reported as follows:

- A minor safety project to improve a right turn from Englefield Road onto Main North Road has been completed.
- Drainage work under the Styx Bridge was underway.
- An on-site meeting with the Board Chairperson and Clayton Cosgrove MP has been arranged to look at a right-turn at the Queen Elizabeth II Drive/Main North Road intersection for westbound traffic. It was clarified that the request arose out of concerns expressed by Grimseys Road residents and the Residents Association. There was some concern that this project was based on a verbal request; Tony Spowart undertook to investigate this and report back to the Board.
- Webcams to enable the public to monitor traffic conditions are being installed at four locations and should be operating by the end of the month.
- Planning is underway for two left hand turn lanes north at the Johns Road/Main North Road intersection.
- Replacement of the Queen Elizabeth II Drive/Marshland Road roundabout with traffic lights was in the design phase with a construction target of the end of 2009.
- A three-year project brief is underway to investigate options for the Northern Arterial with the aim of commencing construction in 2015.
- On 1 July, Transit New Zealand will combine with Land Transport New Zealand to become the New Zealand Transport Agency. Mr Geoff Dangerfield has been appointed Chief Executive Designate of the new Agency.

#### 4. Cont'd

Members raised the following matters.

- The safety of the pedestrian crossing over Main North Road at the Daniels Road intersection with residents of Manse Place experiencing difficulties. The Transit New Zealand view, based on video evidence, was that the crossing was safe and adequate time allowed. Members disagreed and Tony Spowart undertook to have the crossing cycle/synchronisation checked.
- Traffic lights had been verbally promised at the Belfast Road/Main North Road intersection to provide an alternative for logging trucks which were using the Tyrone/Richill Streets route. The Transit New Zealand view was that this was not an option on the basis it would mean a further disruption to the flow on traffic on the Main North Road. Other matters which had an influence was the proposed bus priority lanes and a development in the area which could see lights installed elsewhere at developer expense.
- The planned northern arterial was seen in the 1960's as being four lanes. Funding was clarified as coming from the Regional Land Transport Committee, which had allocated \$80 - \$90 million recently for the Southern Motorway.

#### 5. COMMITTEE MEMBERS INFORMATION EXCHANGE

- Cleveland Street - It was suggested a speed trailer be used in Cleveland Street to monitor traffic behaviour.
- Meeting with local Members of Parliament - The Committee **decided** that in view of only one confirmed attendance by an MP (Clayton Cosgrove) the scheduled joint Boards breakfast meeting on Friday 16 April be postponed. Merit was seen in inviting Clayton Cosgrove to a Board meeting.
- Somme Street - Ngaire Button reported the concern of some METLIFECARE residents who need to cross Somme Street to access the dining area of the complex. It was **decided** that Ngaire Button would arrange to meet with the concerned residents, traffic staff and METLIFECARE management to investigate the issue.
- Canterbury Neighbourhood Support meeting - Thanks were given to the Deputy Mayor, Norm Withers, for arranging parking outside the Cathedral for meeting attendees.
- Childcare centre in Sawyers Arms Road- A Commissioner decided resource consent was recently granted for a childcare centre on the southern corner of Sawyers Arms and Gardiners Road. The Consultant Traffic Engineer's report concluded that any additional traffic generated by the application would have insignificant effects on the operation of the surrounding road network. The Committee's concerns were firstly that the consent was processed on a "limited notification" basis and, secondly, that both roads were minor arterial, with the intersection being particularly congested now that Hussey Road provided easy access from Northwood onto Gardiners Road.

The Committee **decided** there was a need to raise Resource Management Act issues of notification/non-notification and Community Board inclusion with the Council.

It was also **decided** that the Board have a copy of the traffic report and resource consent application for the childcare centre proposed by the Sawyers Arms/Gardiners Roads intersection.

- Community Facilities Plan - It was noted that this plan did not show two childcare centres – St Albans Edu-Care and the Redwood Playcentre. Both centres were in Council premises, paying rent and receiving grants.

It was **decided** that staff would contact the Unit Manager – Community Support for clarification.

**4. Cont'd**

- Prestons Road/Marshland Road Roundabout - Extensive backing up of traffic has been noted at this roundabout. It was suggested that an LTCCP submission from the Board advocating its replacement, was needed.

The Committee **decided** to ask staff whether or not plans for this roundabout were already being considered.

**PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE COMMITTEE**

Pending the election of a Chairperson, Megan Evans took the chair.

**6. CONFIRMATION OF REPORT - 17 MARCH 2008**

**6.1 GREENSPACE COMMITTEE**

The Committee **resolved** that the report of the Greenspace Committee meeting of 17 March 2008, be confirmed.

**6.2 TRAFFIC WORKS COMMITTEE**

The Committee **resolved** that the report of the Traffic Works Committee meeting of 17 March 2008, be confirmed.

It was **agreed** that staff be asked to research a previous 1990's motion by the Board that footpaths be provided on both sides of street for new subdivisions.

**7. ELECTION OF CHAIRPERSON AND DEPUTY CHAIRPERSON OF THE GREENSPACE TRAFFIC WORKS COMMITTEE**

For this clause, Megan Evans vacated the Chair and the Community Board Adviser temporarily assumed the chair.

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

Nominations were called for the position of Chairperson.

Megan Evans was nominated by Yvonne Palmer, seconded by Norm Withers. Megan Evans declined the nomination.

Matt Morris was nominated by Megan Evans, seconded by Aaron Keown.

There being no further nominations, the Committee **resolved** that Matt Morris be the Chairperson of the Greenspace Traffic Works Committee.

(Note: Yvonne Palmer recorded her vote against the foregoing decision).

Matt Morris assumed the Chair.

Nominations were called for the position of Deputy Chairperson.

Megan Evans was nominated by Yvonne Palmer, seconded by Norm Withers.

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

The meeting concluded at 7.25 pm.

**CONFIRMED THIS 19TH DAY OF MAY 2008**

**MATT MORRIS  
CHAIRPERSON**



## 5. SPENCER BEACH HOLIDAY PARK – PROPOSED INCREASE IN CAMP CHARGES

<b>General Manager responsible:</b>	General Manager Community Services , DDI 941-8534
<b>Officer responsible:</b>	Recreation and Sports Unit Manager
<b>Author:</b>	Bruce Thomson, RSU Business Operations Officer

**PURPOSE OF REPORT**

1. This report seeks Committee approval for increases in user charges at the Spencer Beach Holiday Park in line with the provisions of the lease.

**EXECUTIVE SUMMARY**

2. Spencer Beach Holiday Park Proposed Charge Schedule

	<b>Current Rate</b>	<b>Proposed New Rate</b>
	<b><u>Per Day</u></b>	<b><u>Per Day</u></b>
<b>Camp Sites</b>		
Adult	12.00	13.00
Child (4 – 14 years)	6.00	7.00
<b>Standard Cabins</b>		
Up to two persons	42.00	50.00
Each extra adult	12.00	13.00
Each extra child (1-14 yrs)	6.00	7.00
Linen/ bedding hire per bed	7.00	7.00
<b>Kitchen Cabins</b>		
Up to two persons	52.00	62.00
Each extra adult	13.00	14.00
Each extra child (1-14 yrs)	7.00	8.00
Linen/ bedding hire per bed	7.00	7.00
<b>Ensuite Cabins</b>		
Up to two persons	60.00	70.00
Each extra adult	14.00	15.00
Each extra child (1-14 yrs)	8.00	9.00
Linen/ bedding hire per bed	7.00	7.00
<b>Tourist Flats (1 – 10)</b>		
Up to two persons	68.00	79.00
Each extra adult	14.00	16.00
Each extra child (1-14 yrs)	9.00	10.00
Linen/ bedding hire per bed	7.00	7.00

## 5. Cont'd

**Deluxe Tourist Flats (11 – 16)**

Up to two persons	80.00	90.00
Each extra adult	17.00	17.00
Each extra child	11.00	11.00
Linen/tea//coffee included	7.00	

**Lodge (38 Beds)**

Adults/Children	14.00	14.00
Minimum charge per night	140.00	150.00

**Homestead (18 Beds)**

Up to 2 persons	90.00	n/a
Each extra adult	14.00	18.00
Each extra child	9.00	18.00
Minimum charge per night	130.00	150.00
Linen/ bedding hire per bed	7.00	7.00

**Spa Pool**

Per Person	3.00	3.00
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- The previous increase to charges was on 1 June 2006. Since then there have been upgrades to the Lodge, Tourist flats, and Kitchen cabins to ensure continued popularity and to retain the standard for this type of Holiday Park. The proposed increases represent a fee increase to take this into consideration but remain at the lower end of the market.
- The following is a comparison with other similar camp facilities.

	<b>Spencer Beach Holiday Park New Fees</b>	<b>South Brighton Motor Camp Inc 1 March 06</b>	<b>Meadow Park Inc Sept 05</b>	<b>Amber Park</b>
Power sites (2 persons)	\$26.00	\$26.00	\$38.00	\$30.00
Extra Adult	\$13.00	\$11.00	\$18.00	\$15.00
Children - under 15	\$6.00	\$6.00	\$8.50	\$7.00
Standard Cabins	\$50.00	\$45.00	\$60.00	\$60.00
Tourist Flats	\$79.00	\$75.00	\$98.00	\$75.00

- Fixed costs have increased significantly since the last increase of June 2006, with increases in electricity, rates, insurances, and in particular diesel fuel which is used for hot water heating. There is also likely to be an increase in electricity charges before the coming winter.
- The current lease has a further six years to operate and it is important that the viability of the camp is maintained during this period to ensure that the facilities are well maintained and utilised. The camp is heavily used by Christchurch and Canterbury residents, especially during traditional holiday periods. The camp is also ideal for large groups and is well used by schools, church groups, sports and other recreational teams.

**5. Cont'd**

**FINANCIAL IMPLICATIONS**

7. Increased user charges are needed to ensure a viable operation by covering increased costs and on-going maintenance.

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

8. Yes, LTCCP budgets are calculated to allow for increases in charges over time to cover increased costs.

**LEGAL CONSIDERATIONS**

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

9. The Lease agreement states that "the Lessee will not levy camping ground charges in excess of those approved by Council. The Council's consent to such charges shall not be unreasonably withheld". Spencer Park is held by the Council as a recreation reserve, subject to the provisions of the Reserves Act 1977 with the lease issued under section 54 (1)(a) of that act. The Board has delegated authority to approve the rental increases.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

10. Maintain the level of service

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

11. As above

**ALIGNMENT WITH STRATEGIES**

12. Not applicable

**Do the recommendations align with the Council's strategies?**

13. Not applicable

**CONSULTATION FULFILMENT**

14. Not applicable

**STAFF RECOMMENDATION**

It is recommended that the Committee approves the proposed increased charges for the Spencer Beach Holiday Park to apply from 1 June 2008.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

## 6. PROPOSED ROAD NAMING

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941-8549
<b>Officer responsible:</b>	Unit Manager Environment Policy and Approvals
<b>Author:</b>	Bob Pritchard, Subdivisions Officer

### PURPOSE OF REPORT

1. The purpose of this report is to obtain the Committee's approval to three new road names on two subdivisions.

### EXECUTIVE SUMMARY

2. The approval of proposed new road and right-of-way names is delegated to Community Boards.
3. The Subdivision Officer has checked the proposed names against the Council's road name database to ensure they will not be confused with names currently in use.

#### **RMA 92006651 – ROBEX DEVELOPMENTS LTD, SPRINGWATER AVENUE**

4. This subdivision creates thirty seven new residential allotments and a reserve. Access to the allotments will be provided by the construction of two new roads. The first road commences at Springwater Avenue, and continues to the western boundary of the subdivision, allowing for future extensions. The other road is a small cul-de-sac running east off the larger road. There has been several discussions with the applicants to choose new road names that will not cause confusion with existing road names in Christchurch. The names arrived at were chosen to continue the use of names associated with the general topography of the locality, where water is a dominant feature. The name proposed for the larger road is Northwater Drive, while Rosebank Close is proposed for the smaller cul-de-sac.

#### **RMA 92007514 – SUBURBAN ESTATES LIMITED, 207-215 JOHNS ROAD**

5. The Board will recall this application for a new road name for the Suburban Estates subdivision at the February meeting. The subdivision creates forty seven new allotments to be served by a new cul-de-sac running south off Brookwater Avenue. Brookwater Avenue will be extended generally eastward as part of the subdivision. The development company have decided to call the subdivision Marble Court. No approval is necessary from council for naming the subdivision, however Suburban Estates also wish to name the cul-de-sac "**Marble Court**". This is a short name, suitable for this smaller cul-de-sac. The Board declined the use of this name as it was thought to be too similar to the existing Marble Wood Drive. The development company have requested the Board to reconsider the use of Marble Court on the grounds that this name was discussed with Land Information New Zealand who were happy that the name with one common word out of three would not be confused. Land Information New Zealand is the Government body which advises new road names to the emergency services. In support of this, it should be noted that in Christchurch, there are many existing names that share a common syllable or word, for example we have twenty five names prefixed with "Glen", twenty one names prefixed with "Wood" and a further seventy eight names ending with "...wood". There are fifty ending with "...field", thirty four with "...view". There are many others that share part of a name which do not appear to cause confusion. Road names are checked thoroughly using Terraview map indexing and a programme that can produce all names with common syllables in Christchurch. It is getting increasingly difficult for developers to select names for their new roads, Christchurch is rapidly approaching 4,000 road names so choices are becoming limited. In most cases, several sets of names have already been rejected before the final report is prepared for the Community Boards.

### FINANCIAL IMPLICATIONS

6. There is no financial cost to the Council. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plate manufacture is charged direct to the developer.

**6. Cont'd**

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

7. Not applicable.

**LEGAL CONSIDERATIONS**

8. Council has a statutory obligation to approve road names.

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

9. Yes. There are no legal implications

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

10. Not applicable.

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

11. Not applicable.

**ALIGNMENT WITH STRATEGIES**

12. Not applicable.

**Do the recommendations align with the Council's strategies?**

13. Not applicable.

**CONSULTATION FULFILMENT**

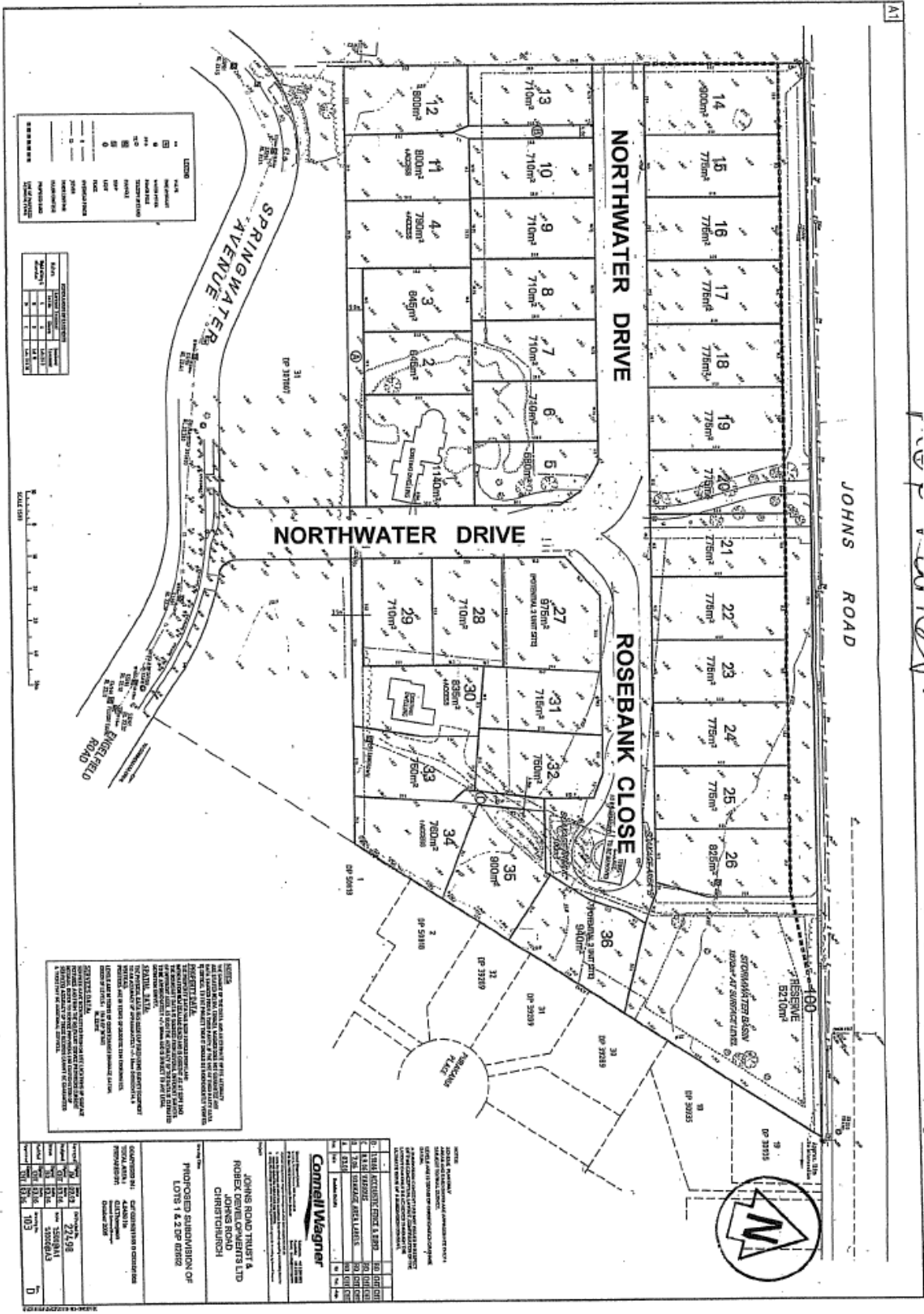
14. Where proposed road names have a possibility of being confused with names in use already, consultation is held with Land Information New Zealand and New Zealand Post. Where a Maori name is proposed Ngai Tahu are consulted.

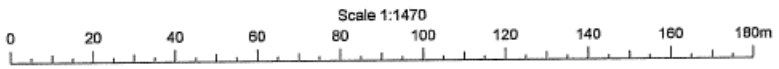
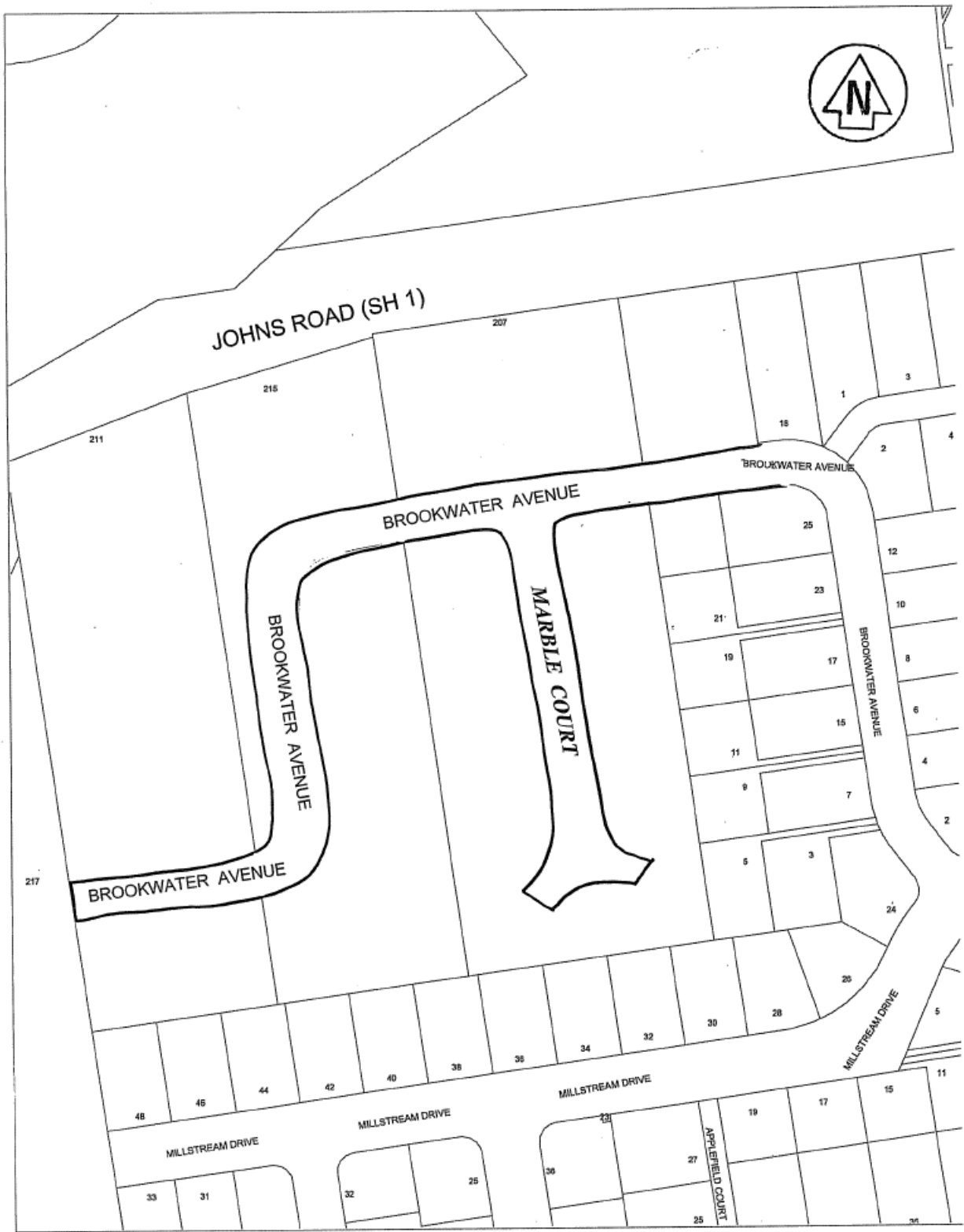
**STAFF RECOMMENDATION**

It is recommended that the Committee consider and approve the proposed names 'Northwater Drive and Rosebank Close', and to reconsider the name 'Marble Court'.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.





SPRINGWATER AVENUE (NORTHWOOD)  
Survey and Title Data as at 5-FEBRUARY-2007, Valuation and Sales Data as at 30-JANUARY-2007 and Geodetic Mark data as at 5-FEBRUARY-2007. For additional mark data visit [www.linz.govt.nz](http://www.linz.govt.nz). Cadastral Information from LINZ Core Record System (CRS). CROWN COPYRIGHT

## 7. STYX MILL BUS ROUTE EXTENSION THROUGH NORTHWOOD – BUS STOPS

<b>General Manager responsible:</b>	General Manager, City Environment, DDI 941-8656
<b>Officer responsible:</b>	Acting Unit Manager, Transport and Greenspace
<b>Author:</b>	Basil Pettigrew, Traffic Engineer Community, Mike Smith, Senior Traffic Safety Engineer MWH Limited, Christine Toner, Consultation Leader

**PURPOSE OF REPORT**

1. The purpose of this report is to provide information and to seek the approval of the Committee to install the final three bus stops necessary for the extension of the No. 11, Styx Mill bus route through Northwood, in the Board's area.

**EXECUTIVE SUMMARY**

2. Environment Canterbury has requested that the Council resolve bus stops near these locations along this route.
3. The sites of ten of twelve proposed bus stops for this route extension were resolved by the then Traffic Works Committee in February 2008. Two stops were held over for safety review regarding a bus bay being constructed at each location. These were:
  - a) in Hussey Road opposite the Styx Mill Country Club, and
  - b) in Beechwood Drive at the intersection with Saracen Avenue.
  - c) in addition, the 'pair' for 3(b) was not installed in Beechwood Drive (outside No 50) pending the location decision as it is preferred that stops be placed in pairs within sight of each other.
4. These bus stop locations have been reviewed by an independent safety adviser and new locations are recommended for both.
5. These proposed locations have been positioned in an attempt to maximise availability for bus patrons within the area, while limiting the number of times that the bus has to stop along the route.
6. **Hussey Road opposite the Styx Mill Country Club**
  - a) There are three equally acceptable options including the building of a recessed bus bay as per the Board's suggestion, and a fourth option of not placing a bus stop at this location has been considered. Aside from these options, there is no acceptable site for a bus stop at this section of the bus route.
  - b) There is strong opposition from residents and property owners for all three options. It is recommended that the Committee grant speaking rights to those who apply, so that all issues can be considered fully.
  - c) Because of the strong opposition to the first and most preferred option, the second and third options are presented as viable options in this report. All options and their pros and cons are detailed in Section 30.
  - d) The three options are:
    - i) Outside one of the residences between 147, 149 and 151 Saracen Avenue (inclusive) – with the exact site of the stop to be decided by the residents/owners or the Community Board (the recommended option).
    - ii) In a recessed bus bay outside 141 Hussey Road in front of the landscaped area and between the entrance and exit to the gas installation.
    - iii) In a recessed bus bay outside 141 Hussey Road and 3 Royal Close (further east from option (ii) ) to the east of the exit to the gas installation.



**7. Cont'd**

**7. Beechwood Drive/Saracen Avenue**

- (a) The inbound bus bay option suggested by the Board at the February meeting is not appropriate at this location. The recommendation is to relocate this bus stop into Saracen Avenue, just north of and opposite the intersection of Saracen Avenue and Handel Place, near 20 Saracen Avenue, beside the entrance to a path leading to Henley Green and the Christchurch City Council Reserve. There is no opposition to this location.
- (b) Due to the proposed re-location (into Saracen Avenue) of the bus stop earlier proposed for Beechwood Drive, staff recommend that the 'pair' for this stop (which was approved at the February meeting of the Traffic Works Committee) be relocated to a point outside 21 Saracen Avenue and extending over the driveway to back sections at 17 and 19 Saracen Avenue. The owner of 21 Saracen Avenue is happy to have the bus stop outside the northern end of her property; the owner of on back section has agreed but the other has objected.
- (c) If the 21 Saracen Avenue location is approved, the bus stop outside 50 Beechwood Drive (resolved at the February meeting) will need to be revoked.

**FINANCIAL IMPLICATIONS**

- 8. Costs for installing the bus stop signage and markings (approximately \$1,500) will be met from the Passenger Transport Infrastructure budget available for the provision of new bus stop installations. Costs for installing a recessed bus bay (approximately \$20,000) will be met from the Neighbourhood Improvements Programme Budget.

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

- 9. Yes.

**LEGAL CONSIDERATIONS**

- 10. The Council is the road controlling 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.

**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.

## 7. Cont'd

### CONSULTATION FULFILMENT

16. Extensive consultation was carried out by Environment Canterbury staff regarding the best route for extending passenger transport coverage through the area.
17. Further comprehensive consultation was carried out by Council staff regarding the location of all twelve bus stops required for the route extension.
18. Additional consultation has now been undertaken with the residents adjacent to the revised proposed locations for three new bus stops in Hussey Road and Saracen Avenue.
19. Several of the owners have objected to the establishment of a permanent bus stop along the road frontage of their property. A summary of the consultation is included as **Attachment 2**. In this situation, and having properly considered the relevant issues raised, the most desirable site for a bus stop has been selected as the staff recommendation. As there is strong opposition from the residents on Hussey Road adjacent to the first staff recommendation, second and third viable options are included, both of which involves the construction of a recessed bus bay beside the gas installation at 141 Hussey Road (also strongly opposed by the owners and occupiers of 141 Hussey Road).
20. Where available and suitable, bus stops have been sited adjacent to Council property. The reserves supervisor has been consulted and approved of these sites.

### STAFF RECOMMENDATION

#### Resolution of Bus Stops

It is recommended that the Committee resolve that bus stops be installed in the following locations:

(a) **Hussey Road:**

i) **Option 1**

On the north side of Hussey Road commencing anywhere from a point 59 metres east of the eastern edge of its intersection with Watermill Boulevard (the eastern side of the driveway entrance to 147 Hussey Road) to a point 103 metres east of the eastern edge of its intersection with Watermill Boulevard (just short of the eastern most boundary of 151 Hussey Road) and extending in a westerly direction for a distance of 18 metres (in front of on or two of 147, 149 or 151 Hussey Road – the exact location to be decided by the residents or the Community Board).

ii) **If Option 1 fails, then propose Option 2**

On the north side of Hussey Road commencing at a point 41 metres from the western edge of the intersection of Hussey Road and Watermill Drive, and extending 15 metres in a westerly direction.

iii) **If Option 2 fails then propose Option 3**

On the north side of Hussey Road commencing at a point 77 metres from the western edge of the intersection of Hussey Road and Watermill Drive, and extending 22 metres in a westerly direction.

(b) **Saracen Avenue - Outbound**

On the eastern side of Saracen Avenue commencing at a point 67 metres north from its intersection with Handel Place and extending in a northerly direction for a distance of 18 metres (17/19/21 Saracen Ave).

(c) **Saracen Avenue - Inbound**

On the western side of Saracen Avenue commencing at a point 6 metres north from its intersection with Handel Place and extending in a northerly direction for a distance of 18 metres (next to Christchurch City Council reserve land near 20 Saracen Avenue) Hussey Road.

**7. Cont'd**

**Bus stops to be revoked**

It is recommended that the Committee revoke the bus stop as follows:

- (d) As resolved at its February 2008 meeting, on the north side of Beechwood Drive at the property boundary of numbers 50 and 52 Beechwood Drive (this stop was not installed).

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

7. Cont'd

**BACKGROUND (THE ISSUES)**

21. At the end of July 2007, Environment Canterbury resolved that the bus route would follow Gardiners Road, Hussey Road, Beechwood Drive, Saracen Avenue, O'Neill Avenue and Northwood Boulevard, and then across Main North Road to the terminus off Radcliffe Road.
22. Two bus stops presented as recommended options to this Board in February 2008 were held over subject to the investigation of a bus bay at each location. These were:
  - (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 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).
23. **Hussey Road**

The Hussey Road location was reviewed by Mike Smith, Senior Traffic Safety Engineer, MWH Limited, Christchurch. Two bus bay designs have been investigated and costed, and either is a viable option. However the cost is significant, and Mike Smith recommends that the bus stop be located further east, along the stretch between 145 and 151 Hussey Road.

  - (a) This location, being adequate distance east of the intersection and on a very slight concave curvature of the roadway, provides acceptable sight lines for vehicles exiting Watermill Boulevard. (Pros and cons of this and each of the bus stop locations described below, are detailed under the Options Assessment section)
  - (b) There is strong opposition from the residents of 145, 147, 149 and 151 to this proposal. Therefore two additional locations, outside the boundaries of 147/149 and 145/147 Hussey Road were considered and the residents consulted accordingly.
  - (c) Both bus bay options are presented as possible alternatives for the Committee to consider.
24. **Beechwood Drive/Saracen Avenue**

The Beechwood Drive (near Saracen Ave) location was reviewed by Mike Smith, Senior Traffic Safety Engineer, MWH Limited, Christchurch. Mike recommended that for similar reasons of cost a bus bay is not appropriate at this location outside 2 Saracen Avenue/47 Beechwood Drive.
25. Two potential inbound options in Saracen Avenue were identified. These are:
  - (a) On Saracen Ave along the stretch outside 6, 6a and 8 Saracen Avenue (strong objections from property owners)
  - (b) The recommended option next to Christchurch City Council reserve land near 20 Saracen Avenue.
26. As a result of moving this bus stop into Saracen Avenue, it is recommended that its outbound 'pair' also be located in Saracen Avenue as close as possible to opposite the inbound stop. Several locations between 9 and 21 Saracen Avenue were investigated.
  - (a) The recommended site is outside 21 Saracen Avenue and extending north over the driveway to back sections 17/19 (owner of No 21 is fully in agreement, No 17 has not objected but No 19 objects citing child safety on his property).

**7. Cont'd**

**THE OBJECTIVES**

27. Desirable locations for bus stops have been identified in accordance with the objectives set out in the Bus Stop Location Policy in the Christchurch City Council Policy Register.
28. The location of bus stops along the frontage of residential properties must generally come to a compromise decision.

**THE OPTIONS AND ASSESSMENT**

29. **Hussey Road**  
Four locations were identified as potential sites for establishing a bus stop on the north side of Hussey Road in the area of the Country Club and Watermill Boulevard. This is an area of pedestrian and traffic generation and of developing intensive residential accommodation.
30. **Option 1**  
On the north side of Hussey Road commencing anywhere from a point 59 metres east of the eastern edge of its intersection with Watermill Boulevard (the eastern side of the driveway entrance to 147 Hussey Road) to a point 103 metres east of the eastern edge of its intersection with Watermill Boulevard (just short of the easternmost boundary of 151 Hussey Road) and extending in a westerly direction for a distance of 18 metres (in front of either 147, 149 or 151 Hussey Road – the exact location to be decided by the residents or the Board). (All residents strongly opposed).
31. Pros for this location:
  - (a) On the departure side of the intersection of Watermill Boulevard and an acceptable distance away from the intersection
  - (b) Acceptable sight lines for all traffic
  - (c) Close to existing speed calming measures
  - (d) Good footpaths and street lighting
  - (e) Better access for the existing catchment
  - (f) Close to the opposing bus stop
  - (g) Away from direct pedestrian movements across Hussey Road to and from the Country Club
  - (h) Outside residences provides better personal safety
32. Cons for this location
  - (a) Strong opposition by residents
  - (b) Cons for the residents - Loss of parking on frontage of residences, or bus stopping over the driveway of residences
  - (c) (However, low demand for parking observed, and subdivision requirement is for adequate onsite parking and turnaround area on each residential site).
33. Rationale for selection as favoured option
  - (a) This option is marginally safer than Options 2 and 3, costs far less both in construction and ongoing maintenance, provides slightly better access for the existing catchment community, and provides better personal safety being outside residences, compared to Options 2 and 3.

**7. Cont'd**

- (b) This option was initially not put forward in February as the preferred option because of the adjacent homes being close to the frontages and there being short strips of verge, limited existing street parking and the introduction of a bus stop removing several parking spaces.
- (c) The security issues raised by OnGas and BOC with respect to the proposed bus bays near the gas installation plant (Options 2 and 3) are considered to be more aligned to the benefit of the whole community than the similar security issues raised by the residents of 147, 149 and 151 Hussey Road.

**34. Option 2**

In a recessed bus bay outside 141 Hussey Road in front of the landscaped area and between the entrance and exit to the gas installation. (See **Attachment 1** page X) Inward access to this bus bay is across the western driveway in to the gas installation and the exit would be across the eastern driveway.

**35. Pros for this location:**

- (a) Complies with the BOC requirement for no stopping within 5 metres of the gas installation.
- (b) It is separated from the installation and driveway by existing planting, which could be increased by additional planting.
- (c) It provides for pedestrian access behind the bus to the existing centre island as a pedestrian facility.
- (d) There are existing footpaths in the area.
- (e) It is near the Country Club and proposed Café – potentially encouraging the use of the bus (eg to work, and visiting the Club on the way home).
- (f) It is near the existing catchment, and also near the proposed future developments to the west.
- (g) The recessed bus stop has positive safety impact.
- (h) With the relatively low traffic volume on this road, the often cited delaying impact of a bus bay (re-entering the traffic flow) would not be a big problem here. With the peak flow being spread over half to one hours morning and evening, and a half hourly service, only 1 or 2 bus movements will be affected.
- (i) There is a limited number of affected parties.

**36. Cons for this location**

- (a) OnGas and BOC both strongly oppose a bus stop location near the gas installation, for security reasons.
- (b) Cost of installing a bus bay is high.
- (c) In future, if the traffic volume becomes high there may be short isolated periods of delay for the bus service i.e. a bus leaving a bus bay is sometimes held up waiting to re-enter the traffic stream.
- (d) The bus bays are slightly closer to the speed transition zone than Option 1.
- (e) Construction of either bus bay will require the removal or moving of one or two street trees (there would be space to replant them nearer the boundary fences).

**7. Cont'd**

37. Owners of 141 Hussey Road (OnGas) and lessees (BOC) are both strongly opposed to the location of the bus stop in either of these bus bay options. They are concerned about vandalism, and the chance of a passer by hearing the sound of gas hissing as it leaves the plant, which could then involve a false alarm call out. If this location were selected they may need to address security there with floodlighting and high fences. The owner of 3 Royal Close is happy with this proposal.
38. **Option 3**  
In a recessed bus bay outside 141 Hussey Road and 3 Royal Close (further east from option 2 to the east of the exit to the gas installation). Pros and cons for this location are similar to those for the other bus bay. This site would require the moving of the lighting pole, and replacement with a long outreach pole. Owners and tenants of 141 Hussey Road are opposed to this location, but the owner of 3 Royal Close is happy with this proposal.
39. **Option 4 (not recommended)**  
Outside the boundary outside 147 Hussey Road and extending over the boundary between 145 and 147, across the eastern driveway crossing of 145 Hussey Road is not recommended as the inbound bus stop is directly opposite this residence and already impacting strongly on the household.
40. **Option 5 – Do nothing.**  
An acceptable fall back position if necessary but the community want a bus stop at this location and are asking when a stop will be placed here.
41. **Saracen Avenue inbound:** Two potential inbound options in Saracen Avenue were identified as follows:
- (a) On Saracen Avenue along the stretch outside 6, 6a and 8 Saracen Avenue (strong objections from property owners).
  - (b) Next to Christchurch City Council reserve land near 20 Saracen Avenue (no objections - recommended option).
42. **Saracen Ave outbound:** As a result of moving this bus stop into Saracen Avenue, it is recommended that its outbound 'pair' also be located in Saracen Avenue as close as possible to opposite the inbound stop.
- (a) Several locations between 9 and 21 Saracen Avenue were investigated. All were acceptable locations but strong objections were received from residents at No 11 and no response from No 9 and 15.
  - (b) The recommended site was selected outside 17/19 (driveway to back sections) and 21 Saracen Avenue. (Objection from resident at No 19 but those at 17 and 21 were amenable).

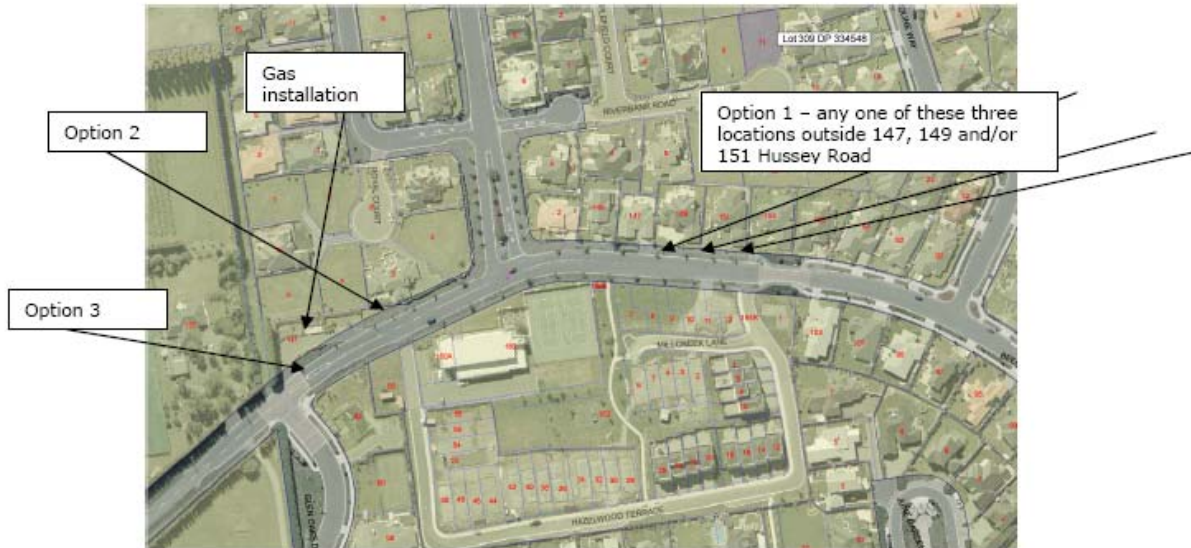
**THE PREFERRED OPTION**

43. The preferred option in each case is the staff recommendation.

Northwood Bus stops – Hussey road and Saracen Ave

### Attachment 1

Location maps and photos



Hussey Road showing intersection of Watermill Blvd with all options indicated (arrow head is not precisely on the bus stop).

### Hussey Road – Option 1





19. 5. 2008

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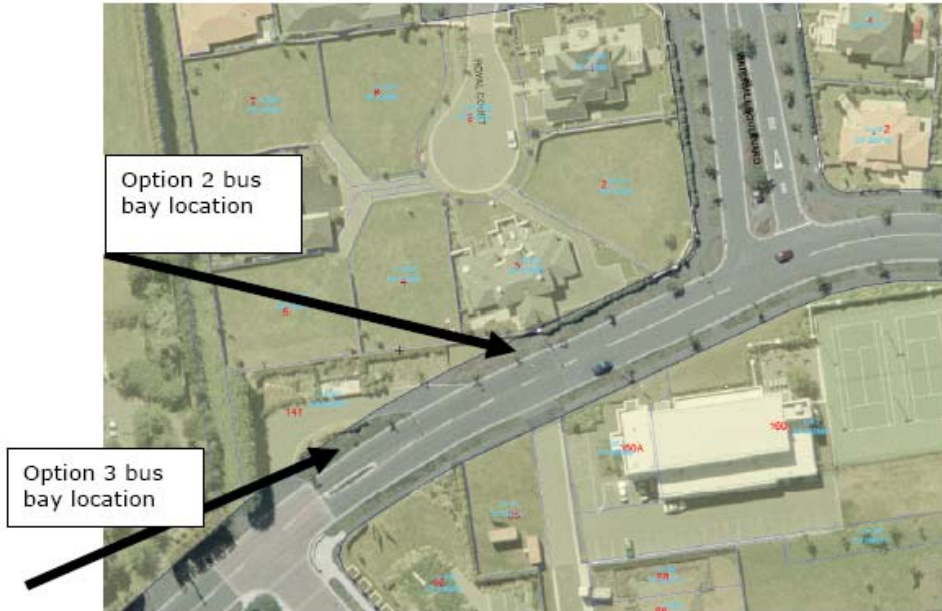
ATTACHMENT TO CLAUSE 7  
ATTACHMENT 1

Hussey Road with frontages of 151, 149 and 147 looking west



Hussey Road with frontages of 151, 149 and 147 looking east

### Hussey Road Options 2 and 3



Showing location of proposed bus bays (arrow heads not precise)



Hussey Road – Outbound stop opposite Styx Mill Country Club - Proposed bus bay locations for Options 2 and 3

## Hussey Road Option 2



Hussey Road opposite Styx Mill Country Club at 141 showing location of bus bay option 2.



Hussey Road opposite Styx Mill Country Club at 141 location of bus bay option 2.



**Hussey Road – Outbound stop opposite Styx Mill Country Club - Proposed bus stop location for Option 2**

**Saracen Ave – Inbound bus stop location.**



Saracen Ave showing locations of inbound and outbound bus stop recommendations (arrowhead is not precisely at bus stop).



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ATTACHMENT TO CLAUSE 7  
ATTACHMENT 1



Saracen Ave looking toward the proposed inbound bus stop location (at the lighting pole) from the east



19. 5. 2008

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ATTACHMENT TO CLAUSE 7  
ATTACHMENT 1

Saracen Ave looking toward the proposed inbound bus stop location (at the lighting pole, from the north)



Saracen Ave inbound stop – note open space behind



Saracen Ave inbound stop – note street light above proposed stop location



Saracen Ave – link footpath on south side of road



Saracen Ave at bus stop location – informal path leading from Henley Green onto Saracen Ave. Path should be formed and lit with low bollard lighting for night time security

19. 5. 2008

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ATTACHMENT TO CLAUSE 7  
ATTACHMENT 1



Saracen Ave – link of footpath from south to north at proposed bus stop location



**Saracen Ave** – Outbound bus stop location. White car is parked on bus stop location. Location well clear of road curve. Inbound bus stop on right at yellow sign.



19. 5. 2008

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ATTACHMENT TO CLAUSE 7  
ATTACHMENT 1



Saracen Ave – White car is parked at outbound bus stop location. Parked vehicles are builders vehicles for adjacent development



Bus using Saracen Ave (outbound)

19. 5. 2008

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ATTACHMENT TO CLAUSE 7  
ATTACHMENT 1



Bus using Saracen Ave (outbound)

**Northwood Bus stops Hussey Road and Saracen Ave  
Attachment 2**

Summary of feedback re new bus stops in Saracen Ave and Hussey Road nr Styx Mill Estate

**Hussey Road near Country Club**

<b>affected property</b>	<b>Proposed bus stop locations</b>	<b>Yes</b>	<b>No</b>	<b>Summarised response</b>
141 Hussey Road	outside 141 Hussey the gas installation			Strongly opposed to both bus bay options re vandalism or emergency false alarms if people are hanging around
141 Hussey Road	outside 141 Hussey the gas installation			Strongly opposed to both bus bay options re vandalism or emergency false alarms if people are hanging around
3 Royal Court	outside 141 Hussey the gas installation			Ok with both bus bay options
145 Hussey Road	outside the boundary between 145 and 147 Hussey Road			Troubled by traffic congestion caused by bus stop opposite. Objects to having two bus stops - one outside and one opposite.
147 Hussey Road	outside the boundary between 147 and 149, or 145 and 147 Hussey Road			Objects to having public assembling outside her home.
149 Hussey Road	outside the boundary between 149 and 151 Hussey Road	x		Feels threatened by the idea of a bus stop outside his home as he has lived near a bus stop in Auckland and received abuse, graffiti etc and feels this is against Asian people and may happen again here.
151 Hussey Road	outside the boundary between 149 and 151 Hussey Road			Owner of 151 supports the neighbour at 149 and has requested speaking rights.. He cites potential racial abuse as their reason for not wanting a stop outside their homes, which do not have front fences.

**Saracen Avenue inbound**

<b>affected property</b>	<b>Proposed bus stop locations</b>	<b>Yes</b>	<b>No</b>	<b>Summarised response</b>
6, 6a and 8 Saracen Avenue	in the stretch of road outside 6,6a,8, and 8a Saracen Avenue		*	Living rooms very close to road. Homes not yet sold and Horncastle Homes unhappy about this proposal.
8A Saracen Avenue	in the stretch of road outside 6,6a,8, and 8a Saracen Avenue		*	Owner concerned about loss of onstreet parking as houses have only a single garage. Also concerned about narrow road and no room for a bus.
20 Saracen Avenue	outside 20 Saracen Ave and the entrance to the Christchurch City Council reserve opposite Handel Place	✓		Horncastle Homes happy about this location - they still own 20 Saracen.
	outside 20 Saracen Ave and the entrance to the Christchurch City Council reserve opposite Handel Place	✓		Resident of nearby street wants bus stop for her children to go to school and is happy with the reserve location with regard to safety in daytime.
	outside 20 Saracen Ave and the entrance to the Christchurch City Council reserve opposite Handel Place	✓		Christchurch City Council Parks Manager ok with this location

**Saracen Avenue outbound**

9 Saracen Avenue	in the stretch between 9 and 21 Saracen Avenue			phoned 010408 left messages on both phones asking him to respond
9 Saracen Avenue	in the stretch between 9 and 21 Saracen Avenue			no response
11 Saracen Avenue	in the stretch between 9 and 21 Saracen Avenue		*	Owner has a son with mental disability who is sensitive to noise and people and would be upset by a bus stopping outside.
15 Saracen Avenue	in the stretch between 9 and 21 Saracen Avenue			No response
17 Saracen Avenue	in the stretch between 9 and 21 Saracen Avenue		*	Owner in back section is worried about child safety in his driveway if people were outside waiting for the bus.
19 Saracen Avenue	in the stretch between 9 and 21 Saracen Avenue	✓		Concerned only if the stop were to be a timing point and waiting there for a long time.
21 Saracen Avenue				Happy as long as top is toward 19 end of her property and pref unmarked.

## 8. NORTHWOOD BUS ROUTE – PROPOSED “NO STOPPING” RESTRICTIONS AT THE INTERSECTION OF BEECHWOOD DRIVE AND SARACEN AVENUE

<b>General Manager responsible:</b>	General Manager, City Environment, DDI 941-8656
<b>Officer responsible:</b>	Acting Unit Manager, Transport and Greenspace
<b>Author:</b>	Basil Pettigrew, Traffic Engineer Community, Christine Toner, Consultation Leader

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee’s approval to install no stopping restrictions at the intersection of Beechwood Drive/Saracen Avenue.

### EXECUTIVE SUMMARY

2. The Council and Environment Canterbury have undertaken consultation and have implemented a new bus route within the Northwood subdivision.
3. The Council has received complaints from local residents regarding safety and visibility problems along the proposed bus route. Concerns have been raised regarding the impact that parked vehicles will have on visibility at the intersection of Beechwood Drive and Saracen Avenue, part of the bus route.
4. Observations on site reveal that the intersections do not have the required “No Stopping” provisions as required under the Land Transport (Road User) Rule 2004 s6.3 (2). The absence of “No Stopping” markings may lead to vehicles parking up to the intersection throat, impeding intersection sight lines.
5. The Land Transport (Road User) Rule 2004 s6.3 (2) allows for the placement of “No Stopping” lines on the opposite side of the road for a Tee intersection. The limit of the lines corresponds to the “No Stopping” requirements defined for the intersection. Refer to **Attachment 1**.
6. The “No Stopping” lines on the opposite side of the road restrict parking in locations where it would affect the safe operation of the intersection, and allow vehicles to slip to the left of a vehicle turning right into the side road. Priority of movement is defined by the side road control and the requirements of the right turn rule.
7. To improve road safety and visibility for road users it is proposed that “No Stopping” lines be installed in accordance with **Attachment 1** and extended to cover driveways and pedestrian pathways around the intersection of Saracen Avenue and Beechwood Drive.

### FINANCIAL IMPLICATIONS

8. The installation of road markings is estimated to cost \$395 and is within operational budgets.

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

9. LTCCP – Transport and Greenspace Capital Programme

### LEGAL CONSIDERATIONS

10. The Land Transport (Road User) Rule 2004 s6.3 (2) requires the installation of “No Stopping” provisions at intersections.

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

11. As above. Stopping is not allowed within 6 metres of an intersection, and the marking of the area with broken yellow lines is not required but is desirable where there is the possibility that vehicles may stop for any reason within the intersection and impact on the safety of other users.

**8. 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. As a safety improvement item the consultation requirement is to inform residents adjacent to the no stopping locations. This is being done at the time of writing this report.

**STAFF RECOMMENDATION**

That the Committee approve the stopping of vehicles being prohibited at any time:

- (a) On the north side of Beechwood Drive commencing at a point 15 metres west of the western edge of the intersection of Beechwood Drive with Saracen Avenue and extending to a point 18 metres east of the eastern edge of the intersection of Beechwood Drive with Saracen Avenue. (Note that in this case the point of intersection of the two streets has been defined by a line extended from the kerb line in Saracen Avenue).
- (b) On the south side of Beechwood Drive commencing at a point 10 metres from the western edge of the intersection of Beechwood Drive with Saracen Avenue and extending around on the west side of Saracen Avenue to a point 28 metres from the point of intersection.
- (c) On the south side of Beechwood Drive commencing at a point 30.5 metres from the eastern edge of the intersection of Beechwood Drive with Saracen Avenue and extending around on the east side of Saracen Avenue to a point 21 metres from the point of intersection.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendations be adopted.

## Attachment 1 Land Transport (Road User) Rule 2004 Extracts.

### > Part 6 Stopping and parking

#### **6.3 Parking close to corners, bends, etc**

(1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle approaching that corner, bend, rise, dip, traffic island, or intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority.

(2) A driver must not stop, stand, or park a vehicle on any part of a road, whether attended or unattended, within an intersection or within 6 m of an intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority.

Compare: [SR 1976/227](#) r [35\(2\)\(a\)](#), [\(d\)](#)

### Part 6 Stopping and parking

#### **6.9 Obstructing vehicle entrances and exits**

(1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle so as to obstruct entry to or exit from any driveway.

(2) For the purposes of this clause, a vehicle parked alongside any part of a kerb crossing provided for a driveway or within 1 m of the prolongation of the side of a driveway must be regarded as obstructing entry or exit.

(3) Nothing in subclause (1) or subclause (2) applies to a bus that has stopped at an authorised bus stop, or a light rail vehicle that has stopped at a light rail vehicle stop, for the purpose of discharging or embarking passengers.

Compare: [SR 1976/227](#) r [35\(2\)\(f\)](#)





Original Plan Size: A4  
 ISSUE.1 09/04/08  
 TP301631 MJR

**Beechwood Drive**  
 Proposed Parking Restriction  
 For Board Approval



**9. HERCULES/SABINA STREET – PROPOSED “NO STOPPING” RESTRICTION**

<b>General Manager responsible:</b>	General Manager of City Environment, DDI 941-8656
<b>Officer responsible:</b>	Acting Transport and Greenspace Manager
<b>Author:</b>	Peter Harte, Assistant Traffic Engineer, Basil Pettigrew, Traffic Engineer - Community

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Committee’s approval for the installation of four sections of broken yellow “no stopping” lines on the corner of Hercules Street and Sabina Street.

**EXECUTIVE SUMMARY**

2. The Council has received complaints from residents of Hercules Street regarding safety and visibility problems both entering and exiting Sabina Street via Hercules Street. Concerns have been raised about the presence of vehicles parked on both sides of Hercules Street at and at its intersection with Sabina Street.
3. There are two give way controls present on Hercules Street at its intersection with Sabina Street. The area is residential and no other controls or restrictions are present in the area.
4. Hercules Street is located near The Palms Shopping Centre and residents believe staff are using the road for all day parking. At the time of inspection (2pm) vehicles were parked on all corners of the intersection resulting in safety and visibility problems.
5. The installation of broken yellow “no stopping” lines is considered the most cost effective and practical solution to the problem.

**FINANCIAL IMPLICATIONS**

6. An estimated cost for this work is \$ 200.

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

7. The installation of road markings is within the LTCCP Streets and Transport Operational Budget.

**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. As noted in paragraph 8.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

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

**ALIGNMENT WITH STRATEGIES**

12. The recommendation aligns with the Council’s Community outcomes – Safety.



**9. Cont'd**

**Do the recommendations align with the Council's strategies?**

13. As noted in paragraph 12.

**CONSULTATION FULFILMENT**

14. Consultation has been carried out with the four property owners affected by the proposed action and they support it.

**STAFF RECOMMENDATION**

It is recommended that the Committee approve:

**Hercules Street**

- (a) That the stopping of vehicles be prohibited at all times on the south side of Hercules Street commencing at its intersection with Sabina Street and extending in an easterly direction for a distance of 15 metres.
- (b) That the stopping of vehicles be prohibited at all times on the south side of Hercules Street commencing at its intersection with Sabina Street and extending in a westerly direction for a distance of 15 metres.
- (c) That the stopping of vehicles be prohibited at all times on the north side of Hercules Street commencing at its intersection with Sabina Street and extending in a westerly direction for a distance of 15 metres.
- (d) That the stopping of vehicles be prohibited at all times on the north side of Hercules Street commencing at its intersection with Sabina Street and extending in an easterly direction for a distance of 15 metres.

**Sabina Street**

- (a) That the stopping of vehicles be prohibited at all times on the east side of Sabina Street commencing at its intersection with Hercules Street and extending in a northerly direction for a distance of 15 metres.
- (b) That the stopping of vehicles be prohibited at all times on the east side of Sabina Street commencing at its intersection with Hercules Street and extending in a southerly direction for a distance of 14.5 metres.
- (c) That the stopping of vehicles be prohibited at all times on the west side of Sabina Street commencing at its intersection with Hercules Street and extending in a northerly direction for a distance of 15 metres.
- (d) That the stopping of vehicles be prohibited at all times on the west side of Sabina Street commencing at its intersection with Hercules Street and extending in a southerly direction for a distance of 15 metres.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendations be adopted.



Original Plan Size: A4  
 ISSUE.01 17/03/08  
 TG100301 MCD

**HERCULES STREET / SABINA STREET**  
 Proposed No Stopping  
 For Board Approval



**10. MANCHESTER/PURCHAS STREET – PROPOSED “NO STOPPING” RESTRICTION**

<b>General Manager responsible:</b>	General Manager, City Environment, DDI 941-8656
<b>Officer responsible:</b>	Acting Transport and Greenspace Manager
<b>Author:</b>	Peter Harte, Assistant Traffic Engineer, Basil Pettigrew, Traffic Engineer - Community

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Committee’s approval for the installation of four sections of broken yellow “no stopping” lines on the corner of Manchester Street and Purchas Street.

**EXECUTIVE SUMMARY**

2. The Council has received complaints from residents of Purchas Street regarding safety and access problems when entering and exiting Purchas Street via Manchester Street. Concerns have been raised about the presence of vehicles parked on both sides of Purchas Street and at its intersection with Manchester Street.
3. Manchester Street has been resealed and yellow broken lines were not repainted. No record could be found that resolved the installation of the broken yellow lines. Currently there are broken yellow “no stopping” lines present on the northeast side and southwest side of Purchas Street. There are traffic controls at the intersection on Purchas Street in the form of Stop signs. The area is residential.
4. The installation of broken yellow “no stopping” lines is considered the most cost effective and practical solution to the problem.

**FINANCIAL IMPLICATIONS**

5. An estimated cost for this work is \$ 200.

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

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

**LEGAL CONSIDERATIONS**

7. 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?**

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.

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

10. This contributions to improve the level of service for safety.

**ALIGNMENT WITH STRATEGIES**

11. The recommendation aligns with the Council’s Community outcomes – Safety.

**10. Cont'd**

**Do the recommendations align with the Council's strategies?**

12. As noted in paragraph 13.

**CONSULTATION FULFILMENT**

13. Consultation has been carried out with the four property owners affected by the proposed action and they all support it.

**STAFF RECOMMENDATION**

It is recommended that the Committee approve:

**(a) Purchas Street**

- (i) that the broken yellow "no stopping" lines on the southern side of Purchas Street commencing at its intersection with Manchester Street and extending in a westerly direction for 9.0 metres be revoked.
- (ii) that the broken yellow "no stopping" lines on the northern side of Purchas Street commencing at its intersection with Manchester Street and extending in an easterly direction for 10.0 metres be revoked.
- (iii) that the stopping of vehicles be prohibited at all times on the south side of Purchas Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 15 metres.
- (iv) that the stopping of vehicles be prohibited at all times on the south side of Purchas Street commencing at its intersection with Manchester Street and extending in an easterly direction for a distance of 15 metres.
- (v) that the stopping of vehicles be prohibited at all times on the north side of Purchas Street commencing at its intersection with Manchester Street and extending in an easterly direction for a distance of 15 metres.
- (vi) that the stopping of vehicles be prohibited at all times on the north side of Purchas Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 15 metres.

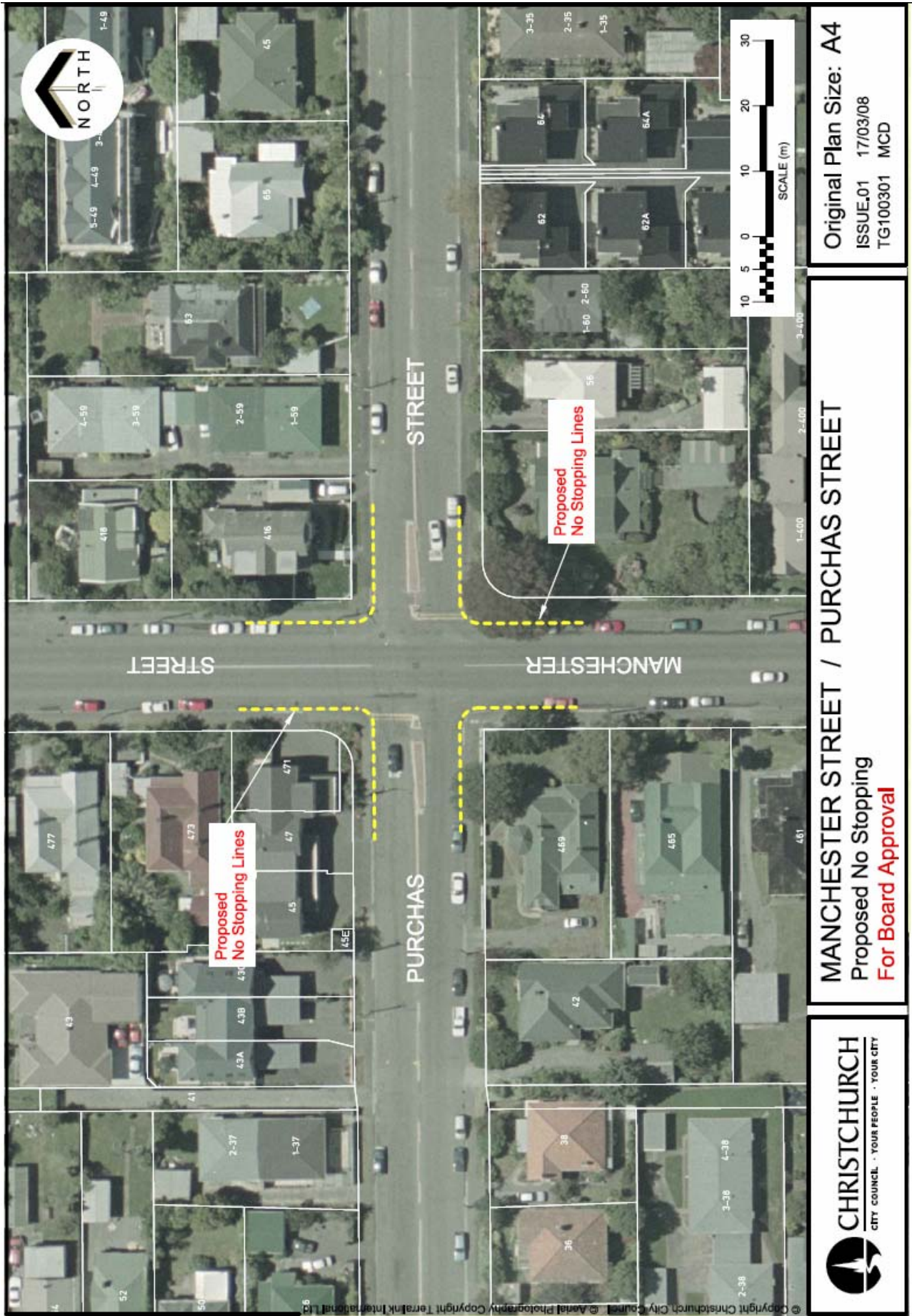
**(b) Manchester Street**

- (i) that the stopping of vehicles be prohibited at all times on the east side of Manchester Street commencing at its intersection with Purchas Street and extending in a southerly direction for a distance of 15 metres.
- (ii) that the stopping of vehicles be prohibited at all times on the east side of Manchester Street commencing at its intersection with Purchas Street and extending in a northerly direction for a distance of 15 metres.
- (iii) that the stopping of vehicles be prohibited at all times on the west side of Manchester Street commencing at its intersection with Purchas Street and extending in a southerly direction for a distance of 15 metres.
- (iv) that the stopping of vehicles be prohibited at all times on the west side of Manchester Street commencing at its intersection with Purchas Street and extending in a northerly direction for a distance of 15 metres.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendations be adopted.





**11. RISELAW STREET – PROPOSED “NO STOPPING” RESTRICTION**

<b>General Manager responsible:</b>	General Manager of City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport and Greenspace Acting Unit Manager
<b>Author:</b>	Peter Harte, Assistant Traffic Engineer, Basil Pettigrew, Traffic Engineer - Community

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Committee’s approval for the installation of a section of broken yellow “no stopping” lines on the north side of Riselaw Street.

**EXECUTIVE SUMMARY**

2. The Council has received a request from Murray Overton, Principal of Shirley Primary School regarding pedestrian safety concerns at the crossing to the park behind Shirley Primary School on Riselaw Street. Children frequently cross Riselaw Street at the access to school grounds from the park. The presence of vehicles parked on the north side of Riselaw Street outside the park means the view of pedestrians is blocked by these parked vehicles.
3. The park entrance is directly opposite to the school entrance on Riselaw Street. There are currently broken yellow “no stopping” lines at the south side of Riselaw Street spanning a distance of 30 metres across the entrance to the school. No other controls or restrictions are present in the general area. The area is residential.
4. There is plenty of parking for residents onsite as well as on the street. Vehicles parked outside the park is attributed to parents picking up their children from school. The restriction of parking on the north side of Riselaw Street outside the park will increase visibility for motorists and increase safety for pedestrians.
5. The installation of broken yellow “no stopping” lines is considered the most cost effective and practical solution to the problem.

**FINANCIAL IMPLICATIONS**

6. An estimated cost for this work is \$ 150.

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

7. The installation of road markings is within the LTCCP Streets and Transport Operational Budget.

**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. As noted in paragraph 8.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

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

**11. Cont'd**

**ALIGNMENT WITH STRATEGIES**

12. The recommendation aligns with the Council's Community outcomes – Safety.

**Do the recommendations align with the Council's strategies?**

13. As noted in paragraph 12.

**CONSULTATION FULFILMENT**

14. No residents are directly affected by this proposal.

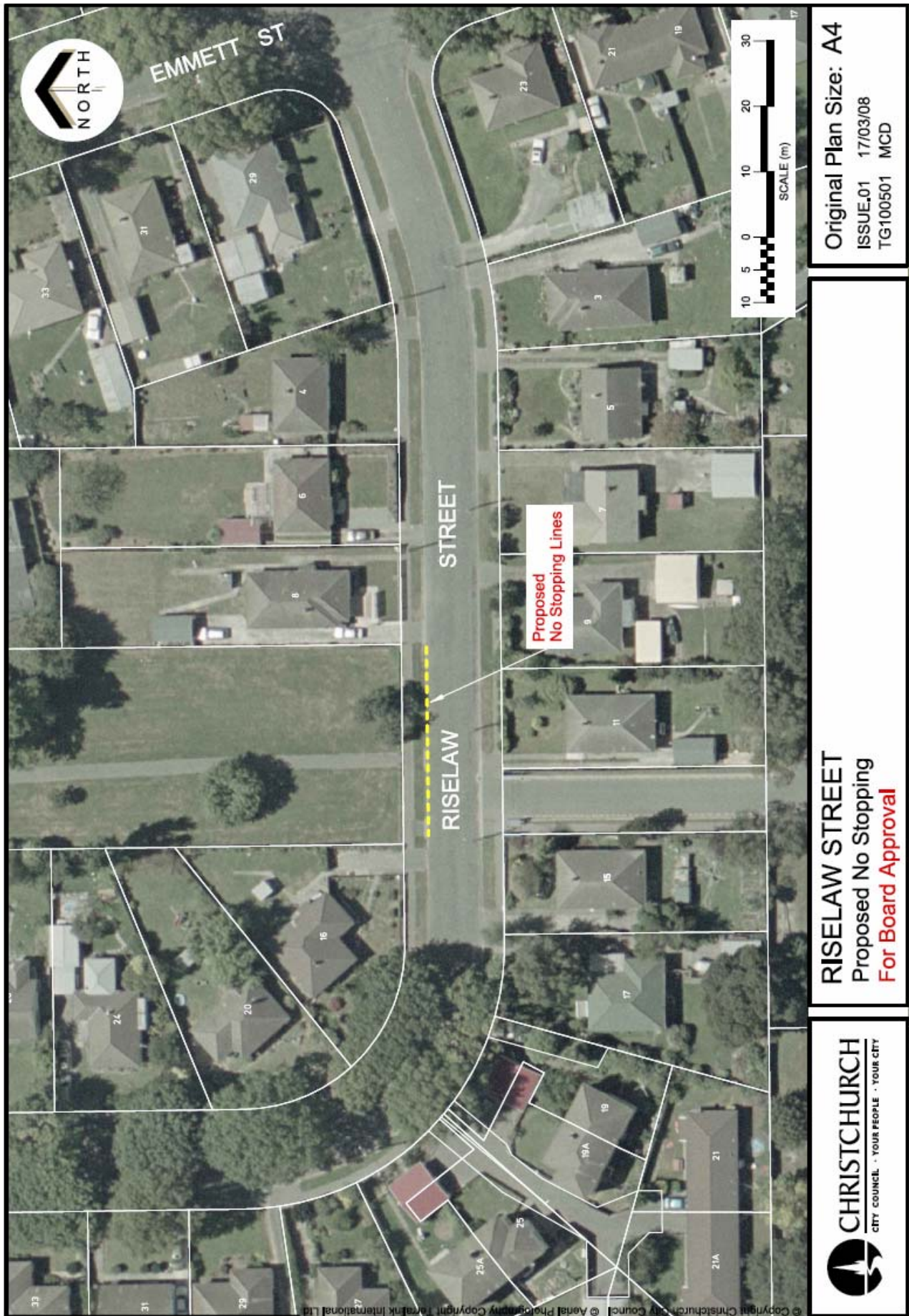
**STAFF RECOMMENDATION**

It is recommended that the Committee approve that the stopping of vehicles be prohibited at all times on the north side of Riselaw Street commencing from the east boundary of number 16 Riselaw Street and extending in a easterly direction for a distance of 30 metres.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.







**12. WATERFORD AVENUE – PROPOSED “NO STOPPING” RESTRICTION**

<b>General Manager responsible:</b>	General Manager, City Environment, DDI 941-8656
<b>Officer responsible:</b>	Acting Transport and Greenspace Manager
<b>Author:</b>	Peter Harte, Assistant Traffic Engineer, Basil Pettigrew, Traffic Engineer - Community

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Committee’s approval for the installation of a section of broken yellow “no stopping” lines on Waterford Avenue.

**EXECUTIVE SUMMARY**

2. The Council has received complaints from a resident of Waterford Avenue regarding safety and visibility problems while travelling on Waterford Avenue. Concerns have been raised about the presence of vehicles parked on east side of Waterford Avenue.
3. Waterford Avenue is horseshoe shaped and parking bays have been built on the east side of the road. Currently there are no restrictions or controls present around Waterford Avenue area. The area is residential.
4. Waterford Avenue is a street characterised by town houses that front the Waterford Reserve. While one off-street park is provided per property most households have more than one vehicle and hence have to park on the street. Residents and visitors in general prefer to park outside the property of interest as opposed to using the bays provided and hence congest the road.
5. The installation of broken yellow “no stopping” lines is considered the most cost effective and practical solution to the problem.

**FINANCIAL IMPLICATIONS**

6. An estimated cost for this work is \$ 200.

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

7. The installation of road markings is within the LTCCP Streets and Transport Operational Budget.

**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. As noted in paragraph 8.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

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

**ALIGNMENT WITH STRATEGIES**

12. The recommendation aligns with the Council’s Community outcomes – Safety.

**12. Cont'd**

**Do the recommendations align with the Council's strategies?**

13. As noted in paragraph 12.

**CONSULTATION FULFILMENT**

14. Consultation was conducted via letter drop and 18/40 people responded. The majority of residents voted for the broken yellow.

**Broken Yellow Lines**

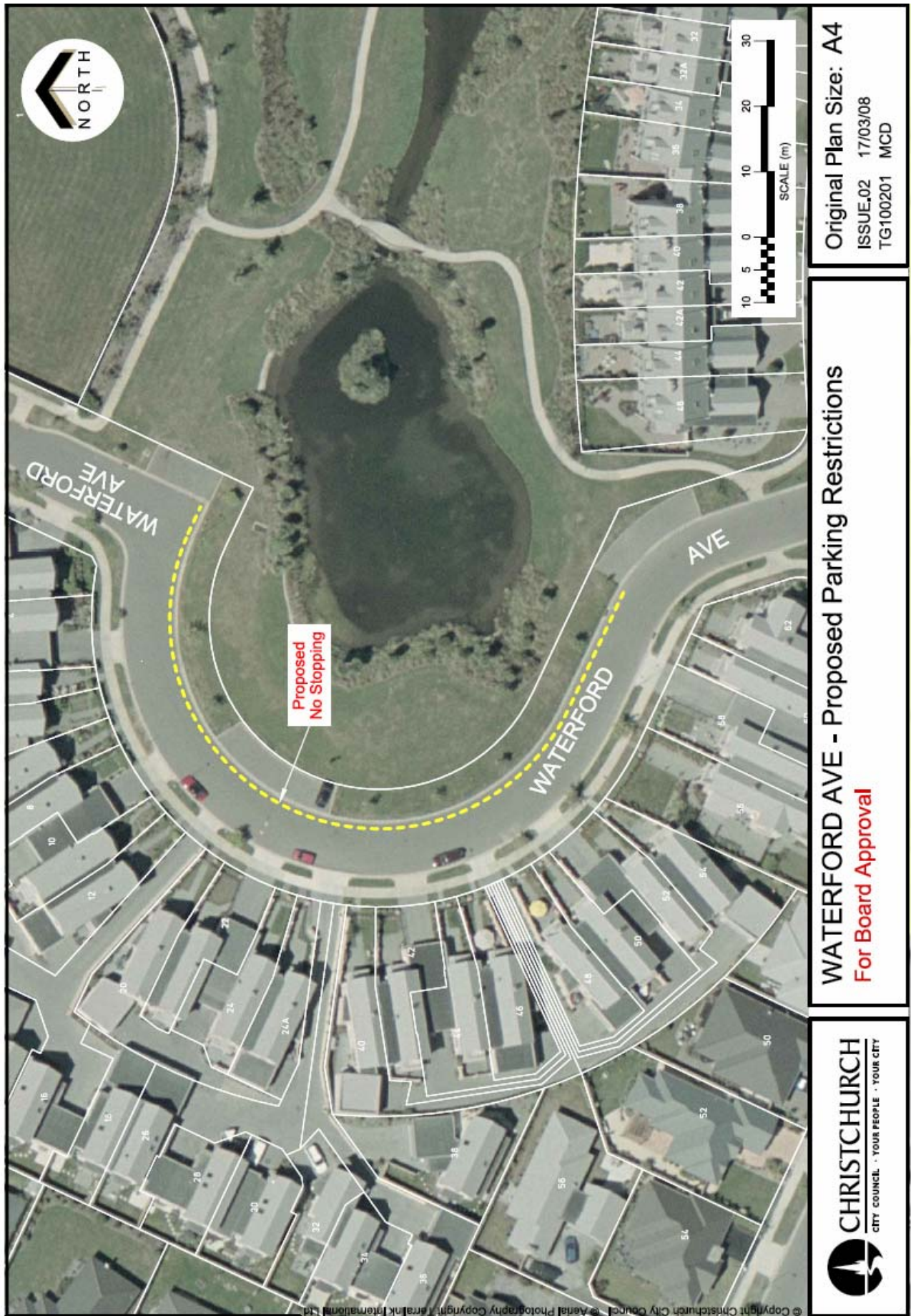
- YES 12/40
- NO 6/40
- Didn't Respond 22/40

**STAFF RECOMMENDATION**

It is recommended that the Committee approve that the stopping of vehicles be prohibited at all times on the east side of Waterford Avenue commencing at a point 96 metres south of its intersection with Northwood Boulevard and extending in a counter clockwise direction for a distance of 125 metres around the bend.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.



19. 5. 2008

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**13. COMMITTEE MEMBERS INFORMATION EXCHANGE**