



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE AGENDA

FRIDAY 21 NOVEMBER 2008

AT 8.00AM

AT SOCKBURN SERVICE CENTRE

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

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

Community Board Adviser

Liz Beaven

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

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21. 11. 2008

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1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

- 2.1 Keith Derbyshire – Board of Trustees Wharenui School
To discuss the behaviour of traffic in Matipo Street outside the Wharenui School when the school patrol is operating.
- 2.2 Tony Milne and Keith Derbyshire
To discuss parking issues in the vicinity of Westfield Riccarton Mall.

3. CORRESPONDENCE

4. BRIEFINGS

5. CLARENCE STREET / DILWORTH STREET INTERSECTION – TRAFFIC SIGNAL INSTALLATION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's:
 - (a) Recommendation to the Council for the installation of traffic signals at the intersection of Clarence Street and Dilworth Street as shown in **Attachment 1**.
 - (b) Approval for the installation of the bus stops and associated road markings as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. The project involves the installation of traffic signals at the intersection of Clarence Street and Dilworth Street as a condition of the resource consent granted to Westfield (NZ) Limited to expand Westfield Mall, Riccarton.
3. The primary objectives for the project were set out as follows:
 - (a) To install traffic signals at the intersection of Clarence Street and Dilworth Street.
 - (b) To improve safety and accessibility for pedestrians.
 - (c) To improve cycle safety.
 - (d) To maintain or improve the current level of service for all road users.
4. A seminar was held with the Riccarton Wigram Community Board on 22 August 2008 prior to public consultation. Details of consultation processes and feedback are included within this report.

FINANCIAL IMPLICATIONS

5. The cost of construction will be met by Westfield (NZ) Limited.

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

6. As this is a condition of the resource consent and the cost being met by the developer it is not included in the 2006 -16 LTCCP budgets.

LEGAL CONSIDERATIONS

7. The Council's approval as owner of infrastructure is required following the granting of resource consent.
8. Traffic management and measures require the Council and/or Board delegated approvals as set out in Council's Traffic Bylaws 2008 and delegations.
9. Special Vehicle Lanes (Cycles) will need to be resolved following the Special Consultative Process, this will be undertaken shortly as part of a group of projects requiring Special Vehicle Lane consultation.

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

10. As above.

5 Cont'd.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. 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?

12. The project contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

13. The recommendations align with the Council's Cycling, Pedestrian, and Road Safety Strategies.

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. The Board was informed at a seminar on 22 August 2008 of the proposed consultation programme and publicity pamphlet (including concept plan) prior to its distribution to the community and stakeholders. The feedback period was from 1-26 September 2008. A total of 200 pamphlets were distributed in Dilworth and Clarence Streets. Thirty four responses were received and the majority of respondents (79 percent) were in general support of the proposal.
16. The key design issues raised related to the high speed left turn slip lane into Dilworth Street east, the left turn slip lane from the Clarence Street south approach, and the cycle lane transition for cyclists travelling south on Clarence Street.
17. A summary of feedback received in the consultation phase and the project team responses are shown in **Attachment 2**.

STAFF RECOMMENDATION

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

- (a) To approve the installation of traffic signals at the Clarence Street / Dilworth Street intersection

It is recommended that the Board approves the following traffic and parking restrictions associated with the traffic signal installation at Clarence / Dilworth Street intersection.

Bus stops:

- (b) That the bus stop on the west side of Clarence Street commencing at a point 58 metres south from its intersection with Dilworth Street and extending in a southerly direction for a distance of 13 metres be revoked.
- (c) That a bus stop be installed on the west side of Clarence Street commencing at a point 33 metres north from its intersection with Dilworth Street and extending in a northerly direction for a distance of 12 metres.
- (d) That the bus stop on the east side of Clarence Street commencing at a point six metres south from its intersection with Dilworth Street and extending in a southerly direction for a distance of 15 metres be revoked.
- (e) That the bus stop be installed on the east side of Clarence Street commencing at a point 13 metres south from its intersection with Dilworth Street and extending in a southerly direction for a distance of 14 metres.

5 Cont'd.

Remove Existing No Stopping Restrictions:

- (f) That the existing no stopping restriction on the west side of Clarence Street commencing at the intersection of Dilworth Street and extending in a northerly direction for 47 metres be revoked.
- (g) That the existing no stopping restriction on the east side of Clarence Street commencing on the southern side of the intersection of Dilworth Street and extending in a northerly direction for 14 metres be revoked.
- (h) That the existing no stopping restriction on the north side of Dilworth Street commencing at the intersection of Clarence Street and extending in a westerly direction for 11 metres be revoked.
- (i) That the existing no stopping restriction on the south side of Clarence Street commencing at the intersection of Dilworth Street and extending in a westerly direction for 12 metres be revoked.

New No Stopping Restrictions

- (j) That the stopping of vehicles be prohibited at any time on the west side of Clarence Street commencing at the intersection of Dilworth Street and extending in a northerly direction for 33 metres.
- (k) That the stopping of vehicles be prohibited at any time on the east side of Clarence Street commencing at the intersection of Dilworth Street and extending in a northerly direction for 86 metres.
- (l) That the stopping of vehicles be prohibited at any time on the north side of Dilworth Street commencing at the intersection of Clarence Street and extending in a westerly direction for 91 metres.
- (m) That the stopping of vehicles be prohibited at any time on the south side of Dilworth Street commencing at the intersection of Clarence Street and extending in a westerly direction for 30 metres.
- (n) That the stopping of vehicles be prohibited at any time on the east side of Clarence Street commencing at the intersection of Dilworth Street and extending in a southerly direction for a distance of 13 metres.
- (o) That the stopping of vehicles be prohibited at any time on the east side of Clarence Street commencing at a point 27 metres south of its intersection with Dilworth Street and extending in a southerly direction for a distance of 13 metres.

5 Cont'd.

BACKGROUND

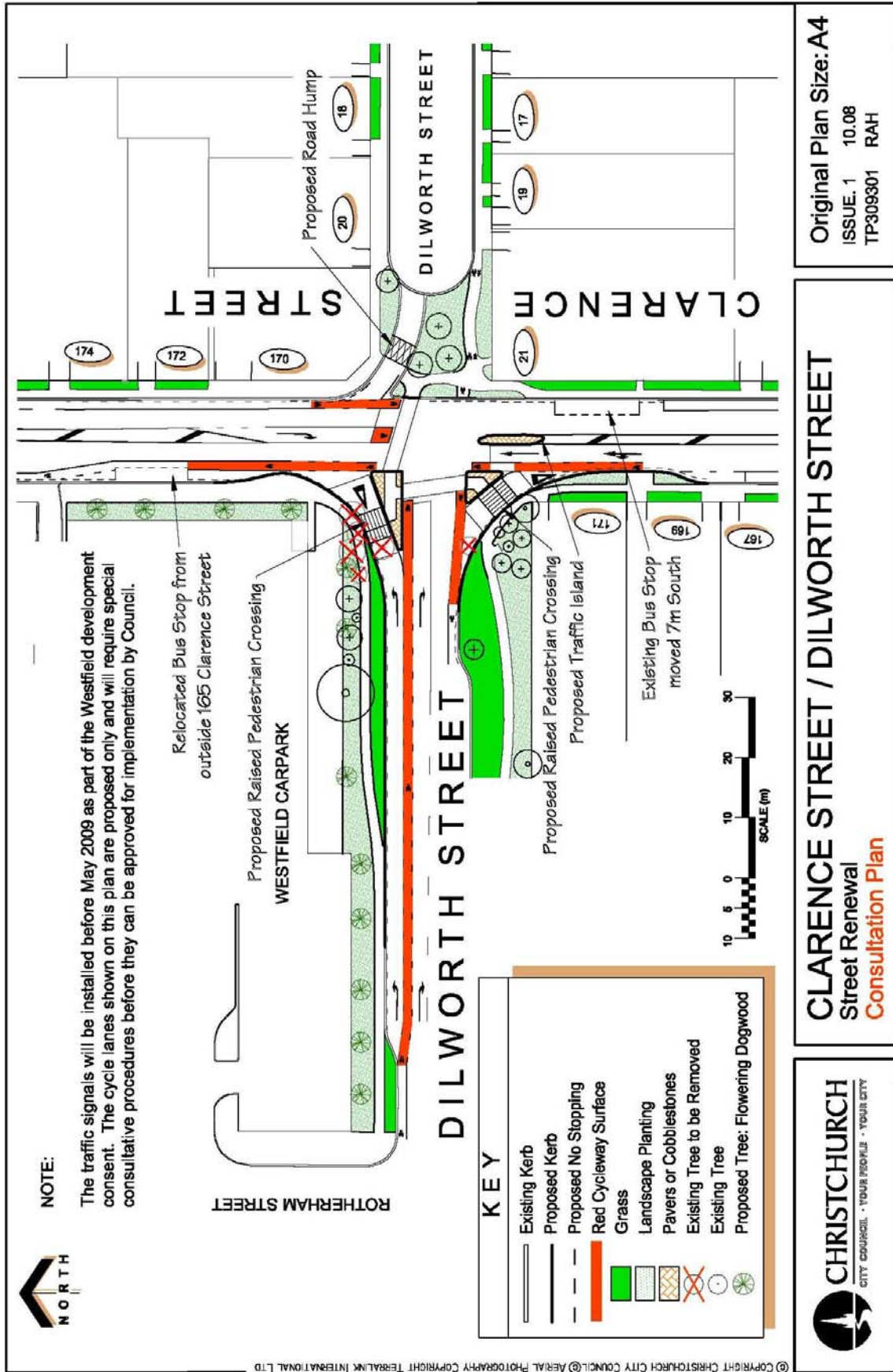
18. A report was presented to the Community Board in October 2006 that outlined the proposed alterations to the car parking at Westfield Mall, Riccarton and a proposal for a vehicle air-bridge across Rotherham Street.
19. In December 2006 Westfield (NZ) Limited was granted resource consent for the expansion of Westfield Mall Riccarton.
20. A variation to the resource consent for additional carparks was granted in May 2008.
21. One of the resource consent conditions is the installation of the traffic signals and all associated costs for its construction are met by Westfield (NZ) Limited and that the work be completed prior to the completion of the expansion to Westfield Mall Riccarton.
22. The extensions to Westfield Mall, Riccarton is due for completion in May 2009 and it is proposed to commence work on the proposed traffic signals in February 2009 and have the work completed by the end of April 2009.

CONSULTATION FULFILMENT

23. Consultation was undertaken in September 2008 with the residents and property owners of Dilworth Street and Clarence Street, the Central Riccarton Residents Association, the Riccarton Business Association, and Westfield (NZ) Limited informed the mall businesses in their newsletter. The proposal was also included on the 'CCC Have Your Say' website to reach the wider community. A summary of feedback received in the consultation phase and the project team responses are shown in **Attachment 2**.
24. Thirty four written, email and phone responses were received and of those 27 (79 percent) were generally supportive of the proposal, seven did not state whether they supported the proposal or not, and no replies indicated that they did not support the proposal.
25. Issues raised in the responses mostly related to three areas – the left turn slip lane into Dilworth Street east, the left turn slip lane from the Clarence Street south approach, and the cycle lane transition when travelling south on Clarence Street.
26. Concerns were expressed in regard to the speed that vehicles enter Dilworth Street east and travel along Dilworth Street. A request was received for speed humps to slow traffic. A speed hump in the slip lane has been included in the final scheme.
27. There were several issues raised in regard to the left turn slip lane from Clarence Street south approach into Dilworth Street west. These were in relationship to the speed at which vehicles would approach the raised pedestrian crossing, the length of the no stopping restriction on Clarence Street and the encroachment of turning vehicles into the cycle lane that was likely to occur. The proposal now includes building out the kerb line on the Clarence Street south approach and extending the no stopping restriction along this build out to the driveway of 169 Clarence Street (as suggested by the adjacent residents). This will prevent vehicles using the parking area and cycle lane as a left turn approach lane and therefore will reduce speeds into the slip lane, reduce the likelihood of encroachment by vehicles into the cycle lane, and improve visibility for pedestrians waiting to cross the zebra crossing.
28. Cyclists travelling south on Clarence Street have expressed concerns about the lack of road space when moving from the cycle lane to traffic lane, with a solid median island and a bus stop directly south of the intersection, creating a squeeze point. The solid median island on the Clarence Street south approach will remain as it provides protection for a traffic signal pole but it will be shortened to reduce the squeeze point. To further reduce the squeeze point the existing bus stop on the east side of Clarence Street (southbound) has been moved seven metres south.

5 Cont'd.

29. A cut down / exit point has also been provided for cyclists exiting Dilworth Street east so they can access the cycle lane in Dilworth Street west, they will cross the road at the same time as the right turning traffic from Clarence Street north who have a green arrow.



Clarence Street Dilworth Street Consultation Feedback

Number	Comment	Project Team Response
1	Supports the installation of traffic signals	NA
	Pedestrian will now be a lot safer	NA
	Please include the cycle lanes	NA
	Please extend the broken yellow lines at least down to 169 Clarence Street	Kerb will be built out and no stopping restriction extended to driveway of 169.
	Please consider construction hours that are appropriate for a residential area.	Work will be carried out during daylight hours and residents will be informed when work will commence.
2	Concerned about high speed cars entering Dilworth Street east from Clarence Street south - needs to be something to restrict this	This is not achievable due to the required positioning of the right turn bay
	Cyclists should be diverted to Peverel St	NA
	Clarence St should be four lanes due to congestion	NA
3	Concern about cars queuing back to corner of Clarence and Peverel	NA
	Will new carpark have an exit/entrance on to Dilworth Street	The new park exit /entrance is onto Rotherham Street.
4	Yes support the concept plan - the sooner the better	NA
5	Yes support the concept plan	NA
6	Yes support the concept plan	NA
	Lights at the other end - Maxwell St & Matipo St	This is beyond the scope of the project
7	Yes support the concept plan	NA
8	Supports the installation of traffic signals	NA
9	Supports the installation of traffic signals	NA
	Appreciate everything which makes pedestrian safer	NA
10	Supports the installation of traffic signals	NA
		NA
11	Presume pedestrian crossing will be installed	NA
	Supports the installation of traffic signals	NA
12	Yes support the concept plan	NA
	Yes support the concept plan	NA

Clarence Street Dilworth Street Consultation Feedback

Number	Comment	Project Team Response
13	Lights will be big improvement in controlling traffic in area	NA
14	Supports the installation of traffic signals	NA
15	Supports the installation of traffic signals - the sooner the better	NA
	Pedestrian will now be a lot safer	NA
16	Supports the installation of traffic signals	NA
17	Supports the installation of traffic signals	NA
18	Supports the installation of traffic signals - long overdue	NA
19	Supports the installation of traffic signals	NA
	Safer option for pedestrians	NA
	Presume that raised median opposite the church on Clarence St will go	Pedestrian island opposite church to remain
20	Supports the installation of traffic signals	NA
	Clarence & Dilworth area should be blocked off	NA
	Would like to include couple of speed bumps in Dilworth St east	Speed hump has been added at entrance to Dilworth Street east
21	Yes support the concept plan	NA
	Dilworth St between Picton Ave & Clarence St should be closed to all traffic	This is beyond the scope of the project
	Speed bumps should be installed in Dilworth St east	Speed hump has been added at entrance to Dilworth Street east
22	Yes support the concept plan	NA
23	Yes support the concept plan - great idea	NA
24	Yes support the signalized pedestrian crossing	NA
	Urge Council to acquire the property at 21 Dilworth St and turn it in "green space"	This is beyond the scope of the project
	Bus stop shelter with adequate seating and "bus finders" would be good	Request has been passed into the appropriate section of the CCC
	Supports the installation of traffic signals	NA

Clarence Street Dilworth Street Consultation Feedback

Number	Comment	Project Team Response
25	Please extend the broken yellow lines at least down to 169 Clarence Street	Kerb will be built out and no stopping restriction extended to driveway of 169
26	A pedestrian crossing should be provided on south side of the intersection	Due to the potential for conflict with the right turning traffic from Dilworth Street a crossing will not be provided on the south side of the intersection
	Painted cycle lane should be slightly raised to make drivers more aware of cycle line	The cycle lane will not be raised. The red surfacing indicates to both motorists and cyclists that there is potential for conflict
	It is unclear where cyclists should go that are turning from Dilworth left into Clarence.	Cyclists will need to choose where they merge with the left turning traffic as there is insufficient space to create a left turn cycle lane
	Cyclist going south have insufficient space to safely pass the bus stop.	The solid median island on the south approach will be shortened and the bus stop on the eastern side of Clarence Street has been moved 7 metres south. This will provide more road space for cyclists.
	In Clarence Street there is insufficient space for a left turning vehicle to stop for pedestrians and clear the cycle lane.	The likelihood of this conflict occurring is minimal.
27	Yes support the concept plan	NA
	Suggest to move existing bus stop	This bus stop is being moved 7 metres south to provide more road space for cyclists traveling south on Clarence Street.
28	Yes support the concept plan	NA
29	Yes support the concept plan	NA

Clarence Street Dilworth Street Consultation Feedback

Number	Comment	Project Team Response
30	Left slip lanes are dangerous for blind and deaf/blind pedestrians.	The kerb build out will slow traffic entering the slip lane on the south approach from Clarence Street and provide better inter-visibility for motorists and pedestrians.
	How high will the platforms be? - the one on the north exit at Northlands on Main North Road appears effective	It is intended to replicate the Northlands model on the slip lanes at this intersection.
	Traffic islands should be cut through	Pedestrian facilities in the traffic islands will be at road level - not raised.
	Need to insure layout of signal pole and tactiles are in line with RTS 14.	Detailed design recognises the RTS 14 guidelines.
	Tactile tiles are needed at the crossing points and also at the entrance to the car parks.	Tactile tiles will be installed at crossing points at the signals. Westfield will be requested to place them at the car park entrance/exits.
	Cycle lanes should be included as part of project and installed at the same time.	It is hoped that the Special Consultative Process will be completed by the time of construction.
	Preference for perpendicular crossing lines	Perpendicular crossing lines are not possible because of the slip lane into Dilworth Street east.
31	Moving the bus stop north on Clarence Street will increase the distances between stops to greater than what is recommended	Discussions with CCC and Ecan has resulted in an agreement with the proposed position of the bus stop and CCC will investigate an additional bus stop being installed further south of the intersection.
32	There no cycle facilities on the south departure of Clarence Street and the built up median creates a squeeze point at the bus stop.	The solid median island on the south approach will be shortened and the bus stop on the eastern side of Clarence Street has been moved 7 metres south. This will provide more road space for cyclists.

Clarence Street Dilworth Street Consultation Feedback

Number	Comment	Project Team Response
33	The left turn into Dilworth Street east appears to be a high speed turn.	A speed hump on this approach will slow traffic.
	Please consider tactile pavers - however this approach (Dilworth St east) does not give priority to pedestrians.	Tactile pavers will be included at the pedestrian crossing points
34	Supports the installation of traffic signals	NA
	Improves safety for pedestrians and cyclists	NA
	Will these lights utilise technology which gives priority to buses?	Potentially this can occur and will be considered as part of the future bus priority project
	Also supports relocation of bus stop	NA

6. **KYLE STREET - PROPOSED PARKING RESTRICTIONS**

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board to install parking restrictions in Kyle Street, Riccarton. See **Attachment 1**.

EXECUTIVE SUMMARY

2. The National Institute of Water and Atmospheric Research Ltd (NIWA) have requested that "No Stopping" lines be installed at the entrance to their facility in Kyle Street, Riccarton.
3. The entrance to the facility is located on the left hand side at the eastern end of Kyle Street. Vehicles are experiencing difficulty when entering and exiting the facility when vehicles are parked close to the entrance.
4. Both the number of vehicles servicing and visiting the facility and the number of vehicles parking in Kyle Street has increased in recent times.
5. To improve the safety of vehicle movement at the eastern end of Kyle Street, it is proposed to install "No Stopping" lines at this location.

FINANCIAL IMPLICATIONS

6. An estimated cost for this work is \$50.

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. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 allows Council to install no stopping restrictions by resolution.
9. The Community Boards have the delegated authority from the Council to exercise the delegation as set out in the Register of Delegations as at April 2008. The list of delegations for the Community Boards includes no stopping restrictions.

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

10. As noted above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes - Safety: By Providing a Safe Transport System.

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

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

6 Cont'd.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

14. As noted in paragraph 13.

CONSULTATION FULFILMENT

15. The Parking Enforcement Team support this proposed work. The Central Riccarton Residents' Association have been informed of the proposed work.

STAFF RECOMMENDATION

That the Committee recommend to the Board to approve that the stopping of vehicles be prohibited at any time on the north side of Kyle Street commencing at a distance of 39 metres east of its intersection with Seton Street and extending in an easterly direction for a distance of 12 metres.

Proposed No Stopping

NIWI Research Ltd

SETON STREET

KYLE STREET

MANDEVILLE STREET

CHRISTCHURCH
CITY COUNCIL - YOUR PEOPLE - YOUR CITY

KYLE STREET
Proposed No Stopping Restrictions
For Board Approval

Original Plan Size: A4
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TP100921 MCD

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7. KAURI STREET – PROPOSED EXTENSION TO P60 PARKING RESTRICTION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Transport and Roothing Committee recommendation to the Board to approve the installation of a 60 minute parking restriction on the west side of Kauri Street.

EXECUTIVE SUMMARY

2. The Parking Enforcement Team have requested that the first parking space on the west side of Kauri Street from Riccarton Road be marked and signed with a 60 minute restriction. Refer to **Attachment 1**.
3. The parking space was used as an entrance way to a garage on the corner property.
4. The corner property has since been developed as a motel complex (Kauri Motel) with an entrance onto Riccarton Road.
5. It is now appropriate to extend the existing 60 minute parking restrictions on Kauri Street to include this unrestricted space which is currently being used for all day parking. The Central Riccarton Residents' Association and the Kauri Motel support the proposed work.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is approximately \$150.

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

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

LEGAL CONSIDERATIONS

9. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
10. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions.
11. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

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

14. As above.

7 Cont'd.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

16. As above.

CONSULTATION FULFILMENT

17. The Kauri Motel support the proposed work.
18. The Central Riccarton Residents' Association support the proposed work.
19. The Officer in Charge - Parking Enforcement agrees with the staff recommendation.

STAFF RECOMMENDATION

It is recommended that the Committee recommends to the Board to approve:

- (a) That the parking of vehicles currently restricted to a maximum period of 60 minutes on the west side of Kauri Street commencing at a point 22 metres north of its intersection with Riccarton Road and extending in a northerly direction for a distance of seven metres be revoked.
- (b) That the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Kauri Street commencing at a point 16 metres north of from its intersection with Riccarton Road and extending in a northerly direction for a distance of 13 metres.



Original Plan Size: A4
 ISSUE.1 22/10/08
 TG101201 ABG

Kauri Street
 Proposed Extension to Parking Restriction
 For Board Approval



8. CASHMERE ROAD – PROPOSED “GIVE WAY” CONTROL

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee’s recommendation to the Board to install a “Give Way” control against Cashmere Road at Kennedys Bush Road, Halswell (refer **Attachment 1**).

EXECUTIVE SUMMARY

2. The Riccarton/Wigram Community Board requested that staff consider the installation of a “Stop” or “Give Way” control on Cashmere Road at its intersection with Kennedys Bush Road, Halswell.
3. Both Cashmere Road and Kennedys Bush Road from Glovers to Cashmere Road are classified as collector roads. Cashmere Road carries a daily average of 1,600 vehicles and Kennedys Bush Road 1,500 vehicles.
4. The installation of a “Give Way” control at this intersection complies with the Land Transport NZ (Road User) Rule 2004.
5. The “Give Way” control will remove any confusion between right turning vehicles and make the intersection safer. It will also give motorists travelling northward on Kennedys Bush Road turning into Cashmere Road, the priority.

FINANCIAL IMPLICATIONS

6. An estimated cost for this work is \$450.

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

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

LEGAL CONSIDERATIONS

8. The Land Transport Rule (Road User) 2004, provides for the installation of “Give Way” controls.
9. The Community Boards have the delegated authority from the Council to exercise the delegation as set out in the Register of Delegations as at 10 July 2008. The list of delegations for the Community Boards includes Give Way controls.

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

10. As noted above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

8 Cont'd.

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

12. The proposal contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

13. The recommendation aligns with the Christchurch Road Safety Strategy.

Do the recommendations align with the Council's strategies?

14. As noted in paragraph 13.

CONSULTATION FULFILMENT

15. The Kennedy's Bush Road Neighbourhood Association have been informed of the proposed installation of a "Give Way" control on Cashmere Road at Kennedys Bush Road.

STAFF RECOMMENDATION

That the Committee recommend to the Board to approve that a "Give Way" control be placed against Cashmere Road at its intersection with Kennedys Bush Road.



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CASHMERE ROAD
Proposed Give Way
For Board Approval



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9. DETROIT PLACE – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Dejong/Jeanette Ward – Via Strada

PURPOSE OF REPORT

1. The purpose of this report is to seek the Riccarton/Wigram Transport and Roading Committee's recommendation to the Board to approve the installation of a no stopping restriction on the north and south side of Detroit Place. (See **Attachment 1**).

EXECUTIVE SUMMARY

2. The Council received a request from the manager of Armstrong Prestige car dealership situated at 6 Detroit Place, seeking a 120 minute parking restriction and no stopping restrictions be installed in Detroit Place.
3. Detroit Place is a cul-de-sac with unrestricted parking on the north side which allows all day commuter parking to occur while the south side has a no stopping restriction installed along the entire length of the street.
4. The Armstrong Prestige dealership was developed in Detroit Place under resource consent. The consent was issued for the development with the following statement in relation to parking space numbers: "the development will provide sufficient parking to meet the needs of the activities on site, which may employ up to 27 staff, 15 of which will be located in the workshop and which will require up to 50 parking spaces, and there is space to provide more marked car park spaces if required". On this basis the request for a P120 was declined.
5. An investigation by Council staff identified that vehicles park around the bend on the northern side of Detroit Place; this has caused the vehicles queuing back from the lights at the Moorhouse Avenue intersection to move out to the centre of the road. This queued traffic is hidden to vehicles exiting Detroit Place and is not visible until the exiting vehicle is half way round the bend. When a vehicle exiting Detroit Place negotiates the corner and is confronted with the tail of the hidden queue, the only place they can go if they can not stop in time, is across the centre line, which could result in a head on collision.
6. It is proposed to extend the existing no stopping restriction on the western side of Detroit Place, further to the south around the bend. This would provide better visibility for vehicles negotiating the bend at the northern end of Detroit Place, and better visibility of the queued traffic waiting at the lights at Moorhouse Avenue.
7. It is also advisable to install a no stopping restriction around the head of the cul-de-sac to prevent commuter parking between entrance ways which impedes turning vehicles.
8. It is uncertain whether the existing no stopping restriction on the eastern and southern sides of Detroit Place has been approved by the Community Board; therefore it is proposed to revoke all the existing no stopping restrictions and to reinstate them through the Board resolution.
9. All businesses on Detroit Place have been consulted and are in support of the proposal. There is no Residents' Association in this commercial area.

FINANCIAL IMPLICATIONS

10. The cost of this proposal is estimated to be \$1,500.

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

11. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

9 Cont'd.

LEGAL CONSIDERATIONS

12. Part 1, clause 5 of the Christchurch Traffic and Parking Bylaw provides the Council with the authority to install parking restriction by resolution.
13. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

16. This contributes to improvement in the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. The businesses on Detroit Place have been consulted and have indicated their support for the proposal. There is currently no Residents' Association in this area.

STAFF RECOMMENDATION

That the Committee recommend to the Board to approve:

- (a) That all the existing no stopping restrictions in Detroit Place be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the north and western sides of Detroit Place commencing at its intersection with Moorhouse Avenue and extending in a southerly direction for a distance of 69 metres.
- (c) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac of Detroit Place commencing at a point on the north side, 207 metres from its intersection with Moorhouse Avenue and extending for a distance of 78 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south and east side of Detroit Place commencing at its intersection with Moorhouse Avenue and extending generally in a southerly direction for a distance of 223 metres.

PROPOSED NO STOPPING

PROPOSED NO STOPPING

Blenheim Road

Detroit Place

EXISTING NO STOPPING

CHRISTCHURCH
CITY COUNCIL • YOUR PEOPLE • YOUR CITY

DETROIT PLACE
Proposed No Stopping Restriction
For Board Approval

Original Plan Size: A4
ISSUE. 1 08.08
RAH

© Copyright Christchurch City Council. Aerial Photography Copyright Terralink International Ltd

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10. ALTERATIONS TO BUS STOP CORNER OF DOVEDALE AVENUE / WAIMAIRI ROAD

General Manager responsible:	General Manager, Jane Parfitt City Environment, DDI 941-8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Greg Barnard, Public Transport Infrastructure Coordinator

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval (via this Committee) to changes to the existing bus stop situated at the southern end of Dovedale Avenue near the intersection with Waimairi Road, to provide safe use of the stop by buses and passengers. (refer **Attachment 1**).

EXECUTIVE SUMMARY

2. In 2005/2006 changes were made to the parking layout of Dovedale Avenue. Parking in the area of the stop was changed to 90 degree angle parking. To direct traffic, a kerb build out was constructed at the intersection of Dovedale Avenue and Waimairi Road. The build-out design together with parking design makes it difficult for the bus to park correctly.
3. The stop is located adjacent to the University of Canterbury green space area. The University has no issues with the proposed modifications.
4. Buses have difficulty in manoeuvring safely in and out of this stop. Stopped buses block the live traffic lane.
5. Longer than normal "lead in" and "lead out" distances, plus larger turning configurations will be necessary owing to the 90 degree parking.
6. It is proposed to;
 - (a) re-contour the kerb layout to allow buses to enter easily.
 - (b) remove three car parking spaces to allow the bus to exit the stop.
7. The proposal will allow the least number of car parks to be removed and create the least impact on existing area traffic.

FINANCIAL IMPLICATIONS

8. Costs of \$500 for removing the existing bus stop and car park markings and remarking as required will be met from the Passenger Transport Infrastructure Budget. The cost of \$3,000 for re-contouring the kerb lay out will be met by the Rooding Operations Budget.

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

9. Yes.

LEGAL CONSIDERATIONS

10. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
11. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions.
12. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

10 Cont'd.

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

13. Yes, see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. LTCCP – Transport and Greenspace Capital Programme.

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

15. As per above.

ALIGNMENT WITH STRATEGIES

16. Liveable City (3) Provide a safe, efficient and affordable transport system. Ensure access to goods and services, and work opportunities, and the joint Ecan/CCC Metro Strategy.

Do the recommendations align with the Council's strategies?

17. Yes. Our Community Plan.

CONSULTATION FULFILMENT

18. The Facilities Manager of the University has no objection to the proposed changes.

STAFF RECOMMENDATION

It is recommended that the Committee recommend to the Board to approve:

- (a) That the three parking spaces immediately to the east of the current bus stop be removed.
- (b) That the current bus stop situated from the corner of Waimairi Road be revoked.
- (c) That a bus stop in Dovedale Avenue commencing at a point 12 metres from Waimairi Road and extending in a westerly direction for a distance of 14 metres be installed.
- (d) That the no stopping lines from a point 26 metres from Waimairi Road in a westerly direction for a distance of seven metres be installed.



11. BUS SHELTER INSTALLATION AT 128 DUNBARS ROAD

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Greg Barnard, Public Transport Infrastructure Co-ordinator

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board to install a new bus shelter at the existing bus stop outside 128 Dunbars Road.

EXECUTIVE SUMMARY

2. Local users of this bus stop have requested that a bus shelter be provided at the stop.
3. The adjacent land is a council owned reserve and there are no nearby dwellings. The shelter will be placed on road reserve and will not impact on the adjacent park.

FINANCIAL IMPLICATIONS

4. Costs for installing the bus shelter (\$15,000) will be met from the Passenger Transport Infrastructure budget available for the provision of new bus shelter installations.

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

5. Yes.

LEGAL CONSIDERATIONS

6. Under s339 of the Local Government Act (1974) the Council may erect on the footpath of any road a shelter for use by intending public-transport passengers or taxi passengers provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road. The Council is required to give notice in writing to the occupier and owner of property likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined.

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

7. Yes. See above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. LTCCP– Transport and Greenspace Capital Programme.

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

9. Yes, as per above.

ALIGNMENT WITH STRATEGIES

10. 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?

11. Yes. Our Community Plan.

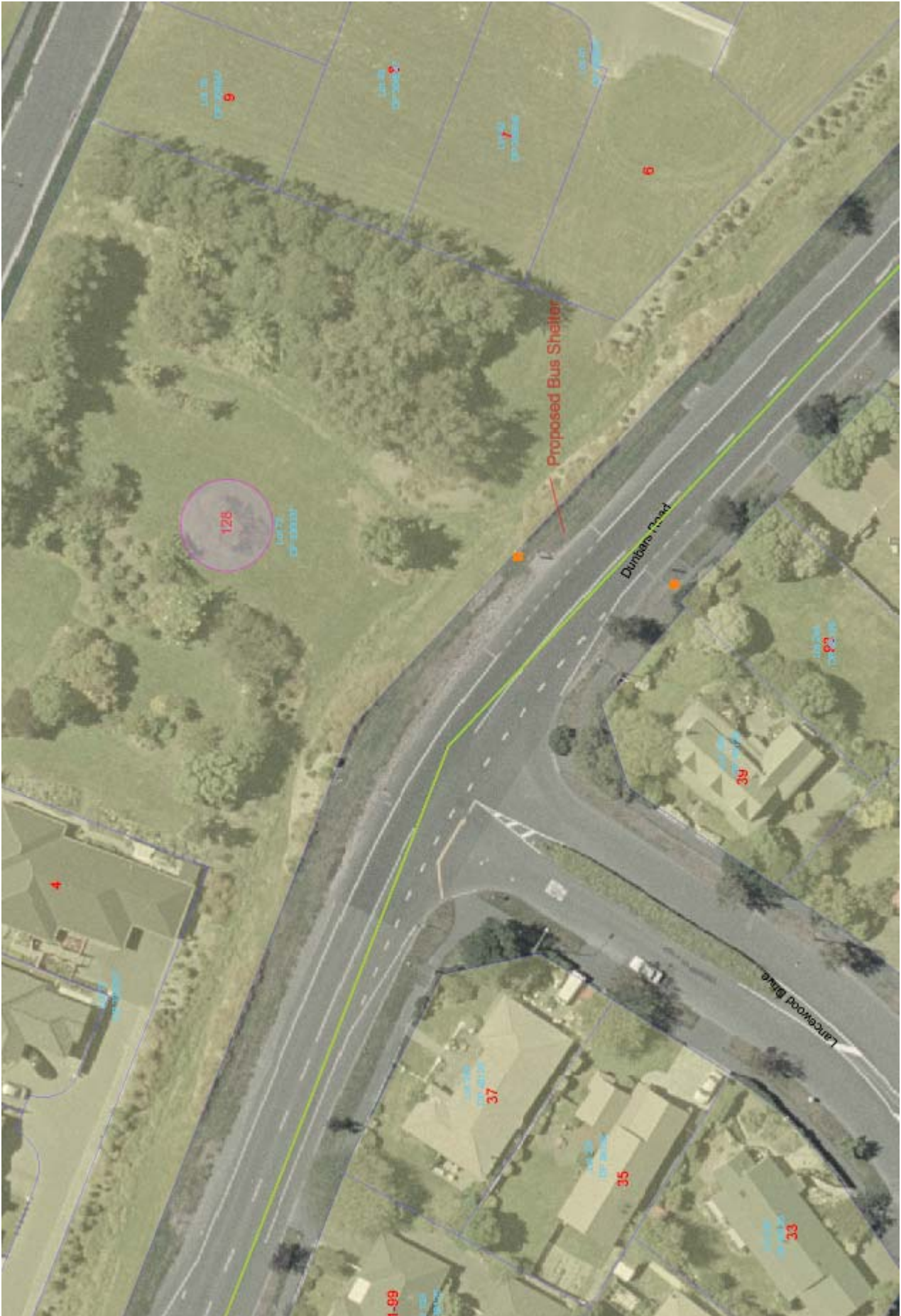
11 Cont'd.

CONSULTATION FULFILMENT

12. The adjacent land is owned by the Council with no dwelling nearby or other property affected. No consultation is required in this case.

STAFF RECOMMENDATION

It is recommended that the Committee recommend to the Board to approve the installation of bus shelter at the bus stop outside 128 Dunbars Road.



21. 11. 2008

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12. UPDATE ON CURRENT TRANSPORT ISSUES

13. ELECTED MEMBERS INFORMATION EXCHANGE