



Christchurch City Council

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

**MONDAY 13 OCTOBER 2008**

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

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**1. APOLOGIES**

Apology for early departure from Norm Withers.

**2. CONFIRMATION OF MEETING MINUTES – 15 SEPTEMBER 2008**

The minutes of the Board's Committee meeting of 15 September 2008 are **attached**.

**STAFF RECOMMENDATION**

That the minutes of the Greenspace Traffic Works Committee meeting of 15 September 2008, be confirmed.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

13. 10. 2008

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ATTACHMENT TO CLAUSE 2

13. 10. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD  
GREENSPACE TRAFFIC WORKS COMMITTEE  
15 SEPTEMBER 2008**

**A meeting of the Greenspace Traffic Works Committee  
was held on Monday 15 September 2008 at 4.00 pm  
in the Boardroom, Papanui Service Centre**

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

**APOLOGIES:** Nil.

The Committee reports that:

**PART B - REPORTS FOR INFORMATION**

**1. BRIEFINGS**

Nil.

**2. MEMBERS' INFORMATION EXCHANGE**

Specific mention was made of the following matters:

- (a) It was **agreed** that staff be requested to indicate when options for the Colombo Street/Edgeware Road intersection would be reported back to the Committee.
- (b) Members noted a proliferation of weather related potholes. Requests for service were required in each case.
- (c) It was **agreed** that staff be requested to consider additional information on the availability of the property at the northern corner of Sawyers Arms Road and Main North Road.

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

**3. CONFIRMATION OF REPORT – 14 JULY 2008**

The Committee **resolved** to confirm the minutes of the Greenspace Traffic Works Committee meeting of 18 August 2008, following amendments to Clause 5, as follows:

Bullet point 4 - "A meeting with the Fendalton/Waimairi Community Board was requested to discuss a resolution of the issues with the Sawyers Arms Road/Gardiners Road intersection."

Bullet point 5 – correct the spelling of "Harewood"

The meeting concluded at 4.17pm.

**CONFIRMED THIS 13TH DAY OF OCTOBER 2008**

**MATT MORRIS  
CHAIRPERSON**

**3. DEPUTATIONS BY APPOINTMENT**

Nil.

**4. BRIEFINGS**

4.1 MAYFIELD AVENUE KERB AND CHANNEL RENEWAL

4.1 BELLVUE AVENUE KERB AND CHANNEL RENEWAL

**5. TRANSPORT AND GREENSPACE UPDATE**

Peter McDonald will be present to update the Committee on a number of current traffic related issues.

**6. TRANSIT NEW ZEALAND - UPDATE**

Tony Spwart of New Zealand Transport Agency will be present to give the Committee an update on Agency matters relevant to the Ward.

## 7. NUMBERS 1 - 29 GRASSMERE STREET – KERB AND CHANNEL REPLACEMENT PROJECT

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941- 8656
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Authors:</b>	Brian Boddy, Consultation Leader

### PURPOSE OF REPORT

- To seek the Greenspace Traffic Works Committee approval for the Grassmere Street kerb and dish channel replacement project (as shown in **Attachment 1**) to proceed to final design, tender and construction, and to new and replacement parking restrictions.

### EXECUTIVE SUMMARY

- This project involves the replacement of all the existing kerb and dish channel (from numbers 1 to 29) in Grassmere Street with kerb and flat channel. The primary (must do) objectives for the project are as follows:
  - To renew the existing kerb and dished channel with kerb and flat channel.
  - To ensure adequate drainage is provided.
  - To maintain or improve safety for all road users including buses and cycling.
  - To ensure there are adequate footpaths and pedestrian crossing facilities
  - To complete the project within the allocated budget.
  - To complete the construction within the 2008/09 financial year.
- The secondary (would like to do, but add cost) objectives for the project are as follows in priority order:
  - To provide landscape enhancement where possible
  - To ensure adequate provision for all on street parking demands.
  - To maintain or enhance the local road nature of the streets.
- Grassmere Street is located in the Papanui area on the opposite side of the Main North Road from the Northland Shopping Mall. It is one street east from the Papanui cluster streets that have been reconstructed in the last few years.
- This project will reduce the roadway width to a maximum of 11 metres in the project area, introduce trees in the extended berm areas where underground services allow and construct a chicane to assist in reducing the mean speed of through traffic. Kerbside parking is continually provided on both sides of the road as shown in **Attachment 1**.

### FINANCIAL IMPLICATIONS

- The proposed kerb and channel renewal works for the Grassmere Street project are recommended in the Transport and Greenspace Unit's Capital Programme for implementation in the 2008/2009 financial year.
- Full financial breakdown as below
 

07/08	Budget	\$ 67,599
	Spent	\$ 25,121
	Carry forward	\$ 0
08/09	Budget	\$ 533,681
	<b>TOTAL BUDGET</b>	<b>\$ 558,802</b>
	Current Construction Estimate	\$ 527,700

## 7. Cont'd

8. The funding is provided from within the Transport and Greenspace Capital Programme in the 2006-2016 Long Term Council Community Plan (LTCCP).

### LEGAL CONSIDERATIONS

9. There are no legal implications for this project. Community Board resolutions are required to approve the new traffic and parking restrictions. The Land Transport Rules provide for the installation of traffic and parking restrictions.
10. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

### ALIGNMENT WITH STRATEGIES

11. The recommendations in this report align with current Council strategies including the Parking Strategy, the Road Safety Strategy and the Cycling Strategy; and are consistent with the requirements for a local Road as defined within the City Plan.

### CONSULTATION FULFILMENT

12. A seminar was held with the Shirley/Papanui Community Board on 18 October 2007 advising the Board of the proposed consultation programme, prior to an initial survey which was carried out with the residents and property owners of Grassmere Street in November 2007. Approximately three hundred survey forms were distributed and sixty-seven responses were received which identified on-street parking, traffic speed, and landscaping as the key issues of concern in the street.
13. A second seminar was held with the Shirley/Papanui Community Board on 19 May 2008, prior to the publicity pamphlet (including concept plan) being distributed to the Grassmere Street community and stakeholders for consultation. The feedback period was from 17 June until 14 July 2008. Approximately four hundred pamphlets were distributed in Grassmere Street and the surrounding area plus other interest groups and site meetings held. Forty-four responses were received. The forty-four respondents were in general support of the proposal. Five were in opposition. The key issues raised related to on-street parking, and traffic restrictions. A summary of the feedback received in the consultation phase and the project team's responses are shown in **Attachment 2**.
14. As a result of the feedback received, the preferred option for the Grassmere Street project is shown in **Attachment 1**.

### STAFF RECOMMENDATION

15. It is recommended that the Greenspace Traffic Works Committee:
  - (a) Approve the plan as shown on **Attachment 1** for final design, tender and construction.
  - (b) Approve the following parking restrictions

#### **No stopping to be revoked**

- (i) That the no stopping restriction on the north side of Grassmere Street commencing at its intersection with Main North Road and extending 16 metres in an easterly direction be revoked.
- (ii) That the no stopping restriction on the north side of Grassmere Street commencing at a point 252 metres from its intersection with Main North Road and extending 36 metres in an easterly direction be revoked.

**7. Cont'd**

- (iii) That the no stopping restriction on the south side of Grassmere Street commencing at a point 243 metres east of its intersection with Main North Road and extending 43 metres in an easterly direction be revoked.
- (iv) That the no stopping restriction on the south side of Grassmere Street commencing at its intersection with Main North Road and extending 7 metres in an easterly direction be revoked.
- (v) That the no stopping restriction on the south east side of Main North Road commencing at its intersection with Grassmere Street and extending 8 metres in a south westerly direction be revoked.
- (vi) That the no stopping restriction on the east side of Main North Road commencing at its intersection with Grassmere Street and extending in 21 metres a southerly direction be revoked.

**New no stopping**

- (vii) That the stopping of vehicles be prohibited at any time on the north side of Grassmere Street commencing at its intersection with Main North Road and extending in an easterly direction for a distance of 21 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Grassmere Street commencing at a point 244 metres from its intersection with Main North Road and extending in an easterly direction for a distance of 44 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Grassmere Street commencing at a point 214 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 72 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Grassmere Street commencing at its intersection with Main North Road and extending in an easterly direction for a distance of 16 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the east side of Main North Road commencing at its intersection with Grassmere Street and extending in a northerly direction for a distance of 21 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the east side of Main North Road commencing at its intersection with Grassmere Street and extending in a northerly direction for a distance of 8 metres.

**New Parking restriction:**

- (xiii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Grassmere Street commencing at a point 47 metres from its intersection with Main North Road and extending in an easterly direction for a distance of 84 metres.
- (xiv) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Grassmere Street commencing at a point 136 metres from its intersection with Main North Road and extending in an easterly direction for a distance of 79 metres.

**Move existing bus stop to new location:**

- (xv) That the existing bus stop be removed from its present location on the north side of Grassmere Street commencing 33 metres east of its intersection with Main North Road and extending 12 metres in an easterly direction.



**7. Cont'd**

- (xvi) That a bus stop be installed on the north side of Grassmere Street commencing at a point 22 metres from its intersection with Main North Road and extending 18 metres in an easterly direction.

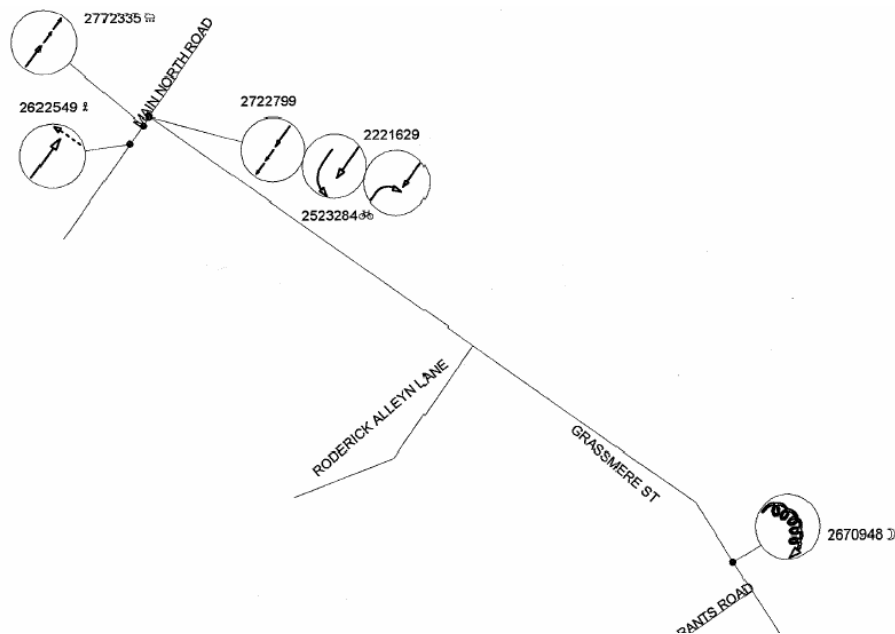
**CHAIRPERSON'S RECOMMENDATION**

For discussion.

## 7. Cont'd

## BACKGROUND

16. This project was initiated by the Asset Renewal Team and involves the replacement of all the existing kerb and dish channel with kerb and flat channel from numbers 1 to 29 on both sides of Grassmere Street. Grassmere Street is a street with an existing thirteen and half metre wide carriageway in this section. The surrounding area is mainly residential and is zoned L1 and L2 (Living 1 and Living 2). To the south of the project the zoning changes to L1B (Rural Living).
17. Grassmere Street is a local road which carries on average 1,200 vehicles per day and is also on St Albans/Huntsbury number 18 bus route. The Main North Road at its western end is a minor arterial road carrying on average 24,000 vehicles per day. There is a narrowing at the Main North Road intersection and an existing traffic calming island outside number 34. East of number 34 the carriageway narrows to eight metres wide to Roderick Alleyn Lane where the kerb and channel on the north side finishes.
18. Grassmere Street has a high on-street parking demand that is mainly created by both multi-unit properties and staff from nearby shops. There is a cycleway project south of Grassmere Street through to Rutland Street. Between properties number 23 and 25 is an entrance into the Shearer Avenue Reserve. There is also a proposed sewage storage facility to be built in Rutland Reserve to the south of this project
19. *The Land Transport Safety Crash Analysis System shows there have been six (6) crashes recorded for the five year period between 2002 and 2007 in and around Grassmere Street. Five (5) of these crashes have occurred on the Main North Road. One involved a pedestrian and one a cyclist. The one crash in Grassmere Street occurred outside the project area.*



Crash Map

20. A drainage assessment has been undertaken as part of the works in order to upgrade the existing storm water system for the length of the project. The key findings of the assessment are summarised as below.
  - (a) There are few historic drainage problems found as part of the assessment.
  - (b) It has been assumed in the assessment that the proposed shoulder and kerb levels are adequate (ie low enough) to service the property surface runoff and most of the design flow.

## 7. Cont'd

- (c) The proposal has recommended a new 225 millimetre diameter stormwater pipe along the kerb, 96 metres from the Main North Road intersection up to the central island on the southern side of Grassmere Street.
- (d) The assessment has also recommended renewing and replacing of some existing sumps, considering the existing flooding issues and new alignment changes.
- (e) Overall adequate drainage design has been allowed for during the initial design process.

### THE OPTIONS

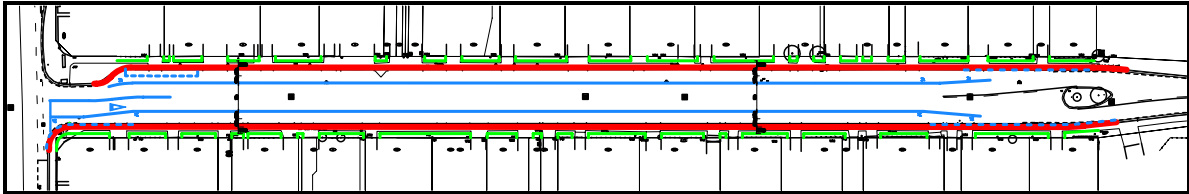
- 21. Three options were developed for comparison for Grassmere Street. The common features of all three options are:
  - (a) Kerb and dish channel will be replaced with kerb and flat channel.
  - (b) All overhead power and telephone lines are to remain.
  - (c) Street lighting will be upgraded to current standards where required.
  - (d) A give way control will be installed against Grassmere Street at its intersection with the Main North Road to provide more efficient and safer traffic movements.
  
- 22. **Option 1 – Do Minimum**  
Option 1 as shown in **Attachment 1** consists of:
  - (a) Narrowing down the carriageway width from 13.5 metres to 11.0 metres, including provision for parking on both sides of Grassmere Street.
  - (b) The road alignment changes as shown in **Attachment 1**.
  - (c) Overall increase in footpath width from 1.3 metres to 1.65 metres.
  - (d) The proposal also introduces a new pedestrian facility through the existing central island.
  - (e) The introduction of a parking limit (i.e. P120) on one side of Grassmere Street as shown in **Attachment 1**.
  - (f) The reconstruction of the carriageway shoulders.
  - (g) The option provides give-way control for the intersection with Main North Road that will allow efficient and safe movements of all road users. No significant traffic calming devices have been proposed, considering the existing bus route on Grassmere Street. This option does propose road alignment changes and narrowing down the carriageway width that will promote a slower road environment throughout the project section.
  - (h) The proposal provides maximum opportunity for the landscaping and trees. It includes:
    - (i) new grass berm areas along the proposed kerb on both sides of footpath, except in front of property numbers 29 and 32,
    - (ii) eight Acer Palmatum (Japanese Maple) along the north sides of Grassmere Street
    - (iii) five Pyrus Calleryana (Callery Pear) along the south sides of Grassmere Street.
    - (iv) A 600 mm wide landscaping areas along the boundary line on each side of Grassmere Street.

7. Cont'd

23. **Option 2 – ON STREET CYCLE LANE**

Option 2 consists –

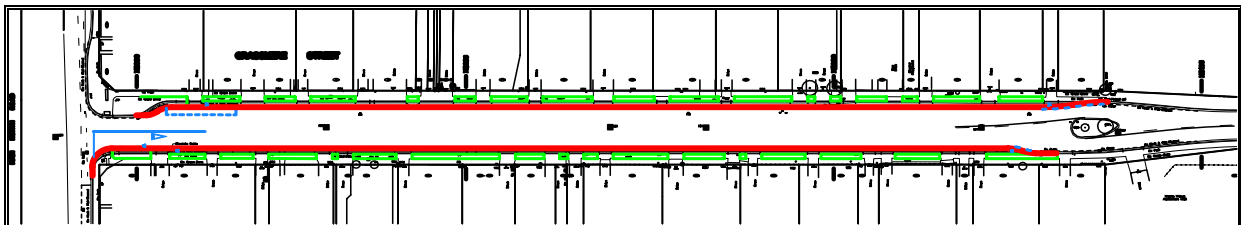
- (a) Provision of 14 metre wide road that includes 1.8 metre cycle lane and 2.0 metre wide parking facility about the kerb on both sides of Grassmere Street.
- (b) Provision of 1.65 metre wide footpaths along the 1.35 metre broad grass berms.
- (c) The parking limit (ie P120) on north side as shown in figure 2.



24. **Option 3 – OFF STREET CYCLE LANE**

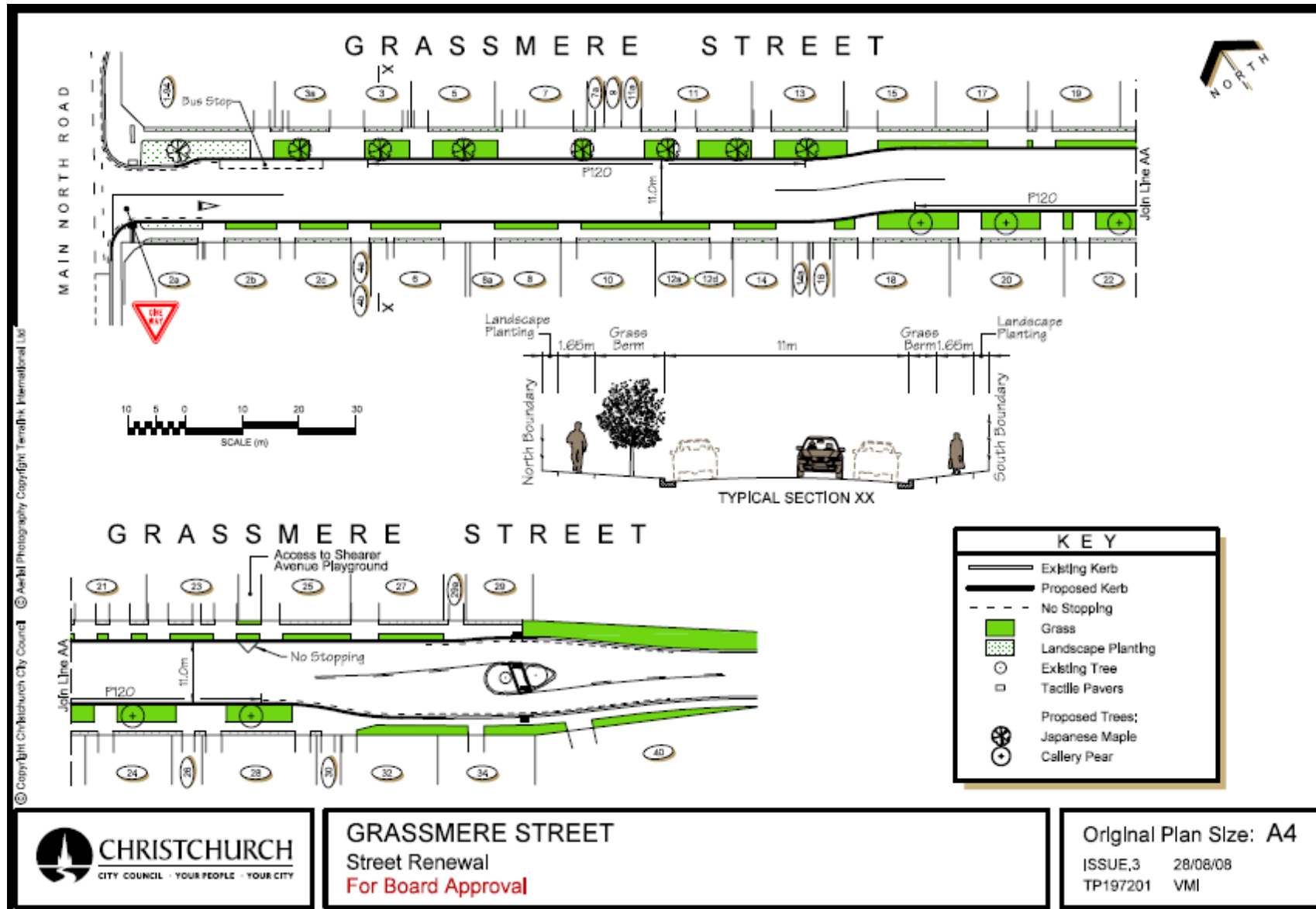
Option 3 consists -

- (a) Narrowing down the carriageway width to 11.0 metres, that includes 2.0 metre wide parking facility about the kerb on both sides of Grassmere Street.
- (b) Provision of 1.65 metre wide footpath next to the property line and 1.5 metre wide off-street cycle lane along the kerb.
- (c) The P120 limit on north side as shown in the following plan.



25. Option 1 was chosen as the preferred option for Grassmere Street because:

- (a) A lower and safer speed environment will be created for all users.
- (b) Renews the existing kerb and dished channel with kerb and flat channel.
- (c) Improves safety for all road users.
- (d) Improves the landscape and installs new street trees.
- (e) Enhances the character of the street.
- (f) Provides the best allocation of available on-street parking. The preferred option introduces a restriction of P120 parking on one side of Grassmere Street as shown in **Attachment 1**. This parking limit has been proposed to provide more residential parking on Grassmere Street. No stopping is proposed on the approach to the intersection with Main North Road to provide room for a left turn vehicle queue and is also extended near the central island as per the current standards. This proposed change will result in the loss of seven parking



## Christchurch City Council

### Capital Programme Group

**FEEDBACK TO PROJECT:** GRASSMERE STREET – KERB AND DISH CHANNEL RENEWAL

**CLOSING DATE FOR FEEDBACK:** ON PUBLICITY PAMPHLET 14/7/08

**Responses received: -**

Support	Number of Responses	% of Total Responses
Full Support	32	72.7%
General Support (with suggestion)	2	4.5%
Does Not Support	5	11.4%
No Comment	5	11.4%
<b>Total</b>	<b>44</b>	<b>100%</b>

**FEEDBACK SUMMARY:**

FEEDBACK	ACTION:
<b>GENERAL</b>	
There are no gas pipes in this street (11)	Noted
Generally support the layout of the street and choice of trees. (13)	Support noted
I do not support the plan as there seems to be nothing wrong with Grassmere Street the way it is (25)	Disagree – the dish channel is at the end of its economic life.
This is a non-major suburban street and residents' needs should take FIRST priority (34).	It is a public road and residents' needs are to be considered appropriately.
Plan with the future in mind. They will need to update the east end of Grassmere St in time. They will need to align both sections of the road and have similar design features (34).	The future needs of the street in the long term have been considered.
Talk to Northlands Mall Management regarding its own workers car parking area. Car park users must buy many weeks parking in advance. Many workers are low paid (can not afford such big prepayment) (34).	The Consultation Leader has talked with the Mall Managements Office.
Where there is a bus stop make it so that 2 cars can still pass (34).	This will be done within the area of the dish channel replacement.
Provided that buses are catered for as part of these proposals Ecan supports this project from a passenger transport perspective. Please provide adequate bus stop facilities and ensure that the bus is able to manoeuvre the island outside 34 Grassmere St (31).	Buses have been catered for as requested.
<b>LANDSCAPING</b>	
Would prefer no grass verges unless CCC is going to maintain them regularly. Some streets very untidy (36).	The landscape areas will be maintained regularly.
#23 collectively we have a decorative rock and shrub garden. Assurance was given by the Consultation Leader of no change to existing. As resident of Unit 1 I would appreciate confirmation on this point (37).	Noted – this area will be kept as is if possible.
Proposed tree suggestions which are growing/surviving at 9B: Kahikatea, Totara, Southern Rata, Knightia excelsa, Alectryon	These will be considered by the Landscape architect in detailed

<b>FEEDBACK</b>	<b>ACTION:</b>
excelsus, Kauri, Miro (35).	design.
Do we need gardens alongside fences plus grass verges – separated by a footpath? It may be aesthetic but it isn't practical. Uses up land which would be better being retained as a road or parking. Why not have a mix of grass or planting beside verge (34).	Road safety and on-street parking will not be compromised by the proposed landscaping.
No trees (5)	Trees will improve the appearance of the street.
Please do <b>not</b> plant all those horrible grasses and flaxes which have ruined Grants Road and many other streets (28).	Landscape architect will consider when the project goes to detailed design.
No trees outside No.s 7-11 (23).	Landscape architect will consider when the project goes to detailed design.
Would it not be cheaper just to plant the trees in the existing grass berm? (29).	The project is about replacing the dish channel, not trees.
<b>PEDESTRIAN AND CYCLIST</b>	
Please ensure good cut outs in kerbs where appropriate. Wheelchair access needs a level surface thru the crossing (22).	This will be done.
Why are there no bike lanes in the plan when it has been decided to put a bikeway from Rutland Street through to Grassmere St? This will become a major bike route due to the mall. I would prefer this bike path not to go ahead as it opens the street up to more through traffic (34).	Cycle lanes are not required in this low speed environment.
There is no provision for cyclists! (29).	No provisions are required in this low speed environment.
<b>PARKING</b>	
No parking on left hand side by Main North Rd end for left turning traffic queue would make getting out easier (26).	This is already proposed.
On street parking for residents is needed for all units at all times (2 hour parking does not do it). There are many in this street (34).	The two hour parking restriction will help this situation.
Please protect some spaces for careers and residents at all costs. There are a large number of over 60's units (21).	
The parking outside is diabolical and visitors have to walk so far (20).	
Please investigate reverse angle parking on one side. The street is wide enough down as far as the island and it would be a good use of space. (21).	This is not recommended on bus routes.
I am opposed to reducing the number of car parking spaces (29).	Any on street parking removal is only done in the interests of traffic safety and/or efficiency.
I would like to see resident parking <u>only</u> down Grassmere St (26).	Not appropriate for Grassmere St.
Extend no parking restrictions to stop outsiders parking in the street (12).	Public roads are for all members of the public to park in.
No all day parking. The staff at Northlands treats our street as their own (16).	
No parking lines at corner of Main North Road should be extended to improve driver visibility (6)	The sight lines for drivers exiting Grassmere St have been checked and found to be adequate.
The access to Shearer Ave playground needs to be very clearly marked with no parking signage. The space available is barely able to cope with a small vehicle. The continual ongoing is motorist concern themselves with their front end and overlook the back. Towbars in many cases create an added hazard in movement in/out of Unit 1/23 (37).	A parking 'tic' will be installed.
No parking lines needed by driveway entrances (6)	This is covered by the road code. No vehicle can park within one metre of a vehicle entrance.
On parking. Rather than one side only being subjected to "all day parking" I would request that a thought be given to alternate day parking. This I feel would give a much fairer use of the parking space available (37).	Is not practical.

FEEDBACK	ACTION:
Instead of P120 make it P60 further back down towards Main North R (except after 6 p.m. – 6 a.m. & weekends to cater for residents. (15).	Majority disagree.
Due to the Northlands expansion, there are very few parks in our area that do not have time limits. Northlands staff are required to pay for their parking so use up all of the parking available for the small shops. (14).	Agree, but the P120 parking restriction will help.
Our main objection to the council reducing the parking is the safety of our staff. They will have to walk at least another 2 blocks along inadequately lit streets, in the dark to get to their cars because of the time limits proposed.(14)	There will be on-street parking for shop staff on the south side of the road.
We would like to see P120 on both sides of Grassmere St (18).	On-street parking should be shared between both short and long term users.
Parking limit lines are needed beside driveways, extend P120 to even numbered side (23).	This is covered by the road code. No vehicle can park within one metre of a vehicle entrance. On-street parking should be shared between both short and long term users.
Parking spaces needed for residents' visitors (12).	Agree the P120 parking restriction will help.
No speed restrictions (4)	Only 50 kph as per road code.
<b>TRAFFIC CONTROL</b>	
Speed humps would slow down traffic (6)	Speed humps cannot be installed on a bus route.
If necessary a slightly raised hump in road <b>to slow traffic</b> (suitable for a bus) – too stop 'hoons' or change the speed zone to 40 kph to slow traffic if speed is a problem (34).	Will not be required with narrower carriageway and new alignment of the road.
Enforcement action needed against illegally parked cars (6)	Agreed – will be enforced by CCC Parking Unit staff.
Don't narrow entrances of side roads any further (2)	The entrance width to the Main North Road will not be changed.
Don't narrow street (1)	Narrowing the carriageway has safety and economic advantages.
This is a nice wide road – at the western end at least – keep the width as much as possible (34).	
The carriageway width must not be reduced (24).	
The street is a bus route and must be kept free of unnecessary kinks, centre islands and construction at intersections. (24)	The island (constructed in 2002) works well slowing traffic down, it is not proposed to change it.
Remove the island altogether and aligning the road with the east end of Grassmere Street. This allows for residents parking, the inclusion of a bike lane and a general flow of traffic (not necessarily causing speed to occur) (34).	
How long ago was this island put in? Please revisit it?	
Is island outside No 40 necessary? (1)	
As for the "Give way" sign for entry to the Main North Road, regardless with the traffic volume both ways, vehicle movement exiting Grassmere has little choice. I feel an adage that will do nothing to enhance movement (37).	
I do not agree with putting a Give Way sign on the Cnr of Main North Road. It will make it extremely difficult to turn right (34).	The proposed Give Way sign will clarify confusion as to who gives way and improve traffic efficiency on the main road.
No need for "Give Way" sign at the end of the street. Making a right hand turn into the Main North Road is often difficult now (17).	No action required.
Centre islands, narrow carriageways, and constricted access at intersections lead to frustration – not calming as claimed. The back streets of Papanui may look good but they are useless – any wonder that the few remaining main roads are overcrowded (24).	
This style of redevelopment causes problems for car/vehicle drivers turning left from Main North Rd into Grassmere. One, because of the pavement pregnancy bulge its impossible to ease out of traffic so	



<b>FEEDBACK</b>	<b>ACTION:</b>	<b>ATTACHMENT TO CLAUSE 7</b>
slowing and inconveniencing following vehicles. Two, as soon as the left turn is made I very often find that I am on the wrong side of the road. This is not a shortcut road so no need to physically block it off (29).	St without of the road so long as the vehicle speed is 10 kph or less.	<b>Attachment 2</b>
<b>OUTSIDE SCOPE OF PROJECT</b>		
Requires a new sign on the Grassmere St Grant's Rd corner (34).	CSR 90830044 sent to Community Traffic Engineers requesting same.	
It would be better to spend the \$544,000 to the Market Gardener so he can have \$300,000 for a new road on his property so that we can have a walk/cycleway between Grassmere Street and Rutland Reserve for which we have been asking for years. With the price of petrol so high, more cyclists are on the road and we badly need that cycleway so we can avoid the traffic on Papanui Road and busy side streets. I was promised the cycleway in 2006 by Michael Ferigo but Mayor Bob Parker told me it will be 2010/2011(25).	The proposed cycleway/footpath is in the Long Term Community Capital Programme for construction in the 20010/11 financial year.	
Since the Big Red buses have been coming down Grassmere St & trucks my piles under house have deteriorated. We were on the understanding that small buses will be only coming down this street when first proposed – what can you do about the piles? (26).	Road foundations are to be checked and appropriate action taken.	
I have never been consulted about the yellow no parking line outside my property when it got painted. Can this be explained please? (26).	The Council apologises for this oversight.	
After heavy rain, a lake develops in the farm paddock just as Grassmere St turns in Grants Rd. This covers a large area and remains as a stagnant lake which can become very smelly. Complaints have been made about the smell drifting into the village houses opposite and I am surprised that nothing has been done over the years to drain this offensive area (33).	Under investigation by the Engineering Officer, Land Drainage Team.	
Disappointed power lines remaining (35).	The overhead wiring service authorities advise they have not plans to underground their overhead wiring.	
Put an all weather path in the access way through to Shearer Avenue Playground (34).	CSR 90830075 sent to Papanui-Shirley Consultation Leader – Greenspace requesting that she investigate and take appropriate action.	
If you could get someone to look at the bus stop outside 41 and maybe come and talk to us it would be appreciated. (21).		
The bus stop at 41 Grassmere St. is not a particularly attractive one and probably not the most user friendly given the grass verge. It was very wet and heavy underfoot when I was out. The stop is a necessary one and we have nowhere to move it to (41).	The Public Transport Infrastructure Co-ordinator will investigate and take appropriate action.	
The street requires Bus shelters and decent area to stand especially at second stop on north side (in grass) (34).		
Limit lawn opposite No. 40 to reduce congestion (8)	This would involve reconstructing and widening the existing carriageway which is unable to be justified on a cost/benefit basis.	
I would like to see yellow lines opposite garage – very narrow there (43).		
Please extend the No parking yellow lines further along Grassmere St past No. 41 on the North East side. The road is presently “an accident waiting to happen” with Northlands workers parking on both sides of the street right down past 31 Grassmere St it is often one way only – a ludicrous situation on a regular bus route (34).		
Extend no stopping lines to include all of No. 40 and all of grass verge on the other side of the road to opposite Roderick Alley Lane to relieve the bottleneck and impaired vision. (19).		

FEEDBACK	ACTION:
Please continue the not stopping to the end of the curb and channel. At least on one side but preferably both sides. There is not enough room for buses to travel down and other traffic with cars parked both sides, there is not enough room for cars to park between the driveways of 31 and 41 (only a few metres apart). There shouldn't be any parking on the narrow end of the street. (21).	CSR 90830094 sent to the Council's Community Traffic Engineers requesting they investigate and take appropriate action on these parking issues.
Limit parking to one side of road nearest garage to limit congestion (8, 9)	
Extend the existing yellow lines further down towards Grants Rd (15)	
Please extend the No parking yellow lines further along Grassmere St past No. 41 on the North East side. The road is presently "an accident waiting to happen" with Northlands workers parking on both sides of the street right down past 31 Grassmere St it is often one way only – a ludicrous situation on a regular bus route (38).	
The "no parking" lines should be extended on our side to just past 41's entranceway so we can have visibility when driving onto Grassmere St. Currently vehicles park on both sides of the street and this makes it "one lane" particularly when the regular bus service and larger cars use the road. (39).	
P120 or P180 signs should be extended. Southern end past island should have no stopping extended on north side of road (6)	
Corners should be widened to better accommodate buses (2)	

**8. EAST ELLINGTON DRIVE – PROPOSED “NO STOPPING” RESTRICTION**

<b>General Manager responsible:</b>	General Manager of City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Basil Pettigrew, Network Operations and Transport Systems

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Greenspace Traffic Works Committee approval for the installation of three sections of broken yellow “no stopping” lines on East Ellington Drive.

**EXECUTIVE SUMMARY**

2. The Council has received complaints from residents of East Ellington Drive regarding safety and visibility problems while travelling on East Ellington Drive. This issue is particularly prevalent when events are held at the parkland situated at 15 East Ellington Drive.
3. There is also concern regarding safety and visibility on the bend outside 8 East Ellington Drive where the road width is reduced to 7.5 metres. This width does not allow for kerb side parking on both sides of the road while maintaining adequate manoeuvring space for property access and passing traffic.
4. The area is residential and no other controls or restrictions are present in the area. Residents of East Ellington Drive have off street parking available.
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 \$ 250.

**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.

**8. 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 all affected residents on East Ellington Drive who agree with this proposal. The recommendations below reflect their wishes.

**STAFF RECOMMENDATION**

It is recommended that the Greenspace Traffic Works Committee approve:

- (a) That the stopping of vehicles be prohibited at all times on the south side of East Ellington Drive commencing at its intersection with Hills Road and extending in a westerly direction for a distance of 176 metres, to a point 6 metres west of the western kerb line of Holiday Drive.
- (b) That the stopping of vehicles be prohibited at all times on the north side of East Ellington Drive commencing at a point 31 metres east of its intersection with Holiday Drive and extending in an easterly direction around the bend to a point 15 metres west of the common boundary between properties No 6 and No 8.
- (c) That the stopping of vehicles be prohibited at all times on the west side of Hills Road commencing at its intersection with East Ellington Drive and extending in a southerly direction for a distance of 16 metres.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.



**9. COMMITTEE MEMBERS INFORMATION EXCHANGE**

The purpose of this exchange is to brief other members on activities that have been attended or to provide information in general that is beneficial to all members.