

FENDALTON/WAIMAIRI COMMUNITY BOARD
WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE
AGENDA

MONDAY 23 MARCH 2009

AT 8.00AM

MEETING ROOM 2
BISHOPDALE COMMUNITY CENTRE,
129 FARRINGTON AVENUE
(Please note venue change from that originally advertised.)

Committee: Cheryl Colley (Chairperson), Sally Buck, Faimeh Burke, Val Carter, Jamie Gough, Mike Wall and Andrew Yoon.

Community Board Adviser
Graham Sutherland
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Email: graham.sutherland@ccc.govt.nz

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

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1. APOLOGIES

Mike Wall.

2. BISHOPDALE COURT - PROPOSED P10 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Dejong/George Kuek – Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to seek the Works, Traffic and Environment Committee's recommendation that the Fendalton/Waimairi Community Board approve that the existing P5 Parking Restriction at Bishopdale Court in the south car park outside the crèche be changed to a P10 Parking Restriction.

EXECUTIVE SUMMARY

2. The Council has received a request from the staff of the crèche located at the south western end of Bishopdale Mall to extend the time limit on the eight existing parking spaces currently designated as P5 Loading Zone directly outside their facility to P10 Restricted Parking. This will give parents/caregivers more time to settle their children before leaving. Apparently some parents have been given parking infringement notices for exceeding the present time limit. Please refer to the **attached** plan.
3. Bishopdale Mall is a conglomeration of privately owned shops dispersed between walkways and service lanes with a large car park at each end. These walkways, service lanes and car parks are all designated as legal road known as "Bishopdale Court" and are administered and maintained by the Council.
4. An investigation by staff revealed that it was not a straightforward matter of changing this angled P5 Loading Zone to a P10 parking restriction because the latest edition of The Manual of Traffic Signs and Road Markings has directed that yellow boxes (one of which is presently marked around this P5 Loading Zone) only be used in relation to special vehicles. In other words any alteration to this loading zone will require the removal of the yellow box because it is not for the sole use of Goods Vehicles.
5. The removal of the yellow box would not normally be an issue, however, at each end of the existing P5 Loading Zone are two unrestricted parking spaces. Once the yellow box is removed there could be some confusion to users of the facility, not knowing if they are parked in the P10 or an unrestricted space.
6. As there is not a shortage of available parking within the south car park and to avoid confusion, it is proposed that a P10 Parking Restriction be applied to the whole row of parking spaces directly outside the crèche. This will result in four currently unrestricted parking spaces becoming P10 Restricted Parking spaces.
7. The removal of the four unrestricted parking spaces in front of the crèche will not affect the users of the mall because, on any given day, the south car park is less than half full and the crèche is the only facility located in the south west corner of the mall. The Bishopdale Mall spokesperson for the shop owners/proprietors has been kept informed and is supportive of the proposal.

FINANCIAL IMPLICATIONS

8. An estimated cost for this work is \$500.

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

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

2. Cont'd

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.

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. 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?

15. As above.

ALIGNMENT WITH STRATEGIES

16. 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?

17. As above.

CONSULTATION FULFILMENT

18. Because the crèche is the only facility located at the south west corner of Bishopdale Mall, the proposal will have no effect on any other business within the mall. There is also ample parking available, as on any given day the car park is less than half full. The Bishopdale Mall spokesperson for the shop owners/proprietors has been kept informed and is supportive of the proposal.
19. The Officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Works, Traffic and Environment Committee recommends that the Fendalton/Waimairi Community Board approve:

- (a) That the existing P5 Loading Zone in the north west corner of the southern car park at the Bishopdale Mall complex, along Bishopdale Court outside the crèche, commencing at a point 12.5 metres from the service lane between the public library and the crèche and extending in a westerly direction for a distance of 22 metres, be revoked.
- (b) That the parking of vehicles be restricted to a maximum period of 10 minutes in the north west corner of the southern car park at the Bishopdale Mall complex along Bishopdale Court outside the crèche, commencing at a point 7.5 metres from the service lane between the public library and the crèche and extending in a westerly direction for a distance of 33 metres.



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BISHOPDALE COURT
 Proposed P10 Parking Restriction
For Board Approval



WISSEIA BH-KOSDAW - REPROJECTS001 TO 200001 TO 0501 CSF CONTRACTED WARD'S BISHOPDALE COURT P10 BISHOPDALE COURT JWG

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3. ELMWOOD ROAD/STROWAN ROAD – PROPOSED NO STOPPING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Lorraine Wilmshurst/George Kuek – Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to seek the Works, Traffic and Environment Committee's recommendation that the Fendalton/Waimairi Community Board approve that the stopping of vehicles be prohibited at any time on either side of the Elmwood Road/Strowan Road intersection.

EXECUTIVE SUMMARY

2. The Council staff have received a request from residents in Elmwood Road asking that a No Stopping Restriction is installed at the intersection of Elmwood Road and Strowan Road to increase visibility. Please refer to the **attached** plan.
3. Elmwood Road is a local road that has been narrowed at its intersection with Strowan Road, a minor arterial. Vehicles exiting the intersection are experiencing visibility issues due to the high demand for parking in the vicinity of the intersection.
4. There is a Pre-School on the northern corner of the intersection and as there are no restrictions marked, at times vehicles park very close to the intersection, blocking the narrowed exit at the end of Elmwood Road.
5. Restricting parking for 12 metres either side of Elmwood Road at the intersection will allow two-way access into and out of Elmwood Road at all times. Parking further west on Elmwood Road will not be restricted.
6. The proposed no stopping restriction in Strowan Road will increase visibility at the intersection for vehicles exiting Elmwood Road and provide a safer road environment in the vicinity of the Pre-School.
7. The property owner of No.1 Elmwood Road and the Pre-School have been spoken to and support the proposed no stopping restrictions. The Plynlimon Residents Group which covers this area is now in recess.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$200.

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

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

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.

3. Cont'd

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. 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?

15. As above.

ALIGNMENT WITH STRATEGIES

16. 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?

17. As above.

CONSULTATION FULFILMENT

18. The property owner of No 1 Elmwood Road, and the Pre-School have been spoken to and support the proposed no stopping restrictions. No contact address has been found for the Plynlimon Residents Group.
19. The Officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Works, Traffic and Environment Committee recommends that the Fendalton/Waimairi Community Board approve:

- (a) That the stopping of vehicles be prohibited at any time on the south side of Elmwood Road commencing at its intersection with Strowan Road and extending in a westerly direction for a distance of 12 metres.
- (b) That the stopping of vehicles be prohibited at any time on the north side of Elmwood Road commencing at its intersection with Strowan Road and extending in a westerly direction for a distance of 12 metres.
- (c) That the stopping of vehicles be prohibited at any time on the west side of Strowan Road commencing at its intersection with Elmwood Road and extending in a southerly direction for a distance of 15 metres.
- (d) That the stopping of vehicles be prohibited at any time on the west side of Strowan Road commencing at its intersection with Elmwood Road and extending in a northerly direction for a distance of 17 metres.

PROPOSED NO STOPPING RESTRICTION

Strawan Road

Elmwood Road

PRE SCHOOL

10, 14, 16, 18, 22, 24, 25, 27, 29

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ELMWOOD ROAD / STROWAN ROAD
Proposed No Stopping Restrictions
For Board Approval

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4. BRADNOR ROAD/IDRIS ROAD INTERSECTION – REQUEST FOR PARKING RESTRICTION ON EAST SIDE OF IDRIS ROAD AT THIS INTERSECTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	George Kuek, Assistant Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to respond to the request by the Board, at its meeting on 16 December 2008, in regard to the correspondence received from the residents of Bradnor Road for a parking restriction to be imposed on the east side of Idris Road at its intersection with Bradnor Road.

EXECUTIVE SUMMARY

2. The staff from Network Operations has received a request from the Board to report on a request by the residents of Bradnor Road, for a parking restriction to be imposed on the east side of Idris Road at its intersection with Bradnor Road. This is to allow passage of southbound traffic on Idris Road when a right-turning vehicle is stopped in the middle of Idris Road while waiting to turn right into Bradnor Road. Please refer to the **attached** aerial photograph.
3. Idris Road is a minor arterial while Bradnor Road is a local cul-de-sac. Eleven properties have street addresses on Bradnor Road, but two of these properties have direct vehicular access to/from Idris Road.
4. Currently there is no restricted parking on both sides of Idris Road, between its intersections with Glandovey Road and with Fendalton Road.
5. Crash records of road accidents at/near this intersection, for the period 1980 to 19 February 2009, show that three single-vehicle accidents had occurred, in June 1983, May 1988 and September 2005. In all three accidents, the cars involved had been travelling too fast and lost control as they took the bend while heading north along Idris Road.
6. This request from the residents of Bradnor Road was a result of their concern that cars may be struck from behind while waiting in the middle of Idris Road to turn right into Bradnor Road. They believed that with a parking restriction imposed on the east side of Idris Road, southbound traffic will then have room to pass safely on the left of the right-turning vehicles.
7. The implications of the suggested parking restriction on the east side of Idris Road are:
 - (i) southbound cyclists will be put at risk, as they will be pushed to the edge of the road when southbound vehicles squeeze through the gap between the cyclists and the vehicles waiting to turn right.
 - (ii) vehicles slowing down at the bend to turn left into their driveways (on the east side of Idris Road) may be struck from behind by southbound vehicles trying to pass on the left of vehicles waiting to turn right into Bradnor Road.
 - (iii) there will be a reduction of on-street parking spaces for residents on the east side of Idris Road near this intersection.
8. No action is recommended at this intersection for the following reasons:
 - (a) accident records over the last twenty-nine years show that none of the three accidents at/near this intersection involved vehicles waiting in the middle of Idris Road to make a right turn into Bradnor Road.
 - (b) the suggested removal of car parks on the east side of Idris Road, to improve safety for vehicles turning right into Bradnor Road, will potentially increase the danger to southbound cyclists.

4. Cont'd

- (c) there will be increased risk to vehicles turning left into driveways (on the east side of Idris Road) being struck from behind by southbound vehicles.

FINANCIAL IMPLICATIONS

9. Nil.

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

10. Not applicable.

LEGAL CONSIDERATIONS

11. Not applicable.

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

12. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Not applicable.

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

14. Not applicable.

ALIGNMENT WITH STRATEGIES

15. Not applicable.

Do the recommendations align with the Council's Strategies?

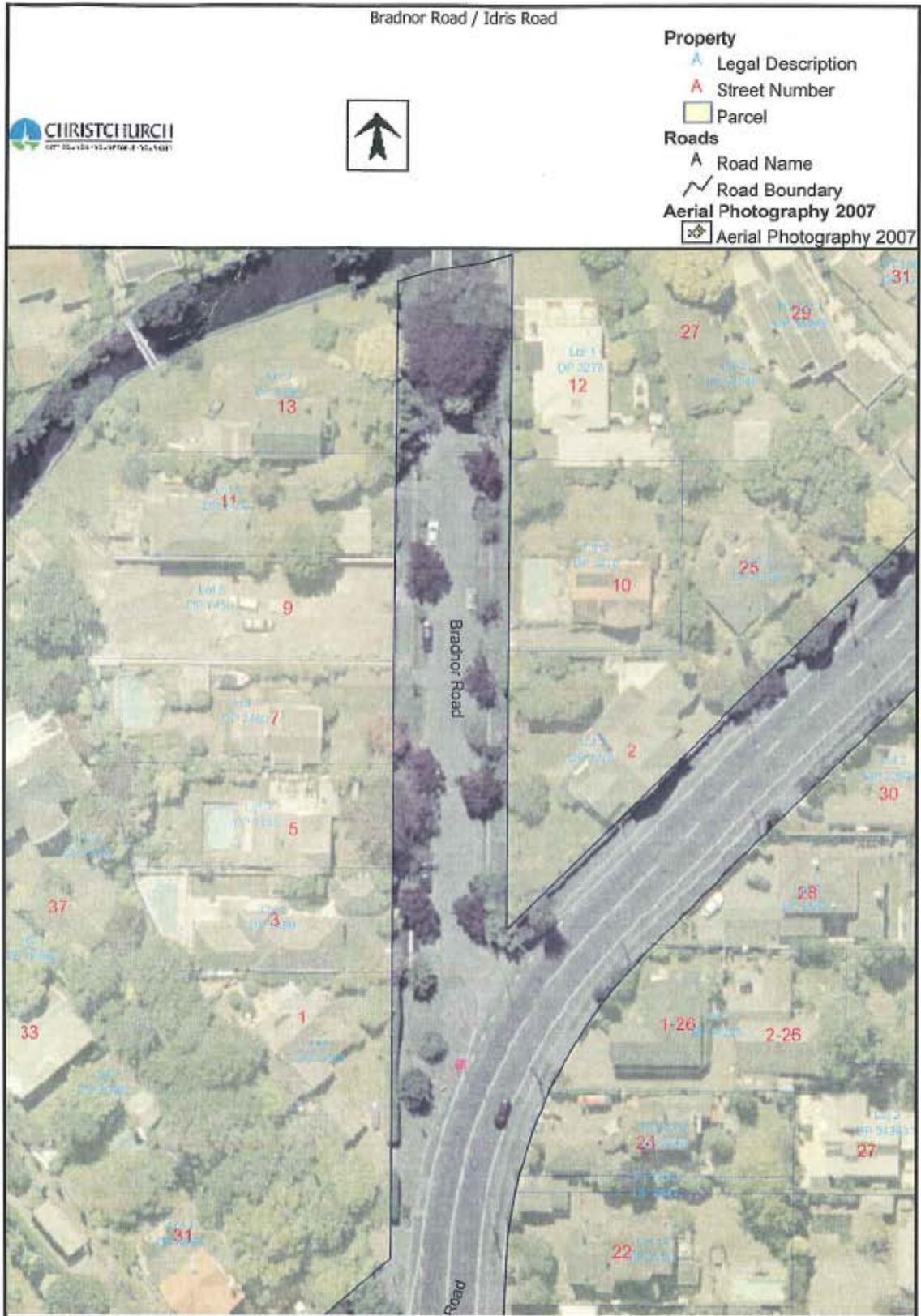
16. Not applicable.

CONSULTATION FULFILMENT

17. No changes are proposed at this intersection, so no consultation is planned at this stage.

STAFF RECOMMENDATION

It is recommended that the Works, Traffic and Environment Committee receive this information and report this to the next meeting of the Fendalton/Waimairi Community Board.



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5. CHURCH LANE STREET RENEWAL

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Jennie Hamilton, Consultation Leader Kelly Reynolds, Project Manager, Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation for the approval of the Board to proceed to detailed design, tender and construction for the Church Lane street renewal project, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. The project is to replace the existing kerb and dish channel with kerb and flat channel and undertake other reconstruction and resurfacing work as required. This project was initiated as part of the Transport and Greenspace Unit's Asset Management Programme in December 2007.
3. The draft primary (must do) objectives for the project are as follows:
 - (a) To replace the existing kerb and dish channel.
 - (b) To reconstruct the carriageway adjacent to the dish channel.
 - (c) To maintain or improve safety for all road users.
 - (d) To ensure adequate drainage is provided.
 - (e) To complete the project within the allocated budget.
 - (f) To complete the construction within the 2009/10 financial year.
 - (g) To minimise the whole-of-life costs.
 - (h) To ensure the project takes the Proposed Merivale Parking Plan into consideration.
 - (i) To ensure the project takes the Papanui Road/Main North Road Proposed Bus Priority Project into consideration.
 - (j) To reflect the heritage nature of the street where funding permits.
 - (k) To maximise the on-street parking in the street.
4. The secondary (would like to do, but it would add to the cost) objective for the project is to provide additional landscaping where possible.

FINANCIAL IMPLICATIONS

Do the recommendations of this report align with 2006-16 LTCCP budgets?

5. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-2016 LTCCP. The proposed kerb and channel renewal work for the Church Lane project is recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2009/2010 financial year.

Projected expenditure

2008/2009 proposed expenditure	\$82,878
2009/2010 proposed expenditure	\$356,340
Total	\$439,218

5. Cont'd

6. There is sufficient funding available within the Street Renewal Programme to complete the project.
7. For efficiency, some additional maintenance work will be undertaken at the same time as the street renewal work. An additional \$15,000 is being provided by Maintenance to resurface a section of the footpath which is not included in the scope of the project, and also \$36,584 is provided by Greenspace for the inspection and possible rebuild of the existing brick barrel culvert which runs beneath Church Lane.

LEGAL CONSIDERATIONS

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

8. There appear to be no legal implications for this project. The Land Transport Rules provide for the installation of traffic and parking restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

10. This project is consistent with key Council strategies including the Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

CONSULTATION FULFILMENT

11. An Initial Issues survey was carried out with the residents of Church Lane and other stakeholders in June 2008. Fifty three responses were received. The most significant concerns for residents were on-street parking, the lack of undergrounding of overhead services, and street drainage. Non residents, many of whom attended St Mary's Church or St Mary's Parish Centre, identified on-street parking as their primary concern.
12. The preferred option was presented to the Board's Works, Traffic and Environment Committee at a seminar on 3 November 2008. Community consultation on this proposal was undertaken between 18 November and 12 December 2008. Leaflets were delivered to approximately 35 households, the Church, and the Parish Centre in Church Lane. Information was also sent to 22 absentee property owners, and posted or emailed to another 120 stakeholders. Of the 14 responses received, nine respondents (64 per cent) supported the proposal, two opposed and three did not state a position. Eleven residents attended a project drop-in session at St Mary's Parish Centre on Tuesday, 25 November 2008. Issues raised during consultation included the need for restricted on-street parking in Church Lane, the undergrounding of overhead services (which is beyond the scope of this project), and landscaping issues.
13. After residents raised concerns over on-street parking it was decided that this matter should be addressed by the Proposed Merivale Parking Plan (PMPP) project team. The issue of parking restrictions in Church Lane was therefore passed over to the PMPP project team in December 2008. The Board resolved on Tuesday 10 February 2009 to implement 120 minute parking restrictions on both sides of Church Lane, between the hours of 11am – 3pm, Monday to Friday.

5. Cont'd

14. All of the parking restrictions associated with this project, and also the 120 minute parking restriction between the hours of 11am and 3pm, Monday to Friday, were resolved by the Board on Tuesday 10 February, as part of the Proposed Merivale Parking Plan (PMPP).
15. Consultation has resulted in one significant change to the scheme. The pedestrian/splitter island at the intersection with Papanui Road has been removed due to a new garage being built on the property at No. 45 Church Lane, near the corner with Papanui Road. The position of the garage means that vehicles may not be able to enter the property safely with the pedestrian island in place; therefore the island has been removed from the scheme.
16. Additional planted areas along the fence line at the cul-de-sac end are being considered, width permitting.

STAFF RECOMMENDATION

It is recommended that Committee recommend that the Fendalton/Waimairi Community Board approve the plan TP 308601, as shown in **attachment 1**, for final design, tender and construction.

5. Cont'd

BACKGROUND (THE ISSUES)

17. Church Lane is primarily residential, apart from the Church and St Mary's Parish Centre, which is located on the corner of Papanui Road. The surrounding area is a mixture of residential and commercial, with Church Lane located approximately 250 metres south of Merivale Mall. Church Lane is a cul-de-sac, 220 metres long, and ranges from between 9 metres to 10 metres in width. It is a local road, with an average vehicle count of 500 vehicles per day in July 2008.
18. The proposal includes a combination of resurfacing and reconstruction within the carriageway and footpath throughout Church Lane, with the upgrade of the local storm water network. This will also include the replacement of the existing kerb and dish channel within the first section of Church Lane, with kerb and flat channel and the reconstruction of the existing kerb and flat channel within the cul-de-sac end. The reconstruction of the footpath is limited to those lengths where the kerb and channel is being replaced, with all other lengths of footpath being resurfaced. Within the carriageway, only the first section of Church Lane (the length that has the old dish channel) will be reconstructed. The remainder will be resurfaced.
19. The undergrounding of overhead services in the Lane was requested by some residents. However, the City Council's current operating practice is to only underground these services in collector and arterial roads which carry high volumes of traffic. Church Lane is a local road and residents would be required to pay the full actual costs. One resident who sought an estimate was advised that the ballpark figure for undergrounding was \$204,750. The residents of Church Lane have not taken the matter of undergrounding any further since receiving the estimate.
20. In addition to the kerb and channel stormwater upgrades detailed above, the existing "brick barrel" culvert carrying the Upper Frees Creek will be exposed and inspected to allow for repair, protection or replacement. The existing street lighting will also be upgraded with the replacement of four obsolete luminaries and the addition of two new lighting units on existing power poles. This design complies with AS/NZS1158 cat. P3.
21. The Land Transport New Zealand Crash Analysis System has no recorded crashes in the study area within the 5 year period between 2003 and 2007.

THE OBJECTIVES

22. The aims and objectives are to be met in this project by:
 - (a) Replacing the existing kerb and dish channel with modern style kerb and flat channel.
 - (b) Renewing all footpaths to a minimum width of 1.65 metres.
 - (c) Protecting existing trees during construction.
 - (d) Enhancing the safety of pedestrians by renewing the footpath.
 - (e) Installing new drainage piping and sumps at the road narrowing and at the cul-de-sac to ensure that adequate drainage is provided.
 - (f) Minimising whole-of-life costs by replacing the existing kerb and channel, and reconstructing the pavement. The road will have a longer useful life period than the current site condition. A whole-of-life cost analysis has not been undertaken.

THE OPTIONS

23. Four options were considered for Church Lane. Option Two has been selected as the preferred option and was the option taken to the community for consultation.

5. Cont'd

Option One

24. Option One involved doing the minimum by:
- (a) Resurfacing of the carriageway and the footpath within the eastern end (old section) of the Lane.
 - (b) Replacement of the existing kerb and dish channel in the eastern section of Church Lane with kerb and flat channel.
 - (c) Maintaining the existing carriageway width, this varies between 9 and 10 meters along Church Lane.
 - (d) The proposed P120 restriction (2.5 metres wide) on the northern side of Church Lane, taking account of the proposed Merivale Parking Plan.
 - (e) "No Parking" markings at the intersection with Papanui Road, outside the Church entrances and within the turning head at the end of the cul-de-sac.
 - (f) A pedestrian island at the east end of Church Lane, which is consistent with the Bus Priority project along Papanui Road.
25. Option One was not chosen as the preferred option because it does not provide for the enhancement of the whole of Church Lane and therefore the Lane would look disjointed after implementation. Also, the rest of the Lane, with regard to the carriageway and the kerb and channel within the cul-de-sac end, needs attention and will not be replaced under this option. This option may need extensive maintenance and reactive work in the future.

Option Two

26. Option Two includes all elements detailed in Option One, but in addition provides for the resurfacing of the whole carriageway and footpath (except between old kerb and channel and cul-de-sac kerb and channel), and the replacement of the kerb and flat channel in the cul-de-sac end of the Lane.
27. Option Two was selected as the preferred option as it meets all the objectives of the project.

Option Three

28. Option Three includes all elements detailed in Options One and Two, but in addition provides for two 0.5 metre kerb build-outs outside the church entrances with no parking marking to provide better access to the Church and the Hall.
29. Option Three has not been selected as the preferred option because the kerb build-out, although providing marginally better access to the Church and Hall, does not assist with traffic management or any of the other objectives within the project.

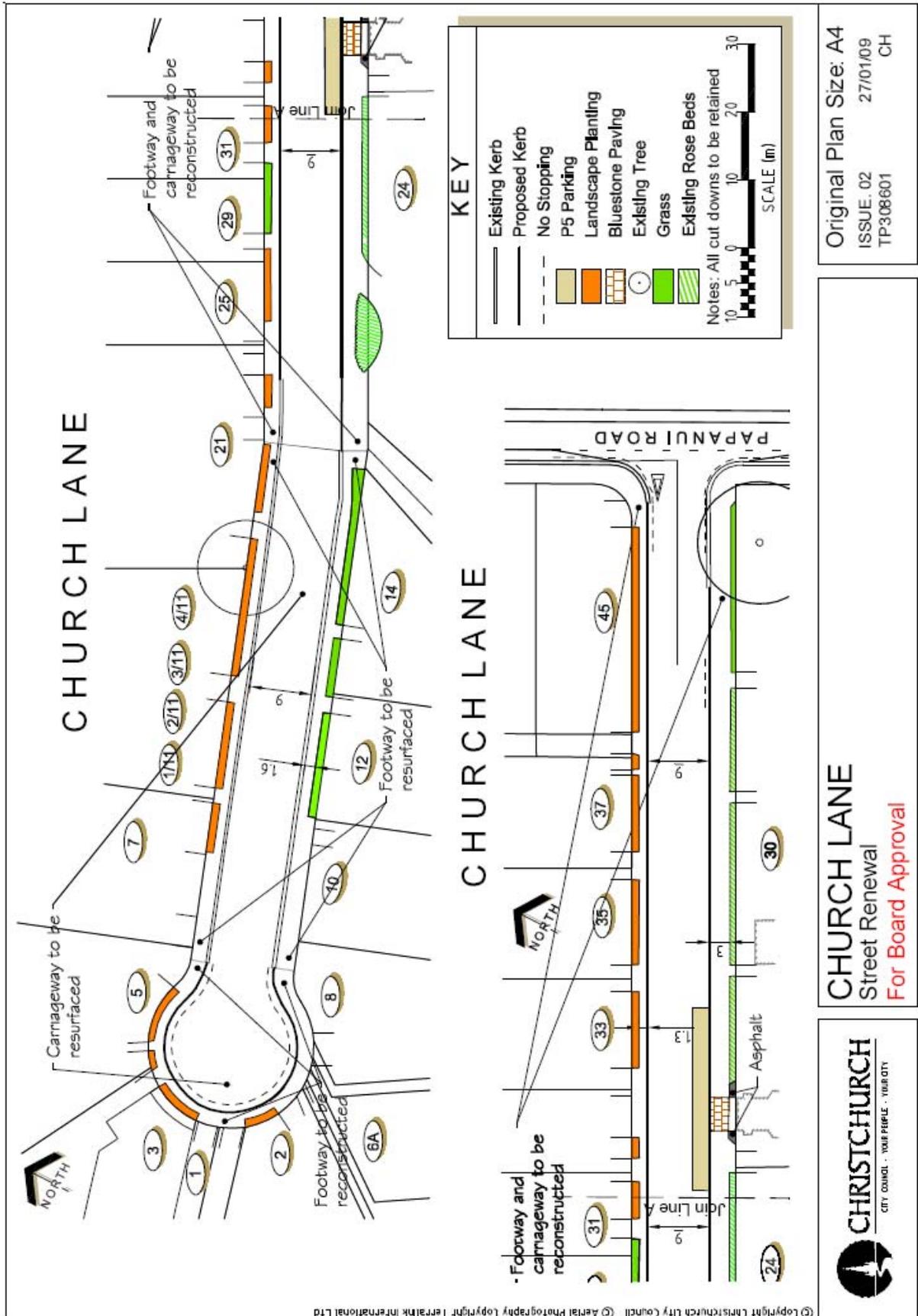
Option Four

30. Option Four includes all elements detailed in Options One and Two, but in addition provides for a 2.5 metre wide kerb build out outside the Church's main entrance, and a 0.5 metre kerb build out outside the east entrance.
31. Option Four has not been selected as the referred option because the kerb build-outs, although providing better access to the Church and Hall, but do not assist with traffic management or any of the other objectives within the project. This was also the most expensive option.

5. Cont'd

THE PREFERRED OPTION

32. Option Two is the preferred option. This option meets the objectives. It is also one of the cheaper options and provides all round improvements to the local environment within Church Lane.
33. The proposal includes a combination of resurfacing and reconstruction within the carriageway and footway throughout Church Lane, with the upgrade of the local storm water network. It will also include the replacement of the existing kerb and dish channel within the first section of Church Lane with kerb and flat channel and the reconstruction of the existing kerb and flat channel within the cul-de-sac end. The reconstruction of the footway will be limited to those lengths where the kerb and channel is being replaced, with all other lengths of footway being resurfaced. Within the carriageway, only the first section of Church Lane (the length that has the old dish channel) will be reconstructed and the remainder will be resurfaced.
34. This proposal has the following features:
 - (a) Road widths will be maintained at 9m, but with the possibility of vehicles parked on both sides of Church Lane, the carriageway may effectively be reduced to 4 metres at times. The footpath widths remain unchanged.
 - (b) Paving enhancements are proposed outside the Church's main entrance and tactile paving is to be installed at the Papanui Road and Church Lane.
 - (c) The parking restrictions which have already been resolved by the Board on Tuesday 10 February 2009.



6. BRIEFING

6.1 IMPLEMENTATION OF BUS PRIORITY – PAPANUI ROAD

Kirsty Mahoney and Tom Howkins, Project Managers, Project Management Unit, will be in attendance to discuss with the Committee the implementation of the bus priority measures for the Papanui Road route.