

RICCARTON/WIGRAM COMMUNITY BOARD

**TRANSPORT AND ROADING COMMITTEE
AGENDA**

FRIDAY 15 MAY 2009

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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1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

- 2.1 Brian Jackson will discuss with the Committee the issues of flooding and parking in front of the Lillian Street Shopping Centre in Halswell.

3. CORRESPONDENCE

4. BRIEFINGS



5. YALDHURST ROAD – PROPOSED P30 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, 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 Roding Committee's recommendation to the Board to approve a P30 Parking Restriction be installed on the north side of Yaldhurst Road (State Highway 73).

EXECUTIVE SUMMARY

2. The Council Network Operations Team received a request from the Beauvias Café at 186 Yaldhurst Road, for a time limited parking restriction be installed. This property is located at the corner of Nortons Road. **(Attachment 1)**.
3. Yaldhurst Road is classified as a major arterial road with a 60km/h speed limit and is a median divided road at the Nortons Road intersection. The average daily vehicle count for vehicles travelling in an easterly direction, recorded west of the Corfe Street intersection (approximately 500 metres east of Nortons Road) is 10,787.
4. There are short lengths of no stopping restrictions at the Yaldhurst Road/Normans Road intersection but no current parking restrictions at this location.
5. This area is heavily used for all day parking by motorists who leave their vehicles at this intersection to catch the bus for work.
6. The café has provided some off street parking for long term customers, but believe they are losing take away business as potential customers are unable to find short term parking in the area.
7. The proposed installation of two P30 restricted parking spaces at the corner of Yaldhurst Road and Nortons Road will provide the short term turnover type parking required.
8. The New Zealand Transport Agency has been consulted as Yaldhurst Road is a State Highway. There is no Residents' Association for this area.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$300.

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

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

LEGAL CONSIDERATIONS

11. 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.
12. 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 and Traffic Control Devices.
13. New Zealand Transport Agency has delegated responsibility for installing all parking restrictions (including Parking Time Limits) along State Highways in the city to the Council.

5 Cont'd.

14. 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?

15. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. 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?

17. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's Strategies?

19. As above.

CONSULTATION FULFILMENT

20. There is no known Residents' Association covering this area.
21. The Officer in Charge - Parking Enforcement agrees with this recommendation.
22. New Zealand Transport Agency as the road controlling authority has been consulted and agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Transport and Roading Committee recommend to the Board that the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Yaldhurst Road (State Highway 73) commencing at a point 12 metres in a north westerly direction from its intersection with Nortons Road and extending in a north westerly direction for a distance of 12 metres.

15. 5. 2009

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6. MATAI STREET WEST– PROPOSED NO STOPPING EXTENSION

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Philippa Upton, Consultation Leader - Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the recommendation of the Committee to the Board that the stopping of vehicles be prohibited at any time on the north side of Matai Street West commencing at its intersection with the east side of Matai Street West and extending 38 metres in a westerly direction.

EXECUTIVE SUMMARY

2. Following the Matai Street renewal, a request was received from a resident who following contact with the Police has written to the Council describing potential danger of a motorist travelling in an easterly direction turning in a southerly direction, where the road has been narrowed at the corner adjacent to 48 Matai Street West. **(Attachment 1)**.
3. The resident asked for a solution to the fact that when vehicles are parked close to the corner on both sides in Matai Street to the west of the corner, vehicles have to make a blind turn and cross the centre line when travelling in either direction.
4. The corner has been narrowed to 6.7 metres at the corner of Matai Street for a length of approximately 28 metres, the remaining road width is eight metres. Currently the no stopping lines extends on the north side of the corner for 29 metres in a westerly direction.
5. A post-construction audit was carried out on 12 September 2008 on Matai Street West between Kilmarnock Street and Straven Road, in accordance with the Land Transport New Zealand Guideline Manual 'Road Safety Audit Procedures for Projects' (November 2004).
6. In addition to marking a centre line between number 42 and 46 and additional no stopping lines on the south section of Matai Street West (both now completed), the audit recommends that the existing no stopping restriction be extended by nine metres to the vehicle crossing at number 52 Matai Street West. This proposal will allow vehicles approaching the corner in an easterly direction to keep left of the centre line and to retain visibility of oncoming vehicles at the corner.
7. The two residents whose properties will be directly affected by the proposed new no stopping lines responded negatively to the proposal (they believe the problem is caused by poor road design and will not be solved in this way). The resident at number 48 was concerned about the loss of parking outside their property, and the resident of number 52 commented on the fact that all parking on the other side of the road is already taken up by residents who don't have enough room to park all vehicles on site. Both numbers 48 and 52 appear to have off-street parking on their properties.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$100.

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.

6 Cont'd.

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?

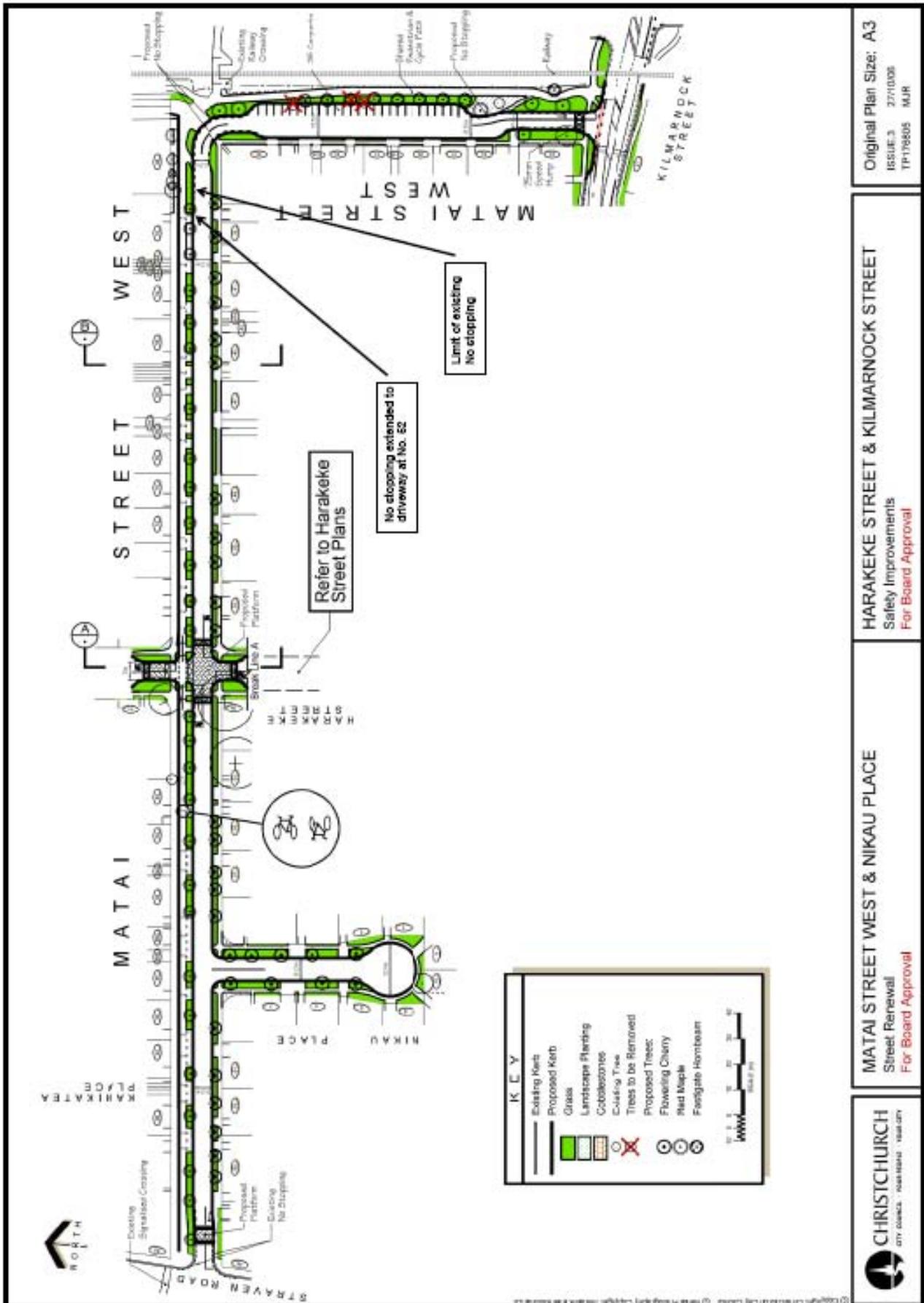
17. As above.

CONSULTATION FULFILMENT

18. Two properties will be directly affected by the extension of no stopping lines on the northern side of Matai Street West.
19. The resident at number 48 Matai Street West (adjacent to north side of corner), would prefer that the no stopping not be extended, and thinks the problem is a design fault resulting in a corner that is too narrow. When a school bus approaches from the south, a car approaching the corner from the west has to take evasive action even when no vehicles are parked in the section recommended for increased no stopping lines. If the no stopping lines are extended as recommended, visitors to number 48 will have no parking available outside their property, and will be forced to use the angle parking beginning next to the corner in the southern side of the street. This will cause security issues at night-time. Cars have been broken into on the street.
20. The resident at number 52 feels that corner is 'ridiculously' narrow and the whole road is too narrow – could have been three feet wider and narrowed the berms. However, it was recognised that the new no stopping lines might be the only way to mitigate the existing situation. This resident was also concerned about the fact that parking space on the other side of the road is generally taken up by residents who don't have enough room to park all vehicles on-site.

STAFF RECOMMENDATION

It is recommended that the Committee recommend to the Board that the stopping of vehicles be prohibited at any time on the North side of Matai Street West commencing at its intersection with the east leg of Matai Street West and extending 38 metres in a westerly direction be approved.



7. AVONHEAD ROAD - PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager, City Environment, 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 that the stopping of vehicles be prohibited at any time on the west side of Avonhead Road at the Yaldhurst Road (SH 73) intersection.

EXECUTIVE SUMMARY

2. The Council Network Operations Team received a request from the Avonhead School that the existing no stopping restriction on the west side of Avonhead Road at the Yaldhurst Road intersection to be extended. **(Attachment 1)**.
3. Avonhead Road is classified as a collector road with a 50 km/h speed limit and Yaldhurst Road is classified as major arterial road with a 60 km/h speed limit. The average daily vehicle count for vehicles travelling along Avonhead Road, measured north of Yaldhurst Road is 6,855. The intersection of Yaldhurst Road and Avonhead Road is controlled by traffic signals and the average daily vehicle count for vehicles travelling in both directions along Yaldhurst Road is 22,070.
4. There are no stopping restrictions currently installed at the Yaldhurst/Avonhead Road intersection. The no stopping lines currently extend for a distance of 14 metres along Avonhead Road in a northerly direction from the intersection.
5. The Avonhead School has requested the extension of the no stopping lines along Avonhead Road to improve the movement of vehicles at this intersection. When vehicles are parked on Avonhead Road in front of KinderCare Pre-school and vehicles are waiting in the carriageway for southbound traffic to clear so they can turn into the service station, this blocks this side of the road. The obstruction of the traffic flow can cause vehicles to back up into the intersection with further implications on traffic flows along Yaldhurst Road.
6. KinderCare Pre-school has some off street parking for the dropping off and picking up of children.
7. The proposed extension to the existing no stopping restriction on Avonhead Road will prevent vehicles waiting to turn into the Service Station from blocking the carriageway and improve the safety of vehicle movements at this intersection, but will result in the loss of two on-street parking spaces outside KinderCare.
8. The affected residents were sent a written request to indicate their support or comment on the proposed restriction. Refer to Paragraphs 19, 20 and 21.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$100.

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

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

LEGAL CONSIDERATIONS

11. 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.

7 Cont'd.

12. 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 and Land Transport Rule: Traffic Control Devices 2004.
13. 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?

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-Safety and Community.

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

16. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. The properties at 3-5 (Kindercare Pre-school), 5A, 5B, 5C and 7C Avonhead Road were considered to be the only ones directly affected by this proposal. They were all sent a written request to indicate their support or comment on the proposed restriction. KinderCare at 3-5 Avonhead Road support the proposed restriction while number 5C does not. No response has been received from the occupiers of numbers 5A, 5B and 7C Avonhead Road.
20. There is no known resident group covering this area.
21. The Officer in Charge of Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Committee recommends to the Board:

- (a) That the existing parking restrictions at any time on the west side of Avonhead Road commencing at its intersection with Yaldhurst Road and extending in a northerly direction for a distance of 14 metres be revoked.

and approve:

- (b) That the stopping of vehicles be prohibited at any time on the west side of Avonhead Road commencing at its intersection with Yaldhurst Road and extending in a northerly direction for a distance 51 metres.



Original Plan Size: A4
 ISSUE.1 31/03/09
 TG100955 MCD

AVONHEAD ROAD
 Proposed No Stopping Restriction
For Board Approval



8. AUBURN AVENUE – SAFETY IMPROVEMENT WORKS

General Manager responsible:	General Manager, City Environment Group DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Anne Cosson, Consultation Leader Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the committee's recommendation to the Board for the Auburn Avenue Safety Improvements Works Project as shown in **Attachment 1** to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The safety improvement works were initiated after a deputation to the Board from residents concerning speed and volume of traffic in Auburn Avenue.
3. The primary objectives for the project are as follows:
 - (a) Reducing traffic speed along the avenue by introducing traffic calming measures;
 - (b) Reducing short cutting by introducing traffic calming measures; and
 - (c) Providing effective pedestrian crossing facilities at the intersection of Renfrew Street by introducing traffic calming measures and crossing points.

FINANCIAL IMPLICATIONS

4. The funding for proposed safety improvement works for Auburn Avenue is provided in the draft 2009-19 LTCCP Neighbour Safety Improvements Programme and Minor Safety projects. The funding and timing of the project is still subject to Council confirming the Draft 2009-19 Long Term Council Community Plan in June 2009.

Project	2008/2009	2009/2010
Auburn Avenue	\$40,000	\$59,500

5. Application will be made for New Zealand Transport Authority co-funding for the components of this project that qualify.

Do the Recommendations of this Report Align with LTCCP budgets?

6. Yes. Based on current estimates there is sufficient budget allocated in the draft 2009-2019 LTCCP to implement the project which is programmed for the 2009/10 financial year.

LEGAL CONSIDERATIONS

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install traffic and parking restrictions by resolution.
8. 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 and traffic control devices.
9. 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?

10. As above.

8 Cont'd.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Neighbourhood Improvements Programme of the Capital Works Programme, page 259, of the Draft 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

12. The recommendations in this report align with current City Council strategies including the Parking Strategy 2003, the Road Safety Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

Do the recommendations align with the Council's strategies?

13. Yes. As above

CONSULTATION FULFILMENT

14. Following a seminar held with the Riccarton/Wigram Community Board on 12 December 2008 the publicity pamphlet (including a concept plan) was distributed to residents and other stakeholders for consultation. The feedback period was from the 12 January to 13 February 2009. Approximately 100 pamphlets were distributed in the area plus those mailed and emailed to other interest groups. Seventeen responses were received. 13 responses (76 per cent) were in general support of the proposal, three were in opposition and one did not indicate a preference.
15. The key issues raised related to the number of speed humps, altering the distances between humps, request for more yellow lines and a request for new kerbs and channels. Responses to community consultation are as follows:
 - (a) Extension of the no stopping lines on Middleton Road from the intersection with Auburn Avenue, to the first driveway south of Auburn Avenue and 15 metres north of Auburn Avenue. This is to prevent people parking too close to the intersection.
 - (b) The speed hump outside the property at number 10 has been moved 5.8 metres east, to allow for one on-street car park.
 - (c) The speed hump outside property at number 32 has been moved six metres east, to allow for one on-street car park.
 - (d) The speed hump at the intersection of Auburn Avenue and Middleton Road has been set back so that it is 6.5 metres from the limit line on Middleton Road.
 - (e) The removal of the splitter island from the intersection at Auburn Avenue and Renfrew Street, which has been found to be too narrow for the standard eight metre medium rigid truck to make a right turn.
16. All respondents in the December 2008/January 2009 consultation have been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the Board for approval. Details of the meeting (time, venue etc) were also provided so that any interested people could attend or address the Board prior to the decision being made.

8 Cont'd.

STAFF RECOMMENDATION

It is recommended that the Committee recommend that the Board approve

- (a) That the Auburn Avenue Safety Improvement Plan, as attached (TP 310001), for final design, tender and construction.
- (b) That the following parking restrictions to take effect following completion of construction.

REMOVE NO STOPPING:

- (i) That all existing no stopping restrictions shall be revoked on both sides of Auburn Avenue between Riccarton Road and Middleton Road.
- (ii) That all existing no stopping restrictions shall be revoked on both sides of Tiora Place from Auburn Avenue to the end of the cul-de-sac.
- (iii) That the existing no stopping restrictions on the east side of Renfrew Street, commencing at its intersection with Auburn Avenue and extending 21 metres in a southerly direction will be revoked.

NEW NO STOPPING:

- (iv) That the stopping of vehicles be prohibited at any time on the west side of Auburn Avenue commencing at its intersection with Riccarton Road and extending 55 metres south into Auburn Avenue.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Auburn Avenue commencing at its intersection with Riccarton Road and extending 180 metres south into Auburn Avenue.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Auburn Avenue commencing at its intersection with Renfrew Street and extending 14 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Auburn Avenue commencing at its intersection with Renfrew Street and extending 16 metres in a easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Auburn Avenue commencing at its intersection with Middleton Road and extending 20 metres in a westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Auburn Avenue commencing at its intersection with Middleton Road and extending 20 metres in a westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the west side of Renfrew Street commencing at its intersection with Auburn Avenue and extending 21 metres in a southerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the east side of Renfrew Street commencing at its intersection with Auburn Avenue and extending 21 metres in a southerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the west side of Middleton Road commencing at its intersection with Auburn Avenue and extending 15 metres in a northerly direction.

8 Cont'd.

- (xiii) That the stopping of vehicles be prohibited at any time on the west side of Middleton Road commencing at its intersection with Auburn Avenue and extending 18 metres in a southerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the north-west side of Tiora Place commencing at its intersection with Auburn Avenue and extending ten metres in a south-westerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the south-east side of Tiora Place commencing at its intersection with Auburn Avenue and extending ten metres in a south-westerly direction.

GIVE WAY SIGN:

- (xvi) That a 'Give Way' sign be placed against Auburn Avenue at its intersection with Middleton Road.

BACKGROUND (THE ISSUES)

- 17. Auburn Avenue is a residential street that is classed as a "local road". An access lane to Auburn Reserve is located midway along Auburn Avenue. This access lane is used by the Middleton Grange school students who make their way to and from the bus stops on Riccarton Road.
- 18. The existing road width is eight metres. A recent traffic count undertaken in August 2008 shows Auburn Avenue carries on average 532 vehicles per day. Sixty one per cent of these vehicles are entering from Riccarton Road. The 85 per cent percentile is 49.7 kilometres per hour, 95 per cent percentile is 55.4 per cent kilometres per hour and a maximum speed of 84 kilometres per hour. There have been four crashes over the last five years, two occurring at the Auburn Avenue intersection with Riccarton Road, one at the Renfrew Street intersection with Auburn Avenue, and the other 25 metre from the Middleton Road intersection. Speed was not identified as a factor in any of these crashes.

THE OBJECTIVES

- 19. The aims and objectives of this project are met by:
 - (a) Reducing traffic speed along the avenue by introducing speed humps;
 - (b) Reducing "rat running" by introducing speed humps; and
 - (c) Providing pedestrian crossing facilities at the intersection of Renfrew Street by introducing speed humps and crossing points, with tactile pavers.

THE OPTIONS

- 20. Three options were developed for comparison. Option Three has been selected as the preferred option and was taken to the community for consultation.

OPTION ONE

- 21. Option One is the status quo with no changes to existing conditions.
- 22. Option One has not been selected as the preferred option because key objectives are not met.

8 Cont'd.

OPTION TWO

23. Option Two includes:

- (a) Installing five speed humps at approximately 80 - 90 metre intervals along the street, outside properties 10, 20, 32, 44, and one approximately 20 metres from Riccarton Road and Auburn Avenue intersection.
- (b) Tightening the curve radius and implementing give way control and road markings at the Auburn Avenue intersection with Middleton Road. This will reduce shortcutting and the crossing distance for pedestrians.
- (c) Keeping the same width and geometry at the other three intersections.
- (d) Leaving pedestrian improvements (at Renfrew Street and Riccarton Road) for a later date, when other work is carried out.

24. Option Two has not been selected as the preferred option because key objectives are not met.

OPTION THREE

25. Option Three includes:

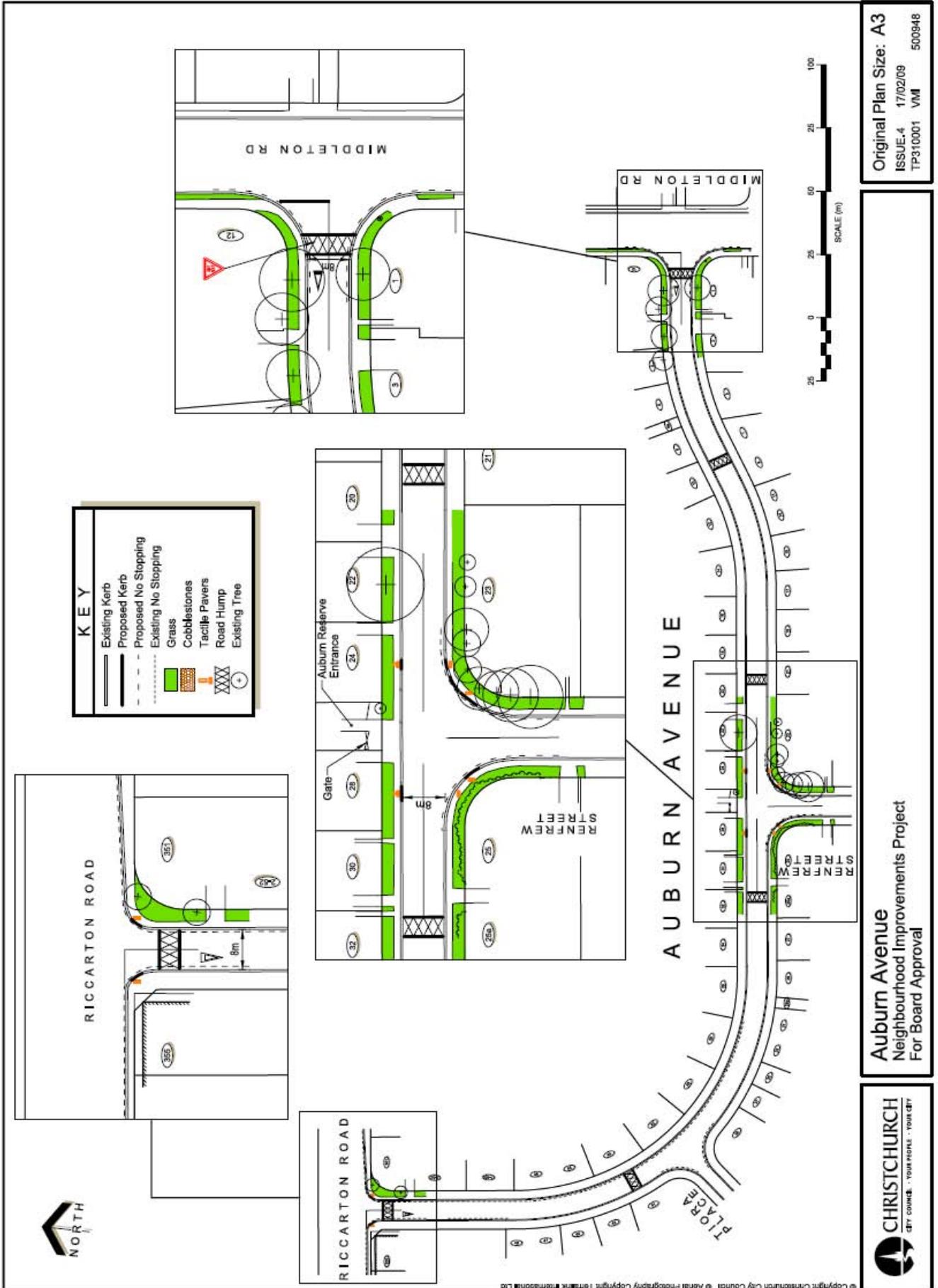
- (a) Implementing six speed humps at 80 - 120 metre intervals along Auburn Avenue, including where Auburn Avenue intersects Riccarton and Middleton Roads. This is to prevent rat-running or speeding, while providing traffic calming for the local street environment.
- (b) Building a splitter island with pedestrian refuge at the intersection of Auburn Avenue and Renfrew Street. This is predominantly to slow vehicles and prevent corner-cutting, but also to provide for pedestrians.
- (c) Implementing give-way traffic control at the intersection of Middleton Road and Auburn Street.
- (d) Street lighting upgrades along the full extent of Auburn Avenue to improve visibility at night at intersections and in the vicinity of proposed speed humps.
- (e) Installing tactile pavers Riccarton Road and Renfrew Street, with additional crossing cut-downs for pedestrians.

THE PREFERRED OPTION

26. Option Three is the preferred option. This option meets the objectives. It also provides a good level of traffic calming and pedestrian access.

15. 5. 2009

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Original Plan Size: A3
 ISSUE.4 17/02/09
 TP310001 VM 500948

Auburn Avenue
 Neighbourhood Improvements Project
 For Board Approval



15. 5. 2009

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9. UPDATE ON REQUESTS RELATING TO TRANSPORT MATTERS

- Seymour/Parker Street Intersection Memo (circulated separately).
- Information requiring staff to report back (circulated separately).

10. ELECTED MEMBERS' INFORMATION EXCHANGE