

SPREYDON/HEATHCOTE COMMUNITY BOARD

AGENDA

TUESDAY 13 APRIL 2010

AT 5.00PM

**AT BECKENHAM SERVICE CENTRE
IN THE BOARDROOM,
66 COLOMBO STREET, CHRISTCHURCH**

Community Board: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells.

Community Board Adviser

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1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 16 MARCH 2010

The minutes of the Board's ordinary meeting of Tuesday 16 March 2010 are **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's meeting of 16 March 2010 be **confirmed**.

3. DEPUTATIONS BY APPOINTMENT

- 3.1 Susan Turnbull, a lessee of 140 Colombo Street will convey concerns regarding access to the customer carpark.
- 3.2 Paul Davidson will speak to the Board regarding the Centaurus Road Intersection Improvements, in relation to Clause 9.
- 3.3 Pat Doolan will speak to the Board regarding the Centaurus Road Intersection Improvements, in relation to Clause 9.
- 3.4 Shirley Thain will speak to the Board regarding the Centaurus Road Intersection Improvements, in relation to Clause 9.
- 3.5 Ray Edwards will speak to the Board regarding the Centaurus Road Intersection Improvements, in relation to Clause 9.
- 3.6 Brian Tait, business owner situated in Lawson Street will speak to the Board regarding the staff parking in relation to Clause 10 (Sydenham Parking Plan 2 – Proposed Parking Changes).
- 3.7 Colin Crequer, proprietor of Cross Bros Butchery, located on Colombo/Lawson Street intersection will speak to the Board in relation to Clause 10 (Sydenham Parking Plan 2 – Proposed Parking Changes).

4. PETITIONS

5. NOTICE OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

- 7.1 John Filsell, Unit Manager, Sport and Recreation Unit will outline the work of his unit to the Board.

8. SPREYDON/ HEATHCOTE 2009/10 YOUTH DEVELOPMENT FUNDING SCHEME APPLICATIONS – CAMERON JAMES, ELLIOT NOBLE, ANDREW MCCRACKEN AND MARCIA HO

General Manager responsible:	General Manager, Community Services DDI 941-8607
Officer responsible:	Recreation and Sport Unit Manager
Author:	Sarah Benton, Community Recreation Adviser

PURPOSE OF REPORT

- The purpose of this report is to present to the Board, four applications for funding assistance from the Spreydon/ Heathcote 2009/10 Youth Achievement Scheme fund.

EXECUTIVE SUMMARY

- Funding is being sought by the following applicants:
 - Cameron James, 15 year old of St Martins, to compete at the 2010 New Zealand Open Championships (Swimming) in Auckland from 5-9 April 2010.
 - Elliot Noble, 16 year old of Huntsbury, to represent the Emerging Junior Tall Blacks (basketball) on their Albert Schweitzer tour of Europe from 24 March to 11 April 2010.
 - Andrew McCracken, 16 year old of Spreydon, to participate in a cricket and school exchange with Giggleswick School, Settle, England from 20 April to 13 July 2010.
 - Marcia Ho, 15 year old of Somerfield, to represent Mainland Badminton at the 2010 June Bevan Badminton tournament in Perth, Australia from 4 to 10 April 2010.
- All applications were received prior to the events taking place as required in the criteria. Elliot Noble's application was received only three weeks prior to the tour, due to the fact that he was selected late to replace a player that had pulled out.

FINANCIAL IMPLICATIONS

- The following tables detail event expenses and funding requested for each applicant:

(a) Cameron James

EXPENSES	Cost (NZ\$)
Travel, accommodation, food	\$960
Tracksuit top uniform (required by AquaGym team)	\$90
Jammers (competitive swim shorts)	\$300
Total Cost	\$1,350
Amount raised	\$300
Amount requested	\$250

(b) Elliot Noble

EXPENSES	Cost (NZ\$)
Airfares	\$5,522
Entry Fees	\$414
Meals	\$253
Insurance	\$204
Physio/Medical	\$408
Ground Transport	\$75
Administration	\$259
Total Cost	\$7,135
Amount raised	\$200
Amount requested	\$500

8 Cont'd

(c) **Andrew McCracken**

EXPENSES	Cost (NZ\$)
Airfares	\$2,800
Travel Insurance	\$400
Cricket gear (Bat, pads, gloves, shoes)	\$1,360
Living Expenses	\$2,000
Total Cost	\$6,560
Amount raised	\$300
Amount requested	\$500

(d) **Marcia Ho**

EXPENSES	Cost (NZ\$)
Airfares, accommodation and tournament fee	\$3,000
Total Cost	\$3,000
Amount Raised	\$300
Amount requested	\$500

5. None of the applicants have applied for funding from the Spreydon/Heathcote Youth Achievement scheme within the past 12 months or have received funding more than once, as specified in the criteria.
Prior funding received by the applicants from the scheme is as follows:
- (a) This is the first time Cameron James has applied.
 - (b) Elliot Noble received \$500 in July 2008 for a trip to Perth for the New Zealand under 16 Basketball team.
 - (c) Andrew McCracken received \$300 in April 2009 for a cricket and school exchange in England.
 - (d) This is the first time Marcia Ho has applied.
6. There is currently a balance of \$3,600 available in the 2009/10 Youth Achievement Scheme fund.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

7. Yes see page 184, regarding Board funding.

LEGAL CONSIDERATIONS

8. There are no legal issues to be considered.

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

9. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Yes.

8 Cont'd

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

11. Yes, Community Grants (pg 176), Strengthening Communities (pg 172), and Recreation and Sports Services (pg.108).

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. Application aligns with the Youth Strategy and the Physical Recreation and Sport Strategy.

CONSULTATION FULFILMENT

13. Not applicable.

STAFF RECOMMENDATION

- (a) It is recommended that the Spreydon/Heathcote Community Board allocate \$250 from the 2009/10 Youth Achievement Scheme to Cameron James to compete at the 2010 New Zealand Open Championships (Swimming) in Auckland from 5-9 April 2010.
- (b) It is recommended that the Spreydon/Heathcote Community Board allocate \$500 from the 2009/10 Youth Achievement Scheme to Elliot Noble to represent the Emerging Junior Tall Blacks (basketball) on their Albert Schweitzer tour of Europe from 24 March to 11 April 2010.
- (c) It is recommended that the Spreydon/Heathcote Community Board allocate \$350 from the 2009/10 Youth Achievement Scheme to Andrew McCracken, to participate in a cricket and school exchange with Giggleswick School, Settle, England from 20 April to 13 July 2010.
- (d) It is recommended that the Spreydon/Heathcote Community Board allocate \$350 from the 2009/10 Youth Achievement Scheme to Marcia Ho to represent Mainland Badminton at the 2010 June Bevan Badminton tournament in Perth, Australia from 4 to 10 April 2010.

CHAIRPERSONS' RECOMMENDATION

Report not seen by Chairperson.

8 Cont'd

BACKGROUND OF APPLICANTS

Cameron James

14. Cameron attends Shirley Boys' High School and trains nine times a week with the AquaGym Swim Club and the Canterbury Development Squad. At the Canterbury Championships in January 2010, he broke two Canterbury records including one that has been held for 29 years (100m backstroke). Cameron also came first in the South Island for 15 year old 50 metres, 100 metres and 200 metres backstroke and third in 200 metres individual medley.
15. Cameron has qualified to attend the New Zealand Open Championships/Commonwealth Games Trials in Auckland and he will be competing as a member of the AquaGym swim team. The qualifying period was from 3 March 2009 to 21 March 2010 and must be ratified by Swimming Canterbury West Coast. AquaGym has organised accommodation, flights and meal coordination for the team. This is estimated to cost \$960 per team member. Each team member is also expected to pay for their own team polo shirt, tracksuit, poolside snacks and drinks.
16. The New Zealand Open Championships is held annually and is one of the key events on the national swimming competition calendar that includes age group events and short course events. Swimming New Zealand states on its website "*Competition — where every second matters, where drills and effort and focus are mandatory, where today's swim meet is a crucial stepping-stone to the next.*"
17. Cameron is a keen sports person and is interested in waterskiing, wakeboarding and rugby. He has been swimming since he was three years old and would love to represent New Zealand at the Commonwealth Games or Olympics. When Cameron is not swimming he also helps out at the Spreydon Baptist Church's 'Kids Alive' program.
18. Cameron used part of his record breaking prize money (\$360) to pay for his competitive swim shorts. Cameron has helped fundraise for the summer training camp leading up to this event by assisting his team with a sausage sizzle outside Mitre10. He also worked over the summer to help pay for the training camp.

Elliot Noble

19. Elliot attends Cashmere High School where he plays for the Senior Boys' Basketball team and has gone on to represent Canterbury at Under 15, 16 and 17 year age level. He has represented New Zealand at Under 16 year age level and was selected as Captain of the team that travelled to Australia last year.
20. Elliot is the only person from the South Island to be selected for the Emerging Junior Tall Blacks team on the Albert Schweitzer tour. There is a team of 12 travelling athletes, two coaches, a manager and a physiotherapist attending the tour of Europe. As part of the build up, team members must attend training camps in Auckland and Wellington at their own cost. This places an extra cost on Elliot's family who live in Christchurch.
21. The Albert Schweitzer tour starts in Greece where the team plays three games versus the Greece Under 19 team. They then travel to Strasbourg, Germany to play two games versus the France Under 19 team. They then bus with the French team to Mannheim to begin Schweitzer Tournament section play against Germany, Italia and Canada.
22. Elliot's coach at Cashmere High School, Jamie Hall, states "*He was selected as Captain of [the New Zealand Under 16 team] confirming my opinion of him as leader within his peer group.*"

8 Cont'd

23. Elliot did a flyer drop in the local area and has been doing gardening work and wood stacking in order to raise \$200 so far. He has also applied to his school to run a sausage sizzle and his previous school has offered to help by running a mufti day in his honour. Elliot's family also organised a quiz night on 19 March 2010. They hope to raise a further \$800 from these activities. Fundraising has proven difficult for Elliot due to the late call up and because he is the only South Island person in the team. Some team members who live close to each other were able to do fundraising activities together.

Andrew McCracken

24. Andrew attends Cashmere High School where he is the Deputy Head Boy this year and a valued member of the Student Council. Andrew has been captain of the Cashmere High School First IX Cricket team since 2007. He has also played cricket for Sydenham since he was eight years old and currently plays for the Senior Men's Premier grade team as their opening batsman. Andrew has represented Canterbury age group teams at various tournaments in the last two years including being captain of the Under 17 Christchurch Metro Black Team last year.
25. The cricket exchange was set up through Mike Shrimpton, former New Zealand Women's Cricket Coach and Giggleswick School coach in England. Only one individual is selected to participate in the exchange per year. Andrew was selected and attended the exchange at Giggleswick School in 2009. He has since been invited back by the school for the 2010 season. Due to unforeseen circumstances Mike Shrimpton will not be attending the exchange this year. Mike fully supports Andrew participating in the exchange this year.
26. Andrew believes that going on the exchange last year was of a huge benefit to his game, helping him get selected for the Sydenham Senior Men's Premier team for the first time. Andrew hopes that this year he will improve enough to be selected for the New Zealand Under 19 team. Andrew will play for Giggleswick School First IV, the Senior Men's Village team and coach Junior School Physical Education classes.
27. Robin Bowden, President of the Rotary Club of Christchurch South states "*Andrew is a young man who has obvious leadership skills, he shows sound judgement and commitment in whatever he undertakes. He is well respected by all he comes in contact with and relates easily with all age groups.*" Andrew will continue with his Year 13 study while he is away and he will receive tutoring on Cashmere High School's curriculum.
28. Andrew has put money aside for the trip from money he has raised coaching junior cricketers for the Sydenham Club. A cricket scholarship from Giggleswick School covers all schooling expenses including accommodation at the school. However, when Andrew plays 'away games' for the Village team he must cover expenses for accommodation and food.

Marcia Ho

29. Marcia attends Middleton Grange School and has been playing badminton for just over two years. During this time Marcia has represented Canterbury in her age level and has competed at the South Island and National tournaments. Last year she won the Women's Doubles and came in the top eight at the Under 17 South Island tournament. Last year Marcia also represented Mainland Badminton (Combined South Island Associations) at the Under 17 June Bevan Tournament in Australia when the team came in sixth place.
30. Marcia has been selected to represent Mainland Badminton with nine other players at the 2010 June Bevan Tournament in Perth, Australia. This is the largest Australian national tournament on the junior calendar. The coveted June Bevan Trophy is the team's component of the competition. The format is a team's competition followed by an individual championship. Under 17 teams from Oceania are invited to this National Championships and in 2005, apart from the regular participation by three New Zealand regional teams, a combined Oceania team entered for the first time with players from Samoa and Fiji.

8 Cont'd

31. Lyndsay Dick, General Manager for Badminton Canterbury says *“Marcia is a dedicated Badminton player and is passionate about her sport.”* This year Marcia aims to be number one in the South Island and make the top eight at the National tournament in October.
32. Marcia has fundraised \$300 by running a sausage sizzle. Mainland Badminton and Badminton New Zealand have applied to other funding agencies to help reduce the cost of travel and playing shirts.

9. AYNLEY/ CENTAURUS/ RAPAKI/ VERNON INTERSECTION IMPROVEMENT PROJECT

General Manager responsible:	General Manager, City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Brian Boddy, Consultation Leader, Capital Development Unit, DDI 941 8013

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Spreydon/Heathcote Community Board for the Aynsley/Centaurus/Rapaki/Vernon Intersection Improvement Project, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. This intersection improvement was requested by the local community following two serious cycling accidents through a deputation to the Community Board in March 2008 and at a residents meeting in April 2009. There was also community concern about buses U-turning at this intersection. The No. 66 bus route has since been altered by Environment Canterbury so that buses no longer need to do "U" turns on this intersection.
3. The objectives for the project are to improve road safety at this intersection for all road users and particularly for cyclists, pedestrians and school children. The project has also been planned and designed with consideration for the future Centaurus/Cashmere Cycleway Project.
4. The proposal incorporates a median island to physically and visually narrow the carriageway on the approach from Centaurus Road East, new road markings, new bus stop locations, and new and replacement landscaping. The median island will be formed from three physical islands and a painted median to provide the narrowing but without impacting on property access. A pedestrian facility is proposed on the middle island. "No stopping" lines will be installed on Centaurus Road in the vicinity of the median island. Trees are proposed on two of the three islands to assist with further reducing speeds by changing the environment. The proposed species would not impact on visibility. Stick-on kerbs are proposed on Vernon Terrace at the Centaurus Road intersection to reduce the speed of turning traffic, and provide a more suitable crossing facility for pedestrians.

FINANCIAL IMPLICATIONS

5. The safety improvement works for the Aynsley/Centaurus/Rapaki/Vernon intersection are programmed in the Long Term Council Community Plan (LTCCP) for implementation in the 2009/10 financial year. Costing information is included in the public excluded section of this agenda.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2009-19 LTCCP (refer page 247).

LEGAL CONSIDERATIONS

7. 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.
8. The Community Boards have delegated authority from 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

9 Cont'd

10. There is no land ownership issues associated with this project. The project is within existing land boundaries. No Resource Consents are required.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Funding for the proposed Aynsley/Centaurus/Rapaki/Vernon Intersection Improvement Project is programmed in the 2009–19 LTCCP Road Safety at Schools (Page 247).
12. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme as outlined above.

ALIGNMENT WITH STRATEGIES

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

CONSULTATION FULFILMENT

14. A seminar was held with the Spreydon/Heathcote Community Board on 4 December 2009 advising of the project consultation programme.
15. Approximately 900 information leaflets were distributed on the 21 and 22 January 2010 to directly affected residents and property owners in Centaurus Road (from Hillsborough Terrace to Glenelg Spur), Aynsley Terrace (from Centaurus Road to Grange Street), all Rapaki Road, all Erewhon Terrace, all Montgomery Terrace, all Vernon Terrace and other stakeholders. Thirty-seven responses were received.
16. The key issues raised identified traffic speed, on-street parking and the drivers' sight distances at the intersection as the key issues of concern.
17. Each submission was acknowledged and submitters received an email or letter advising them of the feedback received, the project team's response and when the Spreydon/Heathcote Community Board would be meeting to consider the project for approval to construct. Copies of this letter have been made available to the Community Board.
18. The following changes have been made to the information plan in response to feedback on the information leaflet:
 - (a) Three islands/kerb extension is proposed to form a separation between Vernon Terrace and Rapaki Road, which also provides a facility for pedestrians to cross and slowing vehicles down when entering Vernon Terrace;
 - (b) Road markings to visually narrow the carriageway at the island;
 - (c) Tactile paving at intersections.

9 Cont'd

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board approve for installation:

- (a) The proposed plan for the Aynsley/Centaurus/Rapaki/Vernon Intersection Improvement (TP 318301), as per **Attachment 1**; and
- (b) The following parking restrictions;

Revoke existing parking restrictions:

- (i) That the existing no stopping restriction on the North side of Centaurus Road commencing at its intersection with Aynsley Terrace and extending in a westerly direction for a distance of 33.5 metres be revoked.
- (ii) That the existing no stopping restriction on the South side of Centaurus Road commencing at its intersection with Vernon Terrace and extending in a westerly direction for a distance of 20 metres be revoked.
- (iii) That the existing no stopping restriction on the East side of Vernon Terrace commencing at its intersection with Centaurus Road and extending in a southerly direction for a distance of 106 metres be revoked.
- (iv) That the existing no stopping restriction on the West side of Rapaki Road commencing at its intersection with Centaurus Road and extending in a southerly direction for a distance of 70 metres be revoked.

Bus Stop

- (i) That the existing bus stop located on the southern side of Centaurus Road commencing at a point 28 metres West of its intersection with Vernon terrace and extending in a westerly direction for a distance of 25 metres be revoked.

New No Stopping

- (i) That the stopping of vehicles be prohibited at any time on the North side of Centaurus Road commencing at its intersection with Aynsley Terrace and extending in a westerly direction for a distance of 115 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the South side of Centaurus Road commencing at its intersection with Vernon Terrace and extending in a westerly direction for a distance of 88 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the South side of Centaurus Road commencing at a point 129 metres West from its intersection with Vernon Terrace and extending in a westerly direction for a distance of four metres.
- (iv) That the stopping of vehicles be prohibited at any time on the South side of Centaurus Road commencing at its intersection with Vernon Terrace and extending in an easterly direction for a distance of 13 metres.
- (v) That the stopping of vehicles be prohibited at any time on the East side of Vernon Terrace commencing at its intersection with Centaurus Road and extending in a southerly direction for a distance of 109 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the West side of Rapaki Road commencing at its intersection with Centaurus Road and extending in a southerly direction for a distance of 77 metres.

9 Cont'd

New Bus Stops

- (i) That a Bus Stop be installed on the North side of Centaurus Road commencing at a point 115 metres West from its intersection with Aynsley Terrace and extending in a westerly direction for a distance of 14 metres.
- (ii) That a Bus Stop be installed on the South side of Centaurus Road commencing at a point 115 metres West from its intersection with Vernon Terrace and extending in a westerly direction for a distance of 14 metres.

CHAIRPERSONS RECOMMENDATIONS

For discussion.

9 Cont'd

BACKGROUND (THE ISSUES)

20. The surrounding area is residential. There is a Scout Den at No 297 Centaurus Road, to the West of the intersection. Chevron signs and cycle warning signage have recently been installed on Centaurus Road between Glenelg Spur and Rapaki Road. The existing road width is 12 metres.
21. Approximately 4,000 vehicles per day use this section of Centaurus Road at an average 85th percentile speed of 54.4kph for vehicles travelling eastbound and 53.3kph for vehicles travelling westbound. The posted speed limit is 50kph. Centaurus Road is a Minor Arterial, Aynsley Terrace is Collector and Rapaki Road and Vernon Terrace are Local roads.
22. A total of 12 accidents were recorded from 2004 to early 2009, of which no accidents were classified as fatal, three were classed as serious and four were classified as being minor. Five accidents were classed as non-injury. Six of the accidents involved cyclists, and three of these occurred on a weekend day.
23. Three accidents occurred as vehicles lost control. One accident involved a vehicle travelling South on Aynsley Terrace, lost control on the curve and hit another car head on. The other accident involved a car losing control, leaving the carriageway and colliding with a parked car. On both occasions, the alcohol test was above the limit or refused, and during the second accident the driver's attention was diverted by cigarette. The remaining accident involved a vehicle travelling westbound on Centaurus Road to the West of Aynsley Terrace and losing control. On this occasion the road was slippery from frost/ice.
24. Four accidents involved vehicles leaving Aynsley Terrace and colliding with approaching traffic on Centaurus Road.
25. Two accidents involved vehicles turning right to Rapaki Road from Centaurus Road and colliding with cyclists travelling West on Centaurus Road. The drivers of both vehicles failed to give way when turning to non-turning traffic, and did not see/look when required to give way to traffic from another direction. One of the accidents was classified as serious.
26. One accident involved a cyclist (age 11) travelling westbound on Centaurus Road in the cycle lane, and colliding with the rear of a left turning vehicle into Rapaki Road. The cyclist was following too closely. Another accident involved a cyclist travelling westbound in the cycle lane also, but being hit at the rear by a car travelling in the same direction. The cyclist had slowed to understand what was happening at the intersection. The last accident involved a cyclist (age 13) travelling westbound on Centaurus Road, the cyclist crossed the centreline and collided head on with a car travelling eastbound. The accident was classified as serious.

THE OBJECTIVES

27. As stated earlier in the report the object of this project is to improve road safety at this intersection for all road users and particularly for cyclists, pedestrians and school children.

THE OPTIONS

28. Proposals for the intersection have been considered as part of the Cashmere/Centaurus Cycleway Project which proposed a central median island just West of Vernon Terrace. The proposed median was one solid island, which included a pedestrian crossing facility to assist safer pedestrian crossing and to slow vehicles travelling along this section of Centaurus Road. The scheme also included moving the bus stop to accommodate the central median island. This proposed median island would have restricted movements by the local residents as they would be unable to pass through the median on entering and leaving their homes.

9 Cont'd

29. In the preferred option pedestrians will be provided with a crossing point on the middle of the three islands. Cut downs and tactile paving are also proposed. There is an existing cut down on the eastern side of Rapaki Road. A cut down is proposed on the western side of Vernon Terrace, in addition to a waiting area in the middle of Vernon Terrace and Rapaki Road for pedestrians waiting to cross either of or both the two roads safely. Tactile pavers will be installed at this location due if practical. The proposal also includes a crossing point at the middle island of the median, which does include tactile pavers.
30. Originally Lancewood Trees were proposed. A review of the landscaping proposal resulted in these trees being changed to *quercus robur fastigiata*, English oak. Landscaping is proposed on the end islands only around the crossing. The landscaping specified would grow no larger than 500mm high. It is also proposed to clear the landscaping on the West side of Aynsley Terrace at the Centaurus Road/Aynsley Terrace intersection. The landscaping would be replaced with a low ground cover that would not exceed 500mm.
31. This scheme proposes no changes to the road widths. The median island would reduce the effective overall carriageway width to 10 metres wide. The kerb build outs on Vernon Terrace would reduce the effective carriageway width to 10 metres in the vicinity of the intersection. This scheme has a width of a minimum of 12 metres and the requirement in the City Plan is 12 metres therefore a consent is not required. The median islands and flush median measures 60 metres long in total. However, access to residential properties is not significantly restricted as the traffic islands do not block driveways.
32. A new bus stop is proposed on the northern side of Centaurus Road for alighting passengers. The existing bus stop on the southern side of the carriageway is to be relocated to improve visibility at the intersection from Rapaki Road and Vernon Terrace, and reduce the potential for vehicles travelling at speed down Centaurus Road hill having to manoeuvre around the bus.
33. Parking is currently permitted in the parking lane on the northern side of the carriageway. The provision of no stopping restrictions on the northern side of the median would result in the loss of approximately 12 car parking spaces. All the properties along this section have off-street parking. The proposed location of the bus stop on the northern side would result in the loss of approximately three spaces. No stopping lines are also proposed on the southern section of carriageway in the vicinity of the island. The location of the existing bus stop means that only four on-street parks would be lost, although these are not marked bays. The relocated bus stop would restrict parking outside 278 Centaurus Road.

THE PREFERRED OPTION

34. The preferred option will improve road safety at this intersection for all road users and particularly for cyclists, pedestrians and school children.

The proposed scheme will also:

- (a) Improve safety at the intersection by reducing the wide open nature of Centaurus Road from the downhill approach and for those travelling eastbound on Centaurus Road, and therefore assist in reducing vehicle speeds.
- (b) Provide sufficient lane width for a bus and a cyclist to pass at the same time. Improve the pedestrian environment by providing a reduced road width on Vernon Terrace through the use of stick on kerb extensions.
- (c) Improve intersection safety by restricting parking on Centaurus Road close to the intersection through the provision of no stopping lines on the northern and southern side of the median island.

9 Cont'd

- (d) Allow a pedestrian to cross the Vernon Terrace and Rapaki Road carriageways in two sections more safely. There is an existing cut down on the eastern side of Rapaki Road, and one is proposed on the western side of Vernon Terrace.
- (e) Improve drivers sight distances when entering Centaurus Road by relocating the bus stops away from the intersection.

10. SYDENHAM AREA PARKING PLAN – PROPOSED PARKING CHANGES

General Manager responsible:	General Manager, City Environment, , DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Dejong, Network Operations, DDI 941-6428

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval that changes are made to the parking restrictions in Cass Street, Sandyford Street, Battersea Street, Wordsworth Street, Elgin Street, Stanley Street, Carlyle Street, Byron Street, Lawson Street and Buchan Street in general accordance with the Sydenham Parking Strategy. Please refer to **Attachments 1 and 3**.

EXECUTIVE SUMMARY

2. In September 2007, a report was prepared by Beca Infrastructure Limited for the Scheme Assessment stage of the Colombo Bus Priority Project. Section 4 of the report investigated a parking strategy for the Sydenham Shopping Area to ensure that the same quantum of short term parking would be provided for business customers within a convenient walking distance of Colombo Street following the installation of Bus Priority lanes.
3. To address the effects of the loss of short term on-street parking on Colombo Street, while the Bus Priority lanes are in operation Beca prepared a scheme plan known as the Sydenham Parking Strategy to increase the supply of short term on-street parking in the side streets through the Sydenham Shopping Area.
4. The 'Colombo Street/City South Bus Priority Route' report, which included the Sydenham Parking Strategy, was presented to the Spreydon/Heathcote Community Board on the 15 April 2008. It was forwarded to the 15 May 2008 Council meeting by way of a Chairperson's report.
5. At its 15 May 2008 meeting, Council approved the following resolution:
 - (h) *Approve the investigation of and integration of the proposed parking restrictions raised during the consultation phase, with the Sydenham Parking Strategy developed for the side streets adjoining this project.*
6. The Sydenham Area Parking Plan Proposed Parking Changes report was presented to the Spreydon/Heathcote Community Board at its meeting of the 17 November 2009. The Board resolved; to request that the staff provide a report detailing further time restrictions and parking options on Carlyle Street and Sandyford Street, such as P60 parking restrictions. The Board further resolved that a workshop be conducted with appropriate staff, the Board and businesses of Colombo Street regarding the Sydenham Area Parking Plan.
7. The Sydenham Parking Workshop was held on the 19 February 2010 and was attended by ten business owners or their representatives as well as Board members and staff. The key issues coming out of the workshop were:
 - (a) Provide more time restricted parking spaces on side streets off Colombo Street in Sydenham.
 - (b) Change the existing P30 restrictions in these side streets to P60 and provide additional P60's.
 - (c) In addition to the requested P60 restrictions there were also requests to provide P120 time restrictions in these side streets.

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8. Some minor changes have been made to the Sydenham Parking Plan to increase parking supply and improve site access and safety as a result of consultation feedback.
 - (a) All areas of angle parking covered by the plan remain as all day parking or have been designated P120 restrictions. This will reduce the number of reversing movements, into the live traffic lane by up to four times, in areas which were previously designated P30 restrictions, resulting in a safety improvement for all road users.
 - (b) The Taxi Stand on Lawson Street is to remain in its existing location in line with the Council's Parking Strategy 2003, Commercial and Retail Areas. Under the Parking Strategy Bus Stops and Taxi Stands have a higher priority than retail parking needs. This is to meet levels of safety and service to the community.
 - (c) The proposed changes in all streets covered by the Sydenham Parking Plan 2 are outlined below.
9. Cass Street – Proposed parking changes
 - (a) Existing parallel parking on the North side at the eastern end be changed to 90° angle parking and a short length of No Stopping restriction be installed between the western end of the new 90° angle parking and the existing parallel parking to provide some protection against accidental damage to the angle parked vehicle.
 - (b) Removal of one existing single parallel parking space on the South side of the street in front of number 40 to improve access for large trucks.
 - (c) Install a P60 parking restriction over the five eastern most existing parallel parking spaces on the South side of the street near Colombo Street.
10. Sandyford Street – Proposed parking changes
 - a) P60 parking restriction installed from Colombo Street along to number 52 on the South side of the street.
 - b) P120 installed on the North side of the street from the end of the no stopping along to number 41.
11. Battersea Street – Proposed parking changes
 - (a) P60 parking restriction installed over existing parallel parking outside numbers 53 and 55 on the North side of the street.
 - (b) Extend existing No Stopping restriction beside number 443 Colombo Street on the Battersea Street frontage and on the North side of the street to provide an adequate left turn lane at the proposed new traffic signals.
 - (c) Change existing 60° angle parking on the South side of Battersea Street to 90° angle parking and install a P120 parking restriction on this length of angle parking.
 - (d) Existing parallel parking be changed to 90° angle parking on the South side of the street outside numbers 46 to 58 and install a P120 parking restriction on this new length of 90° angle parking.

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12. Wordsworth Street – Proposed parking changes (West of Colombo Street)

- (a) P60 parking restriction installed over existing parallel parking in front of number 55 on the North side of the street.
- (b) Existing P30 parking restriction on the South side of the street changed to P60.
- (c) P120 installed on the South side of the street from number 54 West to number 42.
- (d) P120 installed on the North side of the street from number 49 West to number 43.

Wordsworth Street – Proposed parking changes (East of Colombo Street)

- (a) Change existing P30 on the North side of the street to P60 and lengthen by one space.
- (b) Install P120 on the North side of the street outside number 97.
- (c) Install P120 on the South side of the street outside the reserve and number 74.

13. Elgin Street – Proposed parking changes

- (a) Change the existing P30 parking on the North side of the street between Colombo Street and the mobility park to P60.
- (b) P60 be installed over the existing parallel parking on the South side of the street at the East end between Colombo Street and the existing Loading Zone.
- (c) P120 parking restriction be installed over the existing parallel parking on the North side of the street from the mobility park along to number 23.
- (d) P120 parking restriction be installed over the existing parallel parking on the South side of the street between the existing loading zone and the build out.

14. Stanley Street – Proposed parking changes

- (a) P60 parking restriction installed over three existing parallel spaces in front of numbers 32 and 36 on the South side of the street. No changes are proposed on the North side of the street.

15. Carlyle Street – Proposed parking changes

- (a) P120 parking restriction installed over the first 10 existing angle parking spaces on the South of the road just East of Colombo Street.

16. Byron Street – Proposed parking changes

- (a) Change existing P30 on the North side of the street to P60 and lengthen by three spaces.
- (b) Change existing P30 on the South side of the street to P60.
- (c) Install P120 on the North side of the street outside number 15.
- (d) Revoke the existing P5 Loading Zone on the South side of the street and replace with a P120 parking restriction.

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17. Lawson Street (Colombo to Buchan) – Proposed parking changes
 - (a) Change existing P30 angle parking on the North side of the street to P120.
 - (b) P120 installed over the existing parallel parking on the South side of the street from the eastern end of the taxi stand to the intersection of Buchan Street.
18. Buchan Street (Harold to Byron) – Proposed parking changes
 - (a) All existing parallel parking on the West side of Buchan Street between Harold Street and Byron Street be changed to 90° angle parking, except for three parallel parks South of Byron Street, two parallel parks South of Wordsworth Street and the existing P10 North of Penbury Street. No changes are proposed on the East side of the street and will remain all day parking.
 - (b) Buchan Street centreline and the Harold Street and Lawson Street limit lines will be adjusted as shown on the plan to accommodate these changes.
19. Consultation regarding the Sydenham Parking Plan parking changes was undertaken with all property owners and business managers/tenants in the seven streets affected by the Sydenham Parking Plan. Approximately 440 consultation letters were also placed under the windscreen wipers of cars parked on the street in the area covered by the Sydenham Parking Strategy. For results of the initial consultation. (refer to **Attachment 2**).
20. For the consultation summary regarding the Sydenham Parking Plan 2, refer to paragraphs 32 through 35.

FINANCIAL IMPLICATIONS

21. The estimated cost of this proposal is approximately \$30,000.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

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

LEGAL CONSIDERATIONS

23. 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.
24. 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.
25. 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?

26. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

10 Cont'd

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

28. As above.

ALIGNMENT WITH STRATEGIES

29. 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?

30. As above.

CONSULTATION FULFILMENT

31. Consultation regarding the changes to the Sydenham Parking Plan was undertaken with all property owners and business managers/tenants in the seven streets affected by the Sydenham Parking Plan 1. Approximately 440 consultation letters were also placed under the windscreen wipers of cars parked on the street in the area covered by the Sydenham Parking Strategy. For results of the initial consultation. (refer to **Attachment 2**).

32. An invitation to a workshop at the Beckenham Service Centre was delivered on the 10 February 2010 to all businesses and stakeholders within the Sydenham area that were previously consulted. This letter also included Colombo and Carlyle Streets.

33. The Sydenham Parking Workshop was held on the 19 February 2010 and was attended by ten business owners or their representatives as well as Board members and staff. The key issues coming out of this workshop were:

- (a) Provide more time restricted parking spaces on side streets in Sydenham.
- (b) Change the existing P30 restrictions in side streets to P60 and provide additional P60's.
- (c) In addition to the requested P60 restrictions there were also requests to provide P120 time restrictions in side streets.

34. Following the feed back received from workshop attendees and taking into consideration the feed back received from the original consultation from the Sydenham Parking Plan, the Sydenham Parking Plan 2 was developed. Plans were drawn up and distributed to all workshop attendees for consideration. Minor adjustments were then made to the Plan after further feed back from business owners of northern Sydenham. Finally on the 22 March 2010 the Sydenham Parking Plan 2 was distributed for information to all business owners, stakeholders and property owners within streets affected by the new Plan.

35. The Council resolved at its meeting of the 11 February 2010 "*that: the Sydenham Parking Plan changes are to be implemented prior to the construction of the Bus Priority Lanes in Sydenham*". The contract for the Colombo Street bus lanes is therefore being held up at this stage. It is recommended that the Sydenham Parking Plan 2 is approved as soon as possible.

36. There is no Residents' Association in this area.

37. The officer in Charge - Parking Enforcement agrees with this recommendation.

10 Cont'd

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Withdraw: The previous Sydenham Parking Plan Report tabled at the meeting of the Board on the 17 November 2009.
- (b) Approve: The Sydenham Parking Plan 2; as detailed below in the following 81 recommendations.

Cass Street

Revoke the following on Cass Street:

- (a) That the stopping of vehicles currently prohibited at any time on the North side of Cass Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of nine metres be revoked.
- (b) That the stopping of vehicles currently prohibited at any time on the South side of Cass Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of seven metres be revoked.

Approve the following on Cass Street:

- (c) That the stopping of vehicles be prohibited at any time on the North side of Cass Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 31 metres.
- (d) That the parking of vehicles be restricted to 90 degree angle parking on the North side of Cass Street commencing at a point 31 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 69 metres.
- (e) That the stopping of vehicles be prohibited at any time on the North side of Cass Street commencing at a point 100 metres West of its intersection with Colombo Street and extending in a westerly direction for a distance of four metres.
- (f) That the stopping of vehicles be prohibited at any time on the South side of Cass Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of seven metres.
- (g) That the parking of vehicles be restricted to a maximum period of 60 minutes on the South side of Cass Street commencing at a point seven metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 33 metres.
- (h) That the stopping of vehicles be prohibited at any time on the South side of Cass Street commencing at a point 40 metres West of its intersection with Colombo Street and extending in a westerly direction for a distance of 22 metres.

Sandyford Street

Revoke the following on Sandyford Street:

- (a) That the stopping of vehicles currently prohibited at any time on the North side of Sandyford Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 57 metres be revoked.

10 Cont'd

- (b) That the stopping of vehicles currently prohibited at any time on the South side of Sandyford Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 12 metres be revoked.
- (c) That the parking of vehicles currently restricted to a maximum period of 30 minutes on the South side of Sandyford Street commencing at a point 12 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 18 metres be revoked.

Approve the following on Sandyford Street:

- (d) That the stopping of vehicles be prohibited at any time on the North side of Sandyford Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 64 metres.
- (e) That the stopping of vehicles be prohibited at any time on the South side of Sandyford Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 12 metres.
- (f) That the parking of vehicles be restricted to a maximum period of 120 minutes on the North side of Sandyford Street commencing at a point 64 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 70 metres.
- (g) That the parking of vehicles be restricted to a maximum period of 60 minutes on the South side of Sandyford Street commencing at a point 12 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 84 metres.

Battersea Street

Revoke the following on Battersea Street:

- (a) That the stopping of vehicles currently prohibited at any time on the North side of Battersea Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 17 metres be revoked.
- (b) That the stopping of vehicles currently prohibited at any time on the South side of Battersea Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 25 metres be revoked.
- (c) That the parking of vehicles currently restricted to 60 degree angle parking on the South side of Battersea Street commencing at a point 25 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 28 metres be revoked.

Approve the following on Battersea Street:

- (d) That the stopping of vehicles be prohibited at any time on the North side of Battersea Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 40 metres.
- (e) That the parking of vehicles be restricted to a maximum period of 60 minutes on the North side of Battersea Street commencing at a point 40 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 44 metres.
- (f) That the parking of vehicles be restricted to a maximum period of 120 minutes on the North side of Battersea Street commencing at a point 84 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 45 metres.

10 Cont'd

- (g) That the stopping of vehicles be prohibited at any time on the South side of Battersea Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 24 metres.
- (h) That the parking of vehicles be restricted to 90 degree angle parking and be further restricted to a maximum period of 120 minutes on the South side of Battersea Street commencing at a point 24 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 91 metres.

Wordsworth Street: West of Colombo Street

Revoke the following on Wordsworth Street West of Colombo Street:

- (a) That the stopping of vehicles currently prohibited at any time on the North side of Wordsworth Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 43 metres be revoked.
- (b) That the stopping of vehicles currently prohibited at any time on the South side of Wordsworth Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of seven metres be revoked.
- (c) That a the "Loading Zone restricted to a maximum of 5 minutes" on the South side of Wordsworth Street, commencing at a point 129 metres West of its intersection with Colombo Street and extending in a westerly direction for a distance of 12 metres be revoked.

Approve the following on Wordsworth Street West of Colombo Street:

- (d) That the stopping of vehicles be prohibited at any time on the North side of Wordsworth Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 41 metres.
- (e) That the parking of vehicles be restricted to a maximum period of 60 minutes on the North side of Wordsworth Street commencing at a point 41 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 30 metres.
- (f) That the parking of vehicles be restricted to a maximum period of 120 minutes on the North side of Wordsworth Street commencing at a point 80 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 54 metres.
- (g) That the stopping of vehicles be prohibited at any time on the South side of Wordsworth Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of seven metres.
- (h) That the parking of vehicles be restricted to a maximum period of 60 minutes on the South side of Wordsworth Street commencing at a point seven metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 62 metres.
- (i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the South side of Wordsworth Street commencing at a point 88 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 41 metres.

10 Cont'd

Wordsworth Street: East of Colombo Street

Revoke the following on Wordsworth Street: (Colombo to Buchan)

- (a) That all existing parking restrictions on the North side of Wordsworth Street commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Buchan Street be revoked.
- (b) That all existing parking restrictions on the South side of Wordsworth Street commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Buchan Street be revoked.

Approve the following on Wordsworth Street: (Colombo to Buchan)

- (c) That the stopping of vehicles be prohibited at any time on the North side of Wordsworth Street commencing at its intersection with Colombo Street and extending in a easterly direction for a distance of 12 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 60 minutes on the North side of Wordsworth Street commencing at a point 12 metres East from its intersection with Colombo Street and extending in a easterly direction for a distance of 59 metres.
- (e) That the parking of vehicles be restricted to a maximum period of 120 minutes on the North side of Wordsworth Street commencing at a point 71 metres East from its intersection with Colombo Street and extending in a easterly direction for a distance of 28 metres.
- (f) That the stopping of vehicles be prohibited at any time on the North side of Wordsworth Street commencing at its intersection with Buchan Street and extending in a westerly direction for a distance of 18 metres.
- (g) That the stopping of vehicles be prohibited at any time on the South side of Wordsworth Street commencing at its intersection with Colombo Street and extending in a easterly direction for a distance of 39 metres.
- (h) That a "Loading Zone restricted to a maximum of 5 minutes" be installed on the South side of Wordsworth Street, commencing at a point 39 metres East of its intersection with Colombo Street and extending in a easterly direction for a distance of eight metres.
- (i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the South side of Wordsworth Street commencing at a point 57 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 49 metres.
- (j) That the stopping of vehicles be prohibited at any time on the South side of Wordsworth Street commencing at its intersection with Buchan Street and extending in a westerly direction for a distance of 11 metres.

Elgin Street

Revoke the following on Elgin Street:

- (a) That the stopping of vehicles currently prohibited at any time on the North side of Elgin Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 18 metres be revoked.
- (b) That the parking of vehicles currently restricted to a maximum period of 30 minutes on the North side of Elgin Street commencing at a point 18 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 17 metres be revoked.

10 Cont'd

- (c) That the Mobility Park, restricted to a maximum period of 30 minutes, currently located on the North side of Elgin Street, commencing at a point 42 metres West of its intersection with Colombo Street and extending in a westerly direction for a distance of seven metres be revoked.
- (d) That the stopping of vehicles currently prohibited at any time on the South side of Elgin Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 20 metres be revoked.
- (e) That the "Loading Zone restricted to a maximum of 5 minutes" and further restricted to "Goods Vehicles Only", on the South side of Elgin Street, commencing at a point 64 metres West of its intersection with Colombo Street and extending in a westerly direction for a distance of 16 metres be revoked.
- (f) That the stopping of vehicles currently prohibited at any time on the South side of Elgin Street commencing at a point 98 metres West of its intersection with Colombo Street and extending in a westerly direction for a distance of 13 metres be revoked.

Approve the following on Elgin Street:

- (g) That the stopping of vehicles be prohibited at any time on the North side of Elgin Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 18 metres.
- (h) That the parking of vehicles be restricted to a maximum period of 60 minutes on the North side of Elgin Street commencing at a point 18 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 17 metres.
- (i) That a Mobility Park restricted, to a maximum period of 60 minutes, be installed on the North side of Elgin Street, commencing at a point 42 metres West of its intersection with Colombo Street and extending in a westerly direction for a distance of seven metres.
- (j) That the parking of vehicles be restricted to a maximum period of 120 minutes on the North side of Elgin Street commencing at a point 49 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 59 metres.
- (k) That the stopping of vehicles be prohibited at any time on the South side of Elgin Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 20 metres.
- (l) That the parking of vehicles be restricted to a maximum period of 60 minutes on the South side of Elgin Street commencing at a point 20 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 38 metres.
- (m) That a "Loading Zone restricted to a maximum of 5 minutes" and further restricted to "Goods Vehicles Only", be installed on the South side of Elgin Street, commencing at a point 64 metres West of its intersection with Colombo Street and extending in a westerly direction for a distance of 16 metres.
- (n) That the parking of vehicles be restricted to a maximum period of 120 minutes on the South side of Elgin Street commencing at a point 80 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 17 metres.
- (o) That the stopping of vehicles be prohibited at any time on the South side of Elgin Street commencing at a point 97 metres West of its intersection with Colombo Street and extending in a westerly direction for a distance of 17 metres.

10 Cont'd

Stanley Street

Revoke the following on Stanley Street:

- (a) That the stopping of vehicles currently prohibited at any time on the North side of Stanley Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 43 metres be revoked.
- (b) That the "Loading Zone restricted to a maximum of 5 minutes" and further restricted to "Goods Vehicles Only", on the North side of Stanley Street, commencing at a point 43 metres West of its intersection with Colombo Street and extending in a westerly direction for a distance of 23 metres be revoked.
- (c) That the stopping of vehicles currently prohibited at any time on the South side of Stanley Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 35 metres be revoked.

Approve the following on Stanley Street:

- (d) That the stopping of vehicles be prohibited at any time on the North side of Stanley Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 43 metres.
- (e) That the "Loading Zone restricted to a maximum of 5 minutes" and further restricted to "Goods Vehicles Only", be installed on the North side of Stanley Street, commencing at a point 43 metres West of its intersection with Colombo Street and extending in a westerly direction for a distance of 23 metres.
- (f) That the stopping of vehicles be prohibited at any time on the South side of Stanley Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 35 metres.
- (g) That the parking of vehicles be restricted to a maximum period of 60 minutes on the South side of Stanley Street commencing at a point 50 metres West from its intersection with Colombo Street and extending in a westerly direction for a distance of 16 metres.

Carlyle Street (Colombo to Buchan)

Revoke the following on Carlyle Street:

- (a) That the stopping of vehicles currently prohibited at any time on the North side of Carlyle Street commencing at its intersection with Colombo Street and extending in a easterly direction for a distance of 15 metres be revoked.
- (b) That the Bus Stop currently located on the North side of Carlyle Street commencing at a point 15 metres East of its intersection with Colombo Street and extending in a easterly direction for a distance of 14 metres be revoked.
- (c) That all existing parking restrictions on the South side of Carlyle Street commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Buchan Street be revoked.

10 Cont'd

Approve the following on Carlyle Street:

- (d) That the stopping of vehicles be prohibited at any time on the North side of Carlyle Street commencing at its intersection with Colombo Street and extending in a easterly direction for a distance of 15 metres.
- (e) That a Bus Stop be installed on the North side of Carlyle Street commencing at a point 15 metres East of its intersection with Colombo Street and extending in a easterly direction for a distance of 14 metres.
- (f) That the stopping of vehicles be prohibited at any time on the South side of Carlyle Street commencing at its intersection with Colombo Street and extending in a easterly direction for a distance of 11 metres.
- (g) That the parking of vehicles be restricted to 90 degree angle parking on the South side of Carlyle Street commencing at a point 11 metres East of its intersection with Colombo Street and extending in a easterly direction for a distance of 87 metres.
- (h) That the parking of vehicles be restricted to a maximum period of 120 minutes on the South side of Carlyle Street commencing at a point 11 metres East of its intersection with Colombo Street and extending in a easterly direction for a distance of 37 metres.
- (i) That the stopping of vehicles be prohibited at any time on the South side of Carlyle Street commencing at a point 98 metres East of its intersection with Colombo Street and extending in a easterly direction for a distance of 19 metres.

Byron Street (Colombo to Buchan)

Revoke the following on Byron Street:

- (a) That all existing parking restrictions on the North side of Byron Street commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Buchan Street be revoked.
- (b) That all existing parking restrictions on the South side of Byron Street commencing at its intersection with Colombo Street and extending in a easterly direction to its intersection with Buchan Street be revoked

Approve the following on Byron Street:

- (c) That the stopping of vehicles be prohibited at any time on the North side of Byron Street commencing at its intersection with Colombo Street and extending in a easterly direction for a distance of 12 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 60 minutes on the North side of Byron Street commencing at a point 12 metres East of its intersection with Colombo Street and extending in a easterly direction for a distance of 48 metres.
- (e) That the parking of vehicles be restricted to a maximum period of 120 minutes on the North side of Byron Street commencing at a point 68 metres East of its intersection with Colombo Street and extending in a easterly direction for a distance of 34 metres.
- (f) That the stopping of vehicles be prohibited at any time on the North side of Byron Street commencing at its intersection with Buchan Street and extending in a westerly direction for a distance of 15 metres.

10 Cont'd

- (g) That the stopping of vehicles be prohibited at any time on the South side of Byron Street commencing at its intersection with Colombo Street and extending in a easterly direction for a distance of 36 metres.
- (h) That the parking of vehicles be restricted to a maximum period of 60 minutes on the South side of Byron Street commencing at a point 36 metres East of its intersection with Colombo Street and extending in a easterly direction for a distance of 38 metres.
- (i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the South side of Byron Street commencing at a point 81 metres East of its intersection with Colombo Street and extending in a easterly direction for a distance of 27 metres.
- (j) That the stopping of vehicles be prohibited at any time on the South side of Byron Street commencing at its intersection with Buchan Street and extending in a westerly direction for a distance of 10 metres.

Lawson Street (Colombo to Buchan)

Revoke the following on Lawson Street:

- (a) That all existing parking restrictions on the North side of Lawson Street commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Buchan Street be revoked.
- (b) That all existing parking restrictions on the South side of Lawson Street commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Buchan Street be revoked.

Approve the following on Lawson Street:

- (c) That the stopping of vehicles be prohibited at any time on the North side of Lawson Street commencing at its intersection with Colombo Street and extending in a easterly direction for a distance of 13 metres.
- (d) That the parking of vehicles be restricted to 90 degree angle parking and further restricted to a maximum period of 120 minutes on the North side of Lawson Street commencing at a point 13 metres East of its intersection with Colombo Street and extending in a easterly direction for a distance of 21 metres.
- (e) That the stopping of vehicles be prohibited at any time on the North side of Lawson Street commencing at point 34 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 17 metres.
- (f) That the stopping of vehicles be prohibited at any time on the North side of Lawson Street commencing at its intersection with Buchan Street and extending in a westerly direction for a distance of seven metres.
- (g) That the stopping of vehicles be prohibited at any time on the South side of Lawson Street commencing at its intersection with Colombo Street and extending in a easterly direction for a distance of six metres.
- (h) That a Taxi Stand be installed on the South side of Lawson Street commencing at point six metres East of its intersection with Colombo Street and extending in an easterly direction for a distance of 29 metres.
- (i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the South side of Lawson Street commencing at a point 43 metres East of its intersection with Colombo Street and extending in a easterly direction for a distance of 70 metres.

10 Cont'd

- (j) That the stopping of vehicles be prohibited at any time on the South side of Lawson Street commencing at its intersection with Buchan Street and extending in a westerly direction for a distance of seven metres.

Buchan Street

Revoke the following on Buchan Street:

- (a) That all existing parking restrictions on the West side of Buchan Street commencing at its intersection with Harold Street and extending in a northerly direction to its intersection with Byron Street be revoked.

Approve the following on Buchan Street:

- (b) That the stopping of vehicles be prohibited at any time on the West side of Buchan Street commencing at its intersection with Harold Street and extending in a northerly direction for a distance of six metres.
- (c) That the stopping of vehicles be prohibited at any time on the West side of Buchan Street commencing at its intersection with Wordsworth Street and extending in a southerly direction for a distance of nine metres.
- (d) That the stopping of vehicles be prohibited at any time on the West side of Buchan Street commencing at its intersection with Wordsworth Street and extending in a northerly direction for a distance of eight metres.
- (e) That the stopping of vehicles be prohibited at any time on the West side of Buchan Street commencing at its intersection with Lawson Street and extending in a southerly direction for a distance of six metres.
- (f) That the stopping of vehicles be prohibited at any time on the West side of Buchan Street commencing at its intersection with Lawson Street and extending in a northerly direction for a distance of six metres.
- (g) That the stopping of vehicles be prohibited at any time on the West side of Buchan Street commencing at its intersection with Penbury Street and extending in a southerly direction for a distance of six metres.
- (h) That the stopping of vehicles be prohibited at any time on the West side of Buchan Street commencing at its intersection with Penbury Street and extending in a northerly direction for a distance of six metres.
- (i) That the stopping of vehicles be prohibited at any time on the West side of Buchan Street commencing at its intersection with Byron Street and extending in a southerly direction for a distance of 8.5 metres.
- (j) That the parking of vehicles be restricted to 90 degree angle parking on the West side of Buchan Street commencing at a point six metres North from its intersection with Harold Street and extending in a northerly direction for a distance of 79 metres.
- (k) That the parking of vehicles be restricted to 90 degree angle parking on the West side of Buchan Street commencing at a point six metres South from its intersection with Lawson Street and extending in a southerly direction for a distance of 18 metres.
- (l) That the parking of vehicles be restricted to 90 degree angle parking on the West side of Buchan Street commencing at a point six metres North from its intersection with Lawson Street and extending in a northerly direction for a distance of 62.5 metres.

10 Cont'd

- (m) That the parking of vehicles be restricted to a maximum period of 10 minutes on the West side of Buchan Street commencing at a point six metres North of its intersection with Penbury Street and extending in a northerly direction for a distance of 18 metres.
- (n) That the parking of vehicles be restricted to 90 degree angle parking on the West side of Buchan Street commencing at a point 24 metres North of its intersection with Penbury Street and extending in a northerly direction for a distance of 18 metres.

CHAIRPERSONS RECOMMENDATION

For discussion.

- 11. COMMUNITY BOARD ADVISERS UPDATE**
- 12. ELECTED MEMBERS' INFORMATION EXCHANGE**
- 13. MEMBERS QUESTIONS UNDER STANDING ORDERS**
- 14. RESOLUTION TO EXCLUDE THE PUBLIC**
(See attachment).