

**BURWOOD/PEGASUS COMMUNITY BOARD
AGENDA**

MONDAY 30 JANUARY 2012

AT 4PM

**IN THE BOARD ROOM,
CORNER BERESFORD AND UNION STREETS,
NEW BRIGHTON**

Community Board: Linda Stewart (Chairperson), Tim Baker, David East, Julie Gorman, Glenn Livingstone, and Tim Sintes.

Community Board Adviser
Peter Dow
Phone 941-5305 DD1
Email: peter.dow@ccc.govt.nz

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 12 DECEMBER 2011**

The minutes of the Board's ordinary meeting of 12 December 2011, are **attached**.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PRESENTATION OF PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

7.1 **DALLINGTON RESIDENTS' ASSOCIATION- RESPONSE ON MATTERS RAISED WITH THE BOARD**

At its meeting on 17 October 2011 the Board requested information from staff regarding a number of matters raised at that meeting by the Dallington Residents' Association.

The **attached** staff memorandum is in response to the Board's request.

8. BOWER AVENUE - PROPOSED PARKING RESTRICTIONS AND BUS STOP UPGRADE

General Manager responsible:	General Manager City Environment Group, DDI 941- 8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Paul Forbes, Assistant Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Burwood/Pegasus Community Board's approval for the installation of time limited parking restrictions, and the upgrading of the existing bus stop on Bower Avenue (refer **Attachment 1**).

EXECUTIVE SUMMARY

2. Following a letter to the Board from business owners of the shops at the corner of Bower Avenue and Beach Road, staff received a request from the Board to address the safety and parking concerns of the business owners.
3. The business owners have requested that the Board give consideration to installing parking ticks on Bower Avenue directly outside the dairy, and the relocation of the existing unmarked bus stop to a point approximately 20 metres north of its current position, to allow for additional parking in the immediate vicinity of the shops on Bower Avenue.
4. Bower Avenue is classified as a Minor Arterial Road in the City Plan and has an average daily traffic volume of 6,000 vehicles. The bus stop on Bower Avenue and the no stopping lines at the roundabout are the only parking restrictions currently in place on this section of Bower Avenue. Beach Road is classified as a Collector Road in the City Plan and has an average daily traffic volume of 5,500 vehicles. The existing parking restrictions on this section of Beach Road include: No Stopping lines at the roundabout; P30 time limited parking on both sides of the road outside the shops; and a bus stop that is approximately 50 metres west of the shops. Observations made by staff show that the P30 parking appears to be well utilised, however business owners have commented that vehicles occasionally park for longer than the allowed 30 minutes. This information has been passed on to the Parking Enforcement Team.
5. The Number 7 Queenspark bus runs along this section of Bower Avenue and is currently operating at a half hourly frequency, seven days a week. Adjacent bus stops along the route are approximately 220 metres to the north and 335 metres to the south of the bus stop that has been requested to be relocated. The request from the business owners was to relocate the bus stop further north than its current position to allow additional unrestricted parking spaces close to the shops. Bearing in mind the location of the adjacent bus stops as mentioned above, the current position of the bus stop is the most suitable position. Stakeholders were therefore given two options in regards to the installation of road markings identifying the bus stop.
 - Option 1 – Support the installation of road markings for the existing bus stop.
 - Option 2 – Do not support the installation of road markings for the existing bus stop.

Option 1 is the preferred option of staff. Consultation results show that the preferred option of those consulted is Option 1 (refer to paragraph 17).

6. The Kerbside Parking Limit Lines Operational Policy adopted by Council on 24 June 2010 does not allow the installation of parking ticks where there is no time limited parking restriction in place, unless the Board resolve to approve an exemption to the policy. Three options were given to the residents and business owners in regards to parking directly outside the dairy on Bower Avenue.
 - Option 1 – Installation of P5 time limited parking (8am to 6pm Monday to Friday).
 - Option 2 – Installation of P60 time limited parking (8am to 6pm Monday to Friday).
 - Option 3 – Installation of parking ticks with no time limit.

Option 1 is the preferred option of staff. Consultation results show that the preferred option of those consulted is Option 1 (refer to paragraph 17).

8. Cont'd

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is \$500.

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

8. The installation of signs and road markings are covered by Transport and Greenspace Operational budgets.

LEGAL CONSIDERATIONS

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

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

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council's Parking Strategy 2003 and Road Safety Strategy 2004.

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. A total of eleven consultation letters were distributed to the three businesses that submitted the request to the Board, and all residents on the west side of Bower Avenue from Beach Road to number 399 Bower Avenue. Of the 11 consulted, seven responses were received. Five of the responses received support Option 1 (P5). Four of the responses received support Option 1 for the bus stop (retain location and install road markings). The three that did not support the retention of the existing bus stop location indicated that they would prefer that the bus stop be relocated further north, as mentioned in paragraph 5 this request is not considered practicable.
18. The Officer in Charge - Parking Enforcement agrees with this recommendation.

8. Cont'd

STAFF RECOMMENDATION

It is recommended that the Board:

Revoke the following:

- (a) All existing parking restrictions on the west side of Bower Avenue from Beach Road to a point measured 75 metres north of Beach Road.

Approve the following:

- (b) That the stopping of vehicles be prohibited at all times on the west side of Bower Avenue from the northern kerb of Beach Road and continuing north for 23 metres.
- (c) That the parking of vehicles be restricted to a maximum period of five minutes on the west side of Bower Avenue, commencing at a point 23 metres north of the northern kerb of Beach Road and continuing north for 14 metres.
- (d) That the stopping of vehicles be prohibited at all times on the west side of Bower Avenue, commencing at a point 37 metres north of the northern kerb of Beach Road and continuing north for a distance of nine metres.
- (e) That a bus stop be installed on the west side of Bower Avenue, commencing at a point 46 metres north of the northern kerb of Beach Road, and continuing north for 14 metres.
- (f) That the stopping of vehicles be prohibited at all times on the west side of Bower Avenue, from a point 61 metres north of the northern kerb of Beach Road and continuing north for a distance of four metres.

9. ASTON DRIVE, BOWER AVENUE, BROADHAVEN AVENUE - PROPOSED MINOR SAFETY IMPROVEMENTS

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Transport and Greenspace, Road Corridor Operations Manager
Author:	Paul Forbes, Assistant Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Burwood/Pegasus Community Board's approval that the existing No Stopping Lines on the western side of Bower Avenue, adjacent to Broadhaven Reserve, be extended to the intersection of Bower Avenue and Aston Drive (refer **Attachment 1**) and that No Stopping Lines be installed at the eastern end of Broadhaven Avenue, between the bus stop adjacent to Broadhaven Reserve and Bower Avenue (refer **Attachment 2**).

EXECUTIVE SUMMARY

2. Council staff have received a request from a resident that the existing No Stopping Restriction adjacent to Broadhaven Reserve be extended to the northern end of Bower Avenue. (Refer Attachment 1.) Staff have also received a request from the Board following two deputations to the Board at its meeting held on 16 August 2010, in relation to the safety around Broadhaven Reserve.
3. Bower Avenue is a Minor Arterial Road with an average daily traffic volume of 5,400 vehicles per day. Aston Drive is a Local Road with an average daily traffic volume of 1,000 vehicles per day. Broadhaven Avenue is a Collector Road with an average daily traffic volume of 1,500 vehicles per day.
4. Football is played at Broadhaven Reserve during the winter and touch rugby is played in summer. Staff have received complaints from residents concerning parking around the reserve during sports events. The complaints received generally outlined safety concerns caused by vehicles being parked too close to the intersections.
5. The Land Transport – Road User Rule states that no driver may park their vehicle within six metres of an intersection (unless parking is authorised by the road controlling authority and the appropriate signs and road markings are installed). The Road User Rule also states that drivers must park with due care and consideration for other road users. Although the rule is clear in regards to parking with due care and consideration, enforcement can be difficult. Motorist could argue (in court) that when they parked their vehicle there were no other vehicles in the area and that they did not cause safety issues at the time that they parked. The installation of No Stopping Lines will eliminate any driver confusion as to where is and is not an appropriate parking space.
6. No Stopping Lines are generally only installed for safety reasons. The proposed No Stopping Lines will be in conjunction with adjusting the lay out of the road markings and warning signs at the intersection of Bower Avenue and Aston Drive. The proposal to install No Stopping Lines on Broadhaven Avenue at each end of the existing bus stop is aimed at reducing the occurrence of inconsiderate and unsafe parking at the roundabout during busy periods such as sporting events at the reserve.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is \$900.

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

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

9. Cont'd

LEGAL CONSIDERATIONS

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

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

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council's Parking and Road Safety Strategies.

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. As this proposal is a safety issue and no residents were considered to be directly affected, no public consultation was carried out.

STAFF RECOMMENDATION

It is recommended that the Board revoke:

- (a) All existing parking restrictions on Bower Avenue from Aston Drive to Broadhaven Avenue.
- (b) All existing parking restrictions on Aston Drive from Bower Avenue to 50 metres east of Bower Avenue.
- (c) All existing parking restrictions on the northern side of Broadhaven Avenue from Bower Avenue to Lamorna Road.

It is recommended that the Board approve:

- (d) That the stopping of vehicles be prohibited at any time on the western side of Bower Avenue commencing at Aston Drive and extending to Broadhaven Avenue.
- (e) That the stopping of vehicles be prohibited at any time on the eastern side of Bower Avenue commencing at Aston Drive and extending south for a distance of 14 metres.

9. Cont'd

- (f) That the stopping of vehicles be prohibited at any time on the northern side of Broadhaven Avenue commencing at Aston Drive and extending west for a distance of 24 metres.
- (g) That a bus stop be installed on the northern side of Broadhaven Avenue commencing at a point 24 metres west of Bower Avenue and extending west for a distance of 28 metres.
- (h) That the stopping of vehicles be prohibited at any time on the northern side of Broadhaven Avenue commencing at a point 52 metres west of Bower Avenue and extending west for a distance of eight metres.

10. BURWOOD ROAD AND CLARE PARK ADJACENT TO WINDSOR SCHOOL - PROPOSED P3 INSTALLATION AND BUS STOPS UPGRADES

General Manager responsible:	General Manager City Environment Group, DDI 941- 8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Rahul Ray Biswas, Graduate Traffic Engineer

1. The purpose of this report is to seek the Burwood/Pegasus Community Board's approval for parking restrictions to be installed in the Clare Park accessway and on Burwood Road adjacent to Windsor School.

EXECUTIVE SUMMARY

2. Council staff have had several requests to provide a Drop Off and Pick up Zone in the vicinity of Windsor School. Cars are parked for a considerable amount of time during the school drop off and pick up times making Burwood Road congested. Some illegal parking over the driveway accesses is also occurring. This is also an opportunity to upgrade the existing bus stops on Burwood Road situated between Helmsdale Street and Queen Elizabeth II Drive to the current standard allowing for the easy access and exit of the larger buses servicing these stops. (Please refer to the **attached** plan)

The officer's recommendations will relate to:

- (a) P3 (3 minute maximum) 8.15am to 9.15am and 2.30pm to 3.30pm (School Days) Drop Off/Pick Up Zone on both sides of Burwood Road as shown on the attached plan.
 - (b) Providing Parking Ticks on both sides of Burwood Road to reduce the likelihood of motorists blocking driveway accesses as shown on the attached plan.
 - (c) Install fully restricted parking on both sides of the Clare Park access by installing additional no stopping lines.
 - (d) Upgrade all existing bus stops on Burwood Road situated between Helmsdale Street and Queen Elizabeth II Drive to the current standard.
3. Following the recent increase in student numbers of Windsor School due to redevelopment in the surrounding areas, staff are receiving increasing calls from the community about experiencing the following problems on a regular basis:
 - (a) Cars are parked for a considerable amount of time during the school drop off and pick up times making Burwood Road congested.
 - (b) Vehicles parking on the driveway access points on Burwood Road.
 - (c) Vehicles parking on the no stopping lines at the Clare Park accessway.
 - (d) Vehicles parking in the bus stop area.
 4. Burwood Road is a Collector road and has an average annual total of approximately 8,000 vehicles per day. The Route 46 Marshland bus operates through this section of Burwood Road with a 30 minute frequency.
 5. It has been observed that buses are having difficulty manoeuvring into and out of the stops on Burwood Road due to vehicles parking adjacent to the bus stops. Often buses can not get out of the live lane which impedes the flow of traffic. It was therefore proposed to upgrade the existing bus stops to the current standard, which includes the eight metre entry and four metre exit. Initial consultation proposed to relocate the existing bus stop outside 212 Burwood Road to outside 216 Burwood Road, however the responses received did not indicate support for the relocation of the bus stop. The staff recommendation is now to upgrade the existing bus stop at the current location.

10. Cont'd

6. A parking survey on Burwood Road was conducted on the Tuesday 17 August 2010. During the survey, it was found that vehicles are parked on Burwood Road for a long time before the students pick-up time, making Burwood Road congested. A post earthquake parking survey dated 19 September, 2011 also concluded the same.
7. Although some recommendations in this report are not on legal road (Clare Park access way), the public still has access to the areas concerned. This means that the areas are considered as road by law and therefore the recommendations are enforceable.
8. Consultation was undertaken with all affected residents and business owners in the vicinity of Windsor School and Clare Park via a consultation letter and plans. Overwhelming support has been received from all residents and stakeholders on installing a P3 zone in the immediate vicinity of the school. A consultation letter and proposed plan was also sent to the Windsor/Westhaven Residents' Group. Staff did not receive a response from the residents' group. A telephone conversation concluded that the residents' group is in recess.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$2,000.

Do the Recommendations of this Report Align with 2009-19 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 the 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. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
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 2009-19 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's Strategies?

18. As above.

10. Cont'd

CONSULTATION FULFILMENT

19. Residents and stakeholders in the vicinity of the proposal were consulted via mail. A total of 80 consultation packages were sent out. Staff received 21 responses. Nineteen responses supported the P3 School Drop off /Pick up proposal while 14 supported the proposed bus stop upgrading.
20. Though the proposal on installing the P3 got overwhelming support, some residents were concerned about the short time limit (P3). The drop-off and pick-up area has been reduced in kerb side length and the final plan has been distributed among the residents. Please refer to **Attachment 1**. It should be noted that the three minute (P3) maximum time limit has been found to work best for drop off/pick up areas outside schools. Extensive surveys of different time limits concludes that three minutes is the most effective.
21. Five respondents opposed the bus stop relocation from 212 Burwood Road to 216 Burwood Road as was outlined in the initial consultation plan. Out of the five respondents, two wanted the bus stops at the existing position whereas other three were concerned about the driveway access for 212, 214, 214A and 214B Burwood Road properties and wanted the bus stop to be relocated further south of the existing position. Staff were happy to keep the bus stop at the existing location with some minor adjustments rather than relocating. This will allow the residents to access 212, 214, 214B and 214C Burwood Road properties from Burwood Road when a bus stops at the bus stop.
22. A consultation letter and proposed plan were also sent to the Windsor/Westhaven Residents' Group. Staff did not receive any response from the residents' group. A telephone conversation concluded that the residents' group is in recess.
23. The Officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board:

Revoke the following:

- (a) All existing parking restrictions on the east side of Burwood Road commencing at its intersection with Helmsdale Street and extending in a southerly direction to 46 metres south of Clarevale Street.
- (b) All existing parking restrictions on the west side of Burwood Road commencing at a point 342 metres south from its intersection with Newhaven Street and extending in a northerly direction to 12 metres north of Newhaven Street.
- (c) All existing parking restrictions on the north side of Newhaven Street commencing at its intersection with Burwood Road and extending in a westerly direction for a distance of 16 metres.
- (d) All existing parking restrictions on the south side of Newhaven Street commencing at its intersection with Burwood Road and extending in a westerly direction for a distance of 16 metres.
- (e) All existing stopping restrictions on the both sides of the Clare Park access way commencing at its intersection with Burwood Road and extending in a westerly direction for a distance of 187 metres.

Approve the following No Stopping Restrictions:

- (f) That the stopping of vehicles be prohibited at any time on the east side of Burwood Road commencing at a point 34 metres south from its intersection with Helmsdale Street and extending in a southerly direction for a distance of nine metres.

10. Cont'd

- (g) That the stopping of vehicles be prohibited at any time on the east side of Burwood Road commencing at a point 57 metres south from its intersection with Helmsdale Street and extending in a southerly direction for a distance of four metres.
- (h) That the stopping of vehicles be prohibited at any time on the east side of Burwood Road commencing at a point 202 metres north from its intersection with Clarevale Street and extending in a northerly direction for a distance of eight metres.
- (i) That the stopping of vehicles be prohibited at any time on the east side of Burwood Road commencing at a point 182 metres north from its intersection with Clarevale Street and extending in a northerly direction for a distance of six metres.
- (j) That the stopping of vehicles be prohibited at any time on the east side of Burwood Road commencing at a point 51 metres north from its intersection with Clarevale Street and extending in a northerly direction for a distance of 67 metres.
- (k) That the stopping of vehicles be prohibited at any time on the east side of Burwood Road commencing at its intersection with Clarevale Street and extending in a northerly direction for a distance of 13 metres.
- (l) That the stopping of vehicles be prohibited at any time on the east side of Burwood Road commencing at its intersection with Clarevale Street and extending in a southerly direction for a distance of eight metres.
- (m) That the stopping of vehicles be prohibited at any time on the east side of Burwood Road commencing at a point 22 metres south from its intersection with Clarevale Street and extending in a southerly direction for a distance of 14 metres.
- (n) That the stopping of vehicles be prohibited at any time on the west side of Burwood Road commencing at a point 329 metres south from its intersection with Newhaven Street and extending in a southerly direction for a distance of 13 metres.
- (o) That the stopping of vehicles be prohibited at any time on the west side of Burwood Road commencing at a point 308 metres south from its intersection with Newhaven Street and extending in a southerly direction for a distance of seven metres.
- (p) That the stopping of vehicles be prohibited at any time on the south side of the Clare Park access way commencing at its intersection with Burwood Road and extending in a westerly direction for a distance of 187 metres as shown on Attachment 1.
- (q) That the stopping of vehicles be prohibited at any time on the north side of the Clare Park access way commencing at its intersection with Burwood Road and extending in a westerly direction for a distance of 86 metres as shown on Attachment 1.
- (r) That the stopping of vehicles be prohibited at any time on the west side of Burwood Road commencing at a point 160 metres south from its intersection with Newhaven Street and extending in a southerly direction for a distance of 61 metres.
- (s) That the stopping of vehicles be prohibited at any time on the west side of Burwood Road commencing at a point 52 metres south from its intersection with Newhaven Street and extending in a southerly direction for a distance of 8 metres.
- (t) That the stopping of vehicles be prohibited at any time on the west side of Burwood Road commencing at a point 34 metres south from its intersection with Newhaven Street and extending in a southerly direction for a distance of four metres.
- (u) That the stopping of vehicles be prohibited at any time on the west side of Burwood Road commencing at its intersection with Newhaven Street and extending in a southerly direction for a distance of 11 metres.

10. Cont'd

- (v) That the stopping of vehicles be prohibited at any time on the south side of Newhaven Street commencing at its intersection with Burwood Road and extending in a westerly direction for a distance of 16 metres.
- (w) That the stopping of vehicles be prohibited at any time on the north side of Newhaven Street commencing at its intersection with Burwood Road and extending in a westerly direction for a distance of 16 metres.
- (x) That the stopping of vehicles be prohibited at any time on the west side of Burwood Road commencing at its intersection with Newhaven Street and extending in a northerly direction for a distance of 12 metres.

Approve the following Bus Stops:

- (y) That a bus stop be installed on the east side of Burwood Road commencing at a point 43 metres south of its intersection with Helmsdale Street and extending in a southerly direction for a distance of 14 metres.
- (z) That a bus stop be installed on the east side of Burwood Road commencing at a point 188 metres north of its intersection with Clarevale Street and extending in a northerly direction for a distance of 14 metres.
- (aa) That a bus stop be installed on the east side of Burwood Road commencing at a point eight metres south of its intersection with Clarevale Street and extending in a southerly direction for a distance of 14 metres.
- (ab) That a bus stop be installed on the west side of Burwood Road commencing at a point 315 metres south of its intersection with Newhaven Street and extending in a southerly direction for a distance of 14 metres.
- (ac) That a bus stop be installed on the west side of Burwood Road commencing at a point 38 metres south of its intersection with Newhaven Street and extending in a southerly direction for a distance of 14 metres.

Approve the following Parking Restrictions:

- (ad) That the parking of vehicles be restricted to a maximum period of three minutes between the hours of 8.15am to 9.15am and 2.30pm to 3.30pm on school days, on the east side of Burwood Road commencing at a point 118 metres north of its intersection with Clarevale Street and extending in a northerly direction for a distance of 64 metres.
- (ae) That the parking of vehicles be restricted to a maximum period of three minutes between the hours of 8.15am to 9.15am and 2.30pm to 3.30pm on school days, on the west side of Burwood Road commencing at a point 60 metres south of its intersection with Newhaven Street and extending in a southerly direction for a distance of 100 metres.
- (af) That the parking ticks be installed on both sides of Burwood Road from Clarevale Street to Clare Park access way as shown in the attached plan.

11. COMMUNITY BOARD ADVISER'S UPDATE

11.1 UPCOMING BOARD ACTIVITIES

12. BOARD MEMBERS' QUESTIONS