

17. 3. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD'S  
TRAFFIC WORKS COMMITTEE  
18 FEBRUARY 2008**

**A meeting of the Traffic Works Committee  
was held on Monday 18 February 2008 at 6.00 pm  
in the Boardroom, Papanui Service Centre**

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

**APOLOGIES:** Nil.

The Committee reports that:

**PART B - REPORTS FOR INFORMATION**

**1. DEPUTATIONS BY APPOINTMENT**

**1.1 I JOHNSTON – NORTHWOOD BUS STOPS**

Mr Johnston tabled his written submission and voiced two objections to the proposed bus stop outside his house at 57 Beechwood Drive – these were privacy and his belief that the stop contravenes the Road Code and therefore the Transport Act. He was critical of the consultation process. His proposal was to either have the bus stop outside his property moved further north, or around the corner into Saracen Avenue.

**1.2 K SPARROW – NORTHWOOD BUS STOPS**

Mr Sparrow tabled his written submission which expressed concerns about the position of the proposed bus stop adjacent to 141 Hussey Road in relation to the speed of cars, its proximity to the Watermill Boulevard and the danger of families crossing the road at that point to get to the Community centre. A possible solution was to have the stop cut-in to the kerb.

**2. COMMITTEE MEMBERS INFORMATION EXCHANGE**

**2.1 COMMUNITY BOARD EVENING SEMINARS**

Merit was seen in having the topic of traffic design on an evening seminar for all Community Board members. This would cover matters such as living streets, why street narrowing is used, use of green turning arrow signals etc.

It was **decided** to ask staff to consider this proposal.

**2.2 MORRISON AVENUE BOWLING CLUB SIGNAGE**

Noted the need to explore a legal opinion on the bowling club's repeated request to replace two directional signs lost when power poles were removed.

**2.2 SPENCERVILLE PRIVATE PLAN CHANGE**

It was **decided** to invite a representative from Suburban Estates to a Committee meeting to discuss their proposal to develop 55 residential dwellings off Lower Styx Road.

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

**3. ELECTION OF CHAIRPERSON TRAFFIC WORKS COMMITTEE**

The Committee **resolved** that System A be adopted as the method of voting.

Nominations were called for the position of Chairperson.

Megan Evans was nominated by Yvonne Palmer, seconded by Ngaire Button

There being no further nominations, the Committee **resolved** that Megan Evans be the Chairperson of the Traffic Works Committee.

Megan Evans took the Chair.

**4. STYX MILL BUS ROUTE EXTENSION THROUGH NORTHWOOD – BUS STOPS**

Lyndsay Eagle and Christine Toner advised that the purpose of this report was to provide information and to seek the resolution of the Committee with installing the bus stops necessary for the extension of the No. 11, Styx Mill bus route through Northwood, in the Board's area.

Clarified that the placement of bus routes was an Environment Canterbury responsibility – the Committee had the delegated authority to place the bus stops. Alternatives were investigated for all proposed stops. Those with the best service and safety aspects were being recommended for adoption. Bus shelters were not part of today's considerations.

Christine Toner outlined the measures taken to ensure all affected residents were consulted.

The Committee considered that the deputations from Messrs Johnston and Sparrow had merit and that alternative stop positions in both cases be explored.

The Committee **resolved** to accept the staff recommendations subject to the following amendments;

- (a) *The option of a cut out be explored prior to a bus stop being resolved* on the north side of Hussey Road commencing at a point 47 metres west from its intersection with the western boundary of Watermill Boulevard and extending in an easterly direction for a distance of 16 metres. (141 Hussey Road).

Aaron Keown was against the motion.

- (b) On the south side of Hussey Road commencing at a point 25 metres east from its intersection with the eastern boundary of Watermill Boulevard and extending in an easterly direction for a distance of 16 metres ( next to CCC reserve land ).
- (c) On the north side of Beechwood Drive at the property boundary of numbers 50 and 52 Beechwood Drive.
- (d) *The option of a cut out in Saracen Avenue (near the Beechwood corner) be explored prior to a bus stop being resolved* on the south side of Beechwood Drive commencing at a point 4 metres west from its intersection with the western boundary of Saracen Avenue and extending in a westerly direction for a distance of 16 metres (2 Saracen Avenue, abutting 57 Beechwood Avenue).
- (e) On the western side of O'Neill Avenue commencing at a point 141 metres south from its intersection with the south boundary of Beechwood Drive and extending in an southerly direction for a distance of 12 metres (30 O'Neill Avenue, Christchurch City Council reserve).
- (f) On the eastern side of O'Neill Avenue commencing at a point 141 metres south from its intersection with the south boundary of Beechwood Drive and extending in an southerly direction for a distance of 12 metres (57 O'Neill Avenue, Christchurch City Council reserve).

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**4. Cont'd**

- (g) On the north side of Hussey Road at a point 19 metres east from its intersection with the eastern boundary of Springvale Gardens (366 Gardiners Road – Christchurch City Council reserve).
- (h) On the south side of Hussey Road at a point 19 metres east from its intersection with the eastern boundary of Springvale Gardens (1 Springvale Gardens).
- (i) On the west side of Gardiners Road at a point 102 metres south from its intersection with the southern boundary of Hussey Road (Crematorium property).
- (j) On the east side of Gardiners Road at the property boundary of numbers 300 and 302 Gardiners Road.
- (k) On the north side of Styx Mill Road at a point 12 metres east from its intersection with the eastern boundary of Highsted Road (204 Styx Mill Road).
- (l) On the south side of Styx Mill Road at a point 43 metres west from its intersection with the western boundary of Highsted Road (227 Styx Mill Road).

Mover: Megan Evans/Pauline Cotter

It was **resolved** that the staff recommended motion of No Stopping not be determined at this stage until the exploration requested in clauses (a) and (d) above had been carried out.

**5. KNOWLES STREET (BRETT'S ROAD- CRANFORD STREET) STREET - RENEWAL PROJECT**

Andrew Hensley sought the Committee's approval of the Traffic Works Committee to proceed to final design, tender and construction of the Knowles Street (Bretts Road-Cranford Street) Street Renewal Project.

The Committee **resolved** to:

- (a) Approve the Plans shown in **Attachment 1** - Plan for Committee -Knowles Street (Bretts Road-Rutland Street), and **Attachment 2** - Plan for Committee Approval - Knowles Street (Rutland Street-Cranford Street), to proceed to final design, tender and construction.
- (b) Approve the following parking restrictions:
  - Existing No Stopping:
  - That all existing no stopping restrictions on Knowles Street between Bretts Road and Cranford Street inclusive be revoked.

**New No Stopping:**

- (i) That the stopping of vehicles be prohibited at any time on the eastern side of Bretts Road commencing at its intersection with Knowles Street and extending in a northerly direction for a distance of 16 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the eastern side of Bretts Road commencing at its intersection with Knowles Street and extending in a southerly direction for a distance of 16 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at its intersection with Bretts Road and extending in an easterly direction for a distance of 17 metres.

5. Cont'd

- (iv) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at its intersection with Bretts Road and extending in an easterly direction for a distance of 15 metres.
- (v) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at a point 81 metres east of its intersection with Bretts Road, and extending in an easterly direction for a distance of 15 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at a point 81 metres east of its intersection with Bretts Road, and extending in an easterly direction for a distance of 15 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at a point 207 metres east of its intersection with Bretts Road, and extending in an easterly direction for a distance of 15 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at a point 207 metres east of its intersection with Bretts Road, and extending in an easterly direction for a distance of 15 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at its intersection with Rutland Street 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 southern side of Knowles Street commencing at its intersection with Rutland Street and extending in a westerly direction for a distance of 16 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the western side of Rutland Street commencing at its intersection with Knowles Street and extending in a northerly direction for a distance of 12.5 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the western side of Rutland Street commencing at its intersection with Knowles Street and extending in a southerly direction for a distance of 12.5 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the eastern side of Rutland Street commencing at its intersection with Knowles Street and extending in a northerly direction for a distance of 12.5 metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the eastern side of Rutland Street commencing at its intersection with Knowles Street and extending in a southerly direction for a distance of 12.5 metres.
- (xv) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at its intersection with Rutland Street and extending in an easterly direction for a distance of 18 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres.
- (xvii) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at a point 120 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres.
- (xviii) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at a point 120 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres.

5. Cont'd

- (xix) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at a point 228 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 22 metres.
- (xx) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at a point 228 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 22 metres.
- (xxi) That the stopping of vehicle be prohibited at any time on the northern side of Knowles Street commencing at a point 360 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres.
- (xxii) That the stopping of vehicle be prohibited at any time on the southern side of Knowles Street commencing at a point 360 metres east of its intersection with Rutland Street and extending in an easterly direction for a distance of 15 metres
- (xxiii) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at its intersection with Cranford Street and extending in a westerly direction for a distance of 18 metres.
- (xxiv) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at its intersection with Cranford Street and extending in a westerly direction for a distance of 18 metres.
- (xxv) That the stopping of vehicles be prohibited at any time on the western side of Cranford Street commencing at its intersection with Knowles Street and extending in a northerly direction for a distance of 18 metres.
- (xxvi) That the stopping of vehicles be prohibited at any time on the western side of Cranford Street commencing at its intersection with Knowles Street and extending in a southerly direction for a distance of 18 metres.

Aaron Keown voted against the motion, requesting that his reasons be noted: he believed there was an adverse environmental effect of cars slowing down; in addition, he had concerns of where the traffic who normally used that route, would be going to.

6. **SAILS STREET – PROPOSED “NO STOPPING” RESTRICTION**

Basil Pettigrew asked the Committee to approve the installation of two sections of broken yellow “no stopping” lines on the corner of Sails Street and Langdons Road.

The Committee **resolved** to approve:

- (a) that the stopping of vehicles be prohibited at all times on the south side of Langdons Road commencing at its intersection with Sails Street and extending in a westerly direction for a distance of 12 metres.
- (b) that the stopping of vehicles be prohibited at all times on the south side of Langdons Road commencing at its intersection with Sails Street and extending in a easterly direction for a distance of 15 metres.
- (c) that the stopping of vehicles be prohibited at all times on the west side of Sails Street commencing at its intersection with Langdons Road and extending in a southerly direction for a distance of 12.5 metres.
- (d) that the stopping of vehicles be prohibited at all times on the east side of Sails Street commencing at its intersection with Langdons Road and extending in a southerly direction for a distance of 14 metres.

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**7. PROPOSED RIGHT OF WAY NAMING**

The report sought approval to one new road and one new right of way name in the Marble Court subdivision in Brookwater Avenue.

The Committee was concerned about the use of "Marble Court" because of its similarity to the name of the existing Marble Wood Drive.

The committee **resolved** to invite the Subdivisions Officer to the next meeting of the Traffic Works Committee and that he bring other naming options in relation to the cul-de-sac and that it lay on the table until then.

Yvonne Palmer and Aaron Keown voted against the motion.

The committee **resolved** to approve the naming of Joiners Lane.

**8. BEALEY AVENUE/COLOMBO STREET - PROPOSED 120 AND 30 MINUTE PARKING RESTRICTIONS**

The purpose of this report was to seek the Committee's approval to install parking restrictions at the corner of Bealey Avenue and Colombo Street.

The Committee **resolved** to approve:

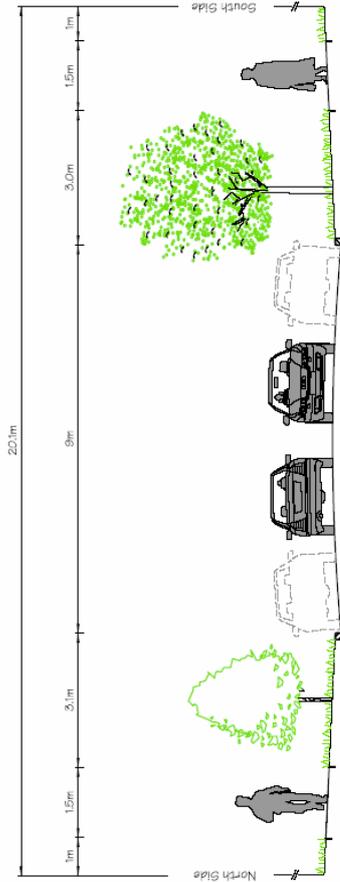
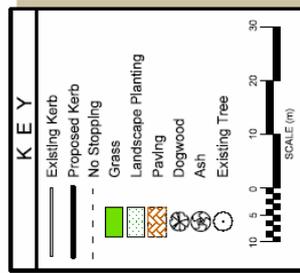
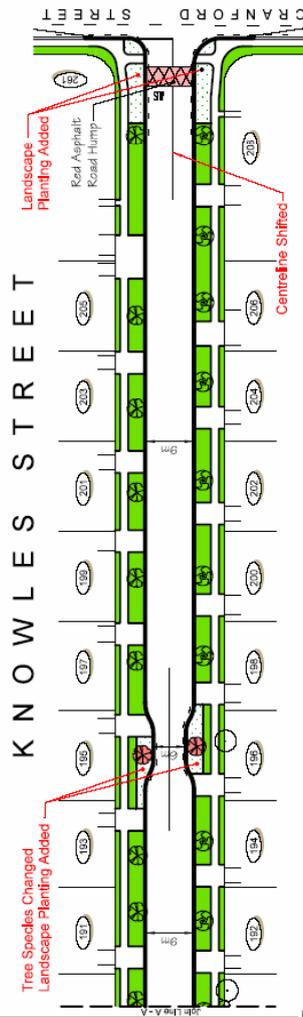
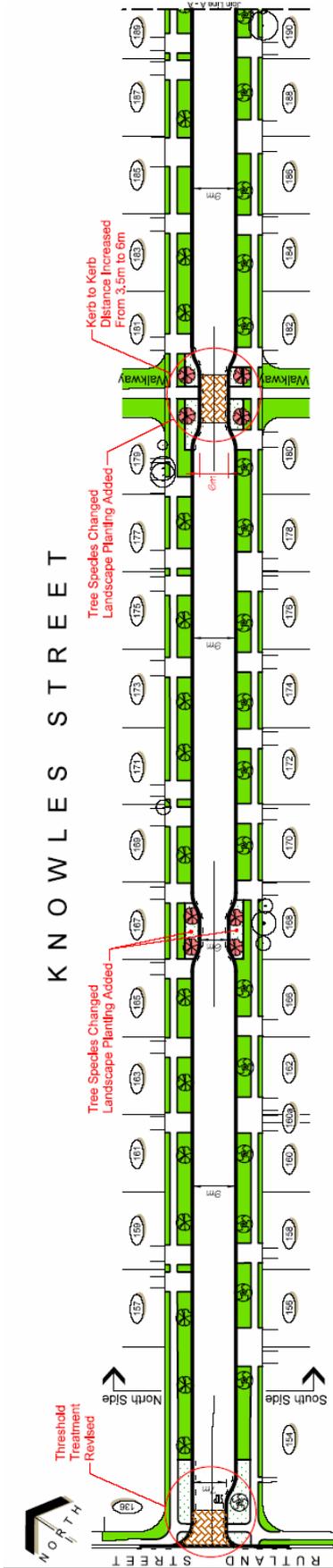
- (a) That the parking of vehicles on the east side of Colombo Street presently restricted to 120 minutes commencing at a point 110 meters north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 11 meters be revoked.
- (b) That the parking of vehicles on the north side of Bealey Avenue presently restricted to 30 minutes commencing at a point 19 meters east of its intersection with Colombo Street and extending in an easterly direction for a distance of 21 meters be revoked.
- (c) That the parking of vehicles be restricted to a maximum period of 120 minutes on the East side of Colombo Street commencing at a point 47 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 74 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Bealey Avenue commencing at a point 19 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 46 metres.

The meeting concluded at 8.42 pm.

**CONFIRMED THIS 17TH DAY OF MARCH 2008**

**MEGAN EVANS  
CHAIRPERSON**





Original Plan Size: A3

ISSUE.5 11/12/07  
TP:186701 ABG

**KNOWLES STREET ( Papanui Road - Cranford Street )**  
Street Renewal Project  
For Board Approval ( Rutland Street - Cranford Street )

