

12. 2. 2009

**RICCARTON/WIGRAM COMMUNITY BOARD
2 DECEMBER 2008**

**Minutes of the meeting of the Riccarton/Wigram Community Board
held on Tuesday 2 December 2008 at 5pm in the Boardroom
at the Sockburn Service Centre 149 Main South Road, Christchurch**

PRESENT: Peter Laloli (Chairperson), Helen Broughton, Jimmy Chen,
Beth Dunn, Judy Kirk, Mike Mora and Bob Shearing.

APOLOGIES: An apology was received and accepted from Helen Broughton for
early departure.

Helen Broughton retired at 6.40pm and was absent for clauses 11
to 20.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. CLARENCE STREET/DILWORTH STREET INTERSECTION – TRAFFIC SIGNAL INSTALLATION



General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager, Asset and Network Planning
Authors:	Weng Kei Chen, Policy Asset Engineer and Lorraine Wilmshurst

PURPOSE OF REPORT

1. The purpose of this report is to request that the Council approve installation of traffic signals at the intersection of Clarence Street and Dilworth Street as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. The project involves the installation of traffic signals at the intersection of Clarence Street and Dilworth Street as a condition of the resource consent granted to Westfield (NZ) Limited to expand Westfield Mall, Riccarton.
3. The primary objectives for the project were set out as follows:
 - (a) To install traffic signals at the intersection of Clarence Street and Dilworth Street.
 - (b) To improve safety and accessibility for pedestrians.
 - (c) To improve cycle safety.
 - (d) To maintain or improve the current level of service for all road users.
4. A seminar was held with the Riccarton/Wigram Community Board on 22 August 2008 prior to public consultation. Details of consultation processes and feedback are included within this report.

FINANCIAL IMPLICATIONS

5. The cost of construction will be met by Westfield (NZ) Limited.

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

6. As this is a condition of the resource consent and the cost being met by the developer it is not included in the 2006 -16 LTCCP budgets.

1 Cont'd

LEGAL CONSIDERATIONS

7. The Council's approval as owner of infrastructure is required following the granting of resource consent.
8. Traffic management and measures require the Council and/or Board delegated approvals as set out in the Council's Traffic Bylaws 2008 and delegations.
9. Special Vehicle Lanes (Cycles) will need to be resolved following the Special Consultative Process, this will be undertaken shortly as part of a group of projects requiring Special Vehicle Lane consultation.

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

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with the streets and transport activities by contributing to the Council's Community Outcomes - Safety.

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

12. The project contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

13. The recommendations align with the Council's Cycling, Pedestrian, and Road Safety Strategies.

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. The Board was informed at a seminar on 22 August 2008 of the proposed consultation programme and publicity pamphlet (including concept plan) prior to its distribution to the community and stakeholders. The feedback period was from 1-26 September 2008. A total of 200 pamphlets were distributed in Dilworth and Clarence Streets. Thirty-four responses were received and the majority of respondents (79 per cent) were in general support of the proposal.
16. The key design issues raised related to the high speed left turn slip lane into Dilworth Street east, the left turn slip lane from the Clarence Street south approach, and the cycle lane transition for cyclists travelling south on Clarence Street.
17. A summary of feedback received in the consultation phase and the project team responses are shown in **Attachment 2**.

STAFF RECOMMENDATION

It is recommended that the Council approve the installation of traffic signals at the Clarence Street/Dilworth Street intersection.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

1 Cont'd

BACKGROUND

18. A report was presented to the Community Board in October 2006 that outlined the proposed alterations to the car parking at Westfield Mall, Riccarton and a proposal for a vehicle air-bridge across Rotherham Street.
19. In December 2006 Westfield (NZ) Limited was granted resource consent for the expansion of Westfield Mall Riccarton.
20. A variation to the resource consent for additional carparks was granted in May 2008.
21. One of the resource consent conditions is the installation of the traffic signals and all associated costs for its construction are met by Westfield (NZ) Limited and that the work be completed prior to the completion of the expansion to Westfield Mall Riccarton.
22. The extensions to Westfield Mall, Riccarton is due for completion in May 2009, and it is proposed to commence work on the proposed traffic signals in February 2009 and have the work completed by the end of April 2009.

CONSULTATION FULFILMENT

23. Consultation was undertaken in September 2008 with the residents and property owners of Dilworth Street and Clarence Street, the Central Riccarton Residents' Association, and the Riccarton Business Association, and Westfield (NZ) Limited informed the mall businesses in it's newsletter. The proposal was also included on the 'CCC Have Your Say' website to reach the wider community. A summary of feedback received in the consultation phase and the project team responses are shown in **Attachment 2**.
24. Thirty-four written, email and phone responses were received and of those 27 (79 per cent) were generally supportive of the proposal, seven did not state whether they supported the proposal or not, and no replies indicated that they did not support the proposal.
25. Issues raised in the responses mostly related to three areas – the left turn slip lane into Dilworth Street east, the left turn slip lane from the Clarence Street south approach, and the cycle lane transition when travelling south on Clarence Street.
26. Concerns were expressed in regard to the speed that vehicles enter Dilworth Street east and travel along Dilworth Street. A request was received for speed humps to slow traffic. A speed hump in the slip lane has been included in the final scheme.
27. There were several issues raised in regard to the left turn slip lane from Clarence Street south approach into Dilworth Street west. These were in relationship to the speed at which vehicles would approach the raised pedestrian crossing, the length of the no stopping restriction on Clarence Street and the encroachment of turning vehicles into the cycle lane that was likely to occur. The proposal now includes building out the kerb line on the Clarence Street south approach and extending the no stopping restriction along this build out to the driveway of 169 Clarence Street (as suggested by the adjacent residents). This will prevent vehicles using the parking area and cycle lane as a left turn approach lane and therefore will reduce speeds into the slip lane, reduce the likelihood of encroachment by vehicles into the cycle lane, and improve visibility for pedestrians waiting to cross the zebra crossing.
28. Cyclists travelling south on Clarence Street have expressed concerns about the lack of road space when moving from the cycle lane to traffic lane, with a solid median island and a bus stop directly south of the intersection creating a squeeze point. The solid median island on the Clarence Street south approach will remain as it provides protection for a traffic signal pole but it will be shortened to reduce the squeeze point. To further reduce the squeeze point the existing bus stop on the east side of Clarence Street (south-bound) has been moved seven metres south.

1 Cont'd

29. A cut down/exit point has also been provided for cyclists exiting Dilworth Street east so they can access the cycle lane in Dilworth Street west. They will cross the road at the same time as the right turning traffic from Clarence Street north who have a green arrow.

PART B - REPORTS FOR INFORMATION



2. FORMULA FOR ELECTED MEMBERS' REMUNERATION 2009/10

The Board considered a report on a proposal for remuneration for elected members for the 2009/10 financial year. A report with recommendations from all eight community boards will be presented at the Council meeting on 26 February 2009.

3. DEPUTATIONS BY APPOINTMENT

3.1 Inspector Malcolm Johnston – Area Commander Southern NZ Police

Inspector Johnston introduced himself to the Board in his new role as the Area Commander Southern and discussed general policing issues within the Riccarton/Wigram ward.

3.2 Mr Doug Ellery – Wigram Holdings Limited

Mr Ellery, Wigram Holdings Limited, raised concerns with the Board regarding the consultation process, security issues, and aesthetics with the recent installation of a poster bollard on the footpath outside the ANZ Bank building in Rotherham Street. Wigram Holdings Limited are the current owners of the building.

The Board **agreed** to request a staff report on the process to be followed on the removal of poster bollards.

4. PETITIONS

Nil.

5. NOTICES OF MOTION

Nil.

6. CORRESPONDENCE

Nil.

7. BRIEFINGS

Nil.

8. RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE – REPORT OF 18 NOVEMBER 2008 MEETING

The Board noted that the Community Services Committee approved the following grants from the Board's 2008/09 Youth Development Scheme at its 18 November 2008 meeting:

8.1 APPLICATION TO THE RICCARTON/WIGRAM 2008/09 YOUTH DEVELOPMENT SCHEME – CAMERON HORE

To grant \$350 from the Board's 2008/09 Youth Development Scheme as a contribution towards the costs for Cameron Hore to attend the 2009 Deaf Leadership Camp in Auckland.

8.2 APPLICATION TO THE RICCARTON/WIGRAM 2008/09 YOUTH DEVELOPMENT SCHEME – SAMANTHA NICHOLSON

To grant \$500 from the Board's 2008/09 Youth Development Scheme as a contribution towards the costs for Samantha Nicholson to attend the 2008 International Ballroom/Latin Dance Competition in Melbourne.

8.3 APPLICATION TO THE RICCARTON/WIGRAM 2008/09 YOUTH DEVELOPMENT SCHEME – JORDAN RUSSELL

To grant \$500 from the Board's 2008/09 Youth Development Scheme as a contribution towards the costs for Jordan Russell to attend the 2008 Australian Gymnastics Club Competition.

9. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** updates from the Community Board Adviser on forthcoming Board related activities and projects and the status of the Board's funds.

10. ELECTED MEMBERS INFORMATION EXCHANGE

Elected members were given the opportunity to update Board members on activities and issues within the Community.

11. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

12. CONFIRMATION OF MEETING MINUTES – 18 NOVEMBER 2008

The Board **resolved** that the minutes of the ordinary meeting of the Board held on 18 November 2008 be confirmed as an accurate and true record.

13. COMMUNITY BOARD CODE OF CONDUCT

The Board considered a report regarding the adoption of the revised Community Board Code of Conduct.

The Board **resolved** that the matter lay on the table until clarification can be sought for Part 3 – Breaches of the Code and Ethics Subcommittee, in particular the composition of the Ethics Subcommittee.

14. Halswell Domain – Canterbury Society of Model and Experimental Engineers – Lease/Licence Extension

The Board considered a report for approval of an application from the Canterbury Society of Model and Experimental Engineers (CSMEE), for an extension to their leased area at Halswell Domain to enable them to build clubrooms and extend their present train storage shed in which to store rolling stock. This is to accommodate the second and final stage of moving their facilities from Andrews Crescent Reserve to Halswell Domain.

The Board **resolved**:

- (a) That subject to the new lease being granted, to rescind the resolution made by the Community Board acting under delegated authority of the Council at its meeting held on 4 September 2004, to grant CSMEE a lease/licence over part of Halswell Domain.
- (b) To grant under section 54(1)(c) of the Reserves Act 1977, a lease of approximately 1,129 square metres, and a licence of approximately 4,880 square metres over parts of Halswell Domain, the parts being classified recreation reserve contained in Rural Section 40337, of 8.4139 hectares, and Pt Lot 7532 of 6.2240 hectares, to the Canterbury Society of Model and Experimental Engineers, for a period of 33 years, broken into three periods of 11 years each. The lease will be over the areas occupied by the extended train shed, dangerous goods store, marshalling yards, and the proposed club rooms. The licence will be over the areas occupied by the existing boating pond, covered station and platform, pedestrian bridge, turntable, elevated narrow gauge railway, 7.25 inch track, rail bridge, and the proposed tunnel. The grant of any lease being conditional the following conditions:
 - (i) That public notification be given of the extended lease/licence area.
 - (ii) That approval be given by the Minister of Conservation of the extended areas.
 - (iii) That there is a satisfactory outcome of the public consultation process.
 - (iv) That CSMEE having the right to ask for a renewal of their lease for a further term at the end of each of the first two terms, subject to the Council being satisfied that the conditions of the lease have been met, and that there is sufficient need for the facilities and amenities, and that some other use should not have priority in the public interest.
 - (v) That the area covered by the licence agreement being available for public use at all times.
 - (vi) That CSMEE is to obtain all necessary Resource and Building Consents before any development commences upon the site.
 - (vii) That CSMEE is to undertake the implementation of the landscape plan, if required by the Transport and Greenspace Manager, to better integrate the proposed structures into the park environment at the CSMEE's expense. This may include the construction of a footpath between the proposed clubrooms, and the present storage shed and marshalling area.
 - (viii) That the colour scheme for the proposed Clubrooms, and additions to the existing storage shed are to be the same as the existing storage shed.
 - (ix) That the lease/licence terms being negotiated by the Corporate Support Manager in consultation with the Policy and Leasing Administrator – City Environment Unit.
 - (x) That the lease/licence area being maintained by the CSMEE in a safe and tidy condition at all times.

14 Cont'd

- (xi) That sealed car parks that will be required to service the building, which will be a condition of the granting of resource consent for the building, are to be paid for by the CSMEE, being situated as an extension to the proposed Council car park which is to be built behind the proposed children's playground, access to which will be off William Brittan Avenue.
- (xii) That before any tenders are let or work commences upon the site, the CSMEE is to hold discussions with the Transport and Greenspace Manager's designate, the Greenspace Area Contracts Manager – Sockburn Service Centre to ascertain the Council's requirement through the development phase of the construction of the facility.
- (xiii) That a bond of \$2,000 is to be paid by the CSMEE to the Christchurch City Council via the Greenspace Area Contract Manager, Sockburn Service Centre, and a temporary access contract signed before work commences upon the site. The bond less any expenses incurred by the Council will be refunded to the payee upon the completion of the work.
- (xiv) That CSMEE is not to erect tracks or any other structures on the site without prior consultation and approval of the Transport and Greenspace Manager, and if necessary the Council.
- (xv) That CSMEE is to maintain a 600mm mown strip on both sides of the track and to mow the grass in any other areas around the licensed structures which the Parks Maintenance Contractor is unable to access with a ride on mower. These areas of grass are to be maintained to the same standard as the other immediately adjacent grass areas as specified in the Parks Maintenance Contract.
- (xvi) That CSMEE is to obtain the approval of the Transport and Greenspace Unit Manager to the design of the proposed tunnel before applying for the necessary resource and building consents and building the tunnel.
- (xvii) That the Council reserves the right to alter the ground area allocated by way of the licence to the CSMEE from time to time to recognise changes in recreational needs, and use of the area.
- (xviii) That all costs associated with the issuing of the lease, development and subsequent maintenance of all structures, including the cleaning of the pond are to be the responsibility of CSMEE.
- (xix) That the licence agreement is to include a clause which indemnifies the Council and its servants from all claims or demands of any kind, and all liability in respect to any damage or injury occurring to any person or property as a result of the CSMEE's activities on the site.
- (xx) That the CSMEE is to show proof to the Policy and Leasing Administrator that the minimum \$1,000,000 public liability insurance policy does cover it for the use of the public ground licensed area. This policy must be maintained for the duration of the lease licence period.
- (xxi) That the licence will be automatically revoked upon the surrender, or withdrawal of the lease associated with this application.

15. **APPLICATION TO THE RICcarton/WIGRAM 2008/09 YOUTH DEVELOPMENT SCHEME – WHARENUI SWIM CLUB**

The Board considered a report seeking approval of an application for funding from the Board's 2008/09 Youth Development Scheme.

The Board **resolved** that \$250 be allocated to each swimmer, (totalling \$750) as a contribution towards the costs to attend the 2009 Victorian Age Group Championships from the 2008/09 Riccarton/Wigram Youth Development Scheme.

16. APPLICATION TO THE RICCARTON/WIGRAM 2008/09 YOUTH DEVELOPMENT SCHEME – HEATHER DENISE GRAHAM

The Board considered a report seeking approval for funding from the Board's 2008/09 Youth Development Scheme.

The Board **resolved** to allocate \$300 to Heather Denise Graham as a contribution towards her travel expenses from the 2008/09 Riccarton/Wigram Youth Development Scheme.

17. APPLICATION TO THE RICCARTON/WIGRAM 2008/09 YOUTH DEVELOPMENT SCHEME – REBECCA EVELYN WARRINGTON

The Board considered a report seeking approval of an application for funding from the Community Board's 2008/09 Youth Development Scheme.

The Board **resolved** to allocate \$500 to Rebecca Evelyn Warrington as a contribution towards her travel expenses from the 2008/09 Riccarton/Wigram Youth Development Scheme.

18. RICCARTON/WIGRAM COMMUNITY BOARD RECESS COMMITTEE ESTABLISHMENT

The Board considered a report seeking approval to put in place delegation arrangements for matters of a routine nature (including applications for funding) normally dealt with by the Board, to cover the period following its last scheduled meeting for 2008 (being 16 December 2008) up until the Board resumes normal meetings proposed to commence in February 2009.

The Board **resolved**:

- (a) That a Recess Committee comprising the Board Chairperson **or** Deputy Chairperson and any two Board Members be authorised to exercise the delegated powers of the Board for the period following its 16 December 2008 meeting up until the Board resumes normal business proposed to commence in February 2009.
- (b) That the application of any such delegation be reported back to the Board for record purposes.

19. RICCARTON/WIGRAM ENVIRONMENT COMMITTEE – REPORT OF 6 NOVEMBER 2008 MEETING

The Board **received** the report of the Environment Committee meeting of 6 November 2008 and **resolved**:

19.1 REQUEST FOR STREET TREE REMOVAL BRIGHAM DRIVE

- (a) To approve the removal of two trees and replacement with another species.
- (b) To charge the applicant the cost of removal and replacement.

19.2 INVESTIGATION OF NEED FOR SKATEBOARD AREA IN HALSWELL

To request a report from staff on suitable sites and that this matter be prioritised.

20. RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE – REPORT OF 18 NOVEMBER 2008

The Board **received** the report of the Community Services Committee meeting of 18 November 2008 and **resolved**:

20.1 APPLICATION FOR FUNDING TO THE RICCARTON/WIGRAM 2008/09 DISCRETIONARY FUND – HALSWELL TOY LIBRARY BUILDING PROJECT

That \$5,000 be allocated from the Board's 2008/09 Discretionary Fund to the Halswell Toy Library as a contribution towards the Halswell Toy Library Incorporated Building Project.

20.2 APPLICATION FOR FUNDING TO THE RICCARTON/WIGRAM 2008/09 DISCRETIONARY FUND – RICCARTON BAPTIST CHINESE ELDERS' CLUB

That \$1,800 be allocated from the Board's 2008/09 Discretionary Fund as a contribution towards the costs of equipment and outing costs for the Riccarton Baptist Chinese Elders' Club.

20.3 APPLICATION TO THE RICCARTON/WIGRAM 2008/09 DISCRETIONARY FUND – ST COLOMBA'S ANGLICAN CHURCH

That \$3,000 be allocated from the Board's 2008/09 Discretionary Fund as a contribution towards the cost of a van for St Columba's Anglican Church, Hornby.

21. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE – REPORT OF 21 NOVEMBER 2008

The Board **received** the report of the Transport and Roding Committee meeting of 21 November 2008 and **resolved**:

21.1 CLARENCE STREET/DILWORTH STREET INTERSECTION – TRAFFIC SIGNAL INSTALLATION

Bus stops:

- (a) That the bus stop on the west side of Clarence Street commencing at a point 58 metres south from its intersection with Dilworth Street and extending in a southerly direction for a distance of 13 metres be revoked.
- (b) That a bus stop be installed on the west side of Clarence Street commencing at a point 33 metres north from its intersection with Dilworth Street and extending in a northerly direction for a distance of 12 metres.
- (c) That the bus stop on the east side of Clarence Street commencing at a point six metres south from its intersection with Dilworth Street and extending in a southerly direction for a distance of 15 metres be revoked.
- (d) That the bus stop be installed on the east side of Clarence Street commencing at a point 13 metres south from its intersection with Dilworth Street and extending in a southerly direction for a distance of 14 metres.

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Remove Existing No Stopping Restrictions:

- (e) That the existing no stopping restriction on the west side of Clarence Street commencing at the intersection of Dilworth Street and extending in a northerly direction for 47 metres be revoked.
- (f) That the existing no stopping restriction on the east side of Clarence Street commencing on the southern side of the intersection of Dilworth Street and extending in a northerly direction for 14 metres be revoked.
- (g) That the existing no stopping restriction on the north side of Dilworth Street commencing at the intersection of Clarence Street and extending in a westerly direction for 11 metres be revoked.
- (h) That the existing no stopping restriction on the south side of Clarence Street commencing at the intersection of Dilworth Street and extending in a westerly direction for 12 metres be revoked.

New No Stopping Restrictions

- (i) That the stopping of vehicles be prohibited at any time on the west side of Clarence Street commencing at the intersection of Dilworth Street and extending in a northerly direction for 33 metres.
- (j) That the stopping of vehicles be prohibited at any time on the east side of Clarence Street commencing at the intersection of Dilworth Street and extending in a northerly direction for 86 metres.
- (k) That the stopping of vehicles be prohibited at any time on the north side of Dilworth Street commencing at the intersection of Clarence Street and extending in a westerly direction for 91 metres.
- (l) That the stopping of vehicles be prohibited at any time on the south side of Dilworth Street commencing at the intersection of Clarence Street and extending in a westerly direction for 30 metres.
- (m) That the stopping of vehicles be prohibited at any time on the east side of Clarence Street commencing at the intersection of Dilworth Street and extending in a southerly direction for a distance of 13 metres.
- (n) That the stopping of vehicles be prohibited at any time on the east side of Clarence Street commencing at a point 27 metres south of its intersection with Dilworth Street and extending in a southerly direction for a distance of 13 metres.

21.2 KYLE STREET – PROPOSED PARKING RESTRICTIONS

That the stopping of vehicles be prohibited at any time on the north side of Kyle Street commencing at a distance of 39 metres east of its intersection with Seton Street and extending in an easterly direction for a distance of 12 metres.

21.3 KAURI STREET – PROPOSED EXTENSION TO P60 PARKING RESTRICTIONS

That subject to consultation with the Riccarton Bush/Kilmarnock Residents' Association:

- (a) The parking of vehicles currently restricted to a maximum period of 60 minutes on the west side of Kauri Street commencing at a point 22 metres north of its intersection with Riccarton Road and extending in a northerly direction for a distance of seven metres be revoked.

21 Cont'd

- (b) The parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Kauri Street commencing at a point 16 metres north of from its intersection with Riccarton Road and extending in a northerly direction for a distance of 13 metres.

21.4 CASHMERE ROAD – PROPOSED “GIVE WAY” CONTROL

That a “Give Way” control be placed against Cashmere Road at its intersection with Kennedy’s Bush Road.

21.5 DETROIT PLACE – PROPOSED NO STOPPING RESTRICTION

- (a) That all the existing no stopping restrictions in Detroit Place be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the north and western sides of Detroit Place commencing at its intersection with Moorhouse Avenue and extending in a southerly direction for a distance of 69 metres.
- (c) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac of Detroit Place commencing at a point on the north side, 207 metres from its intersection with Moorhouse Avenue and extending for a distance of 78 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south and east side of Detroit Place commencing at its intersection with Moorhouse Avenue and extending generally in a southerly direction for a distance of 223 metres.

21.6 ALTERATIONS TO BUS STOP CORNER OF DOVEDALE AVENUE/WAIMAIRI ROAD

That the report lie on the table and staff be asked to investigate other alternatives to minimise the reduction of car parks.

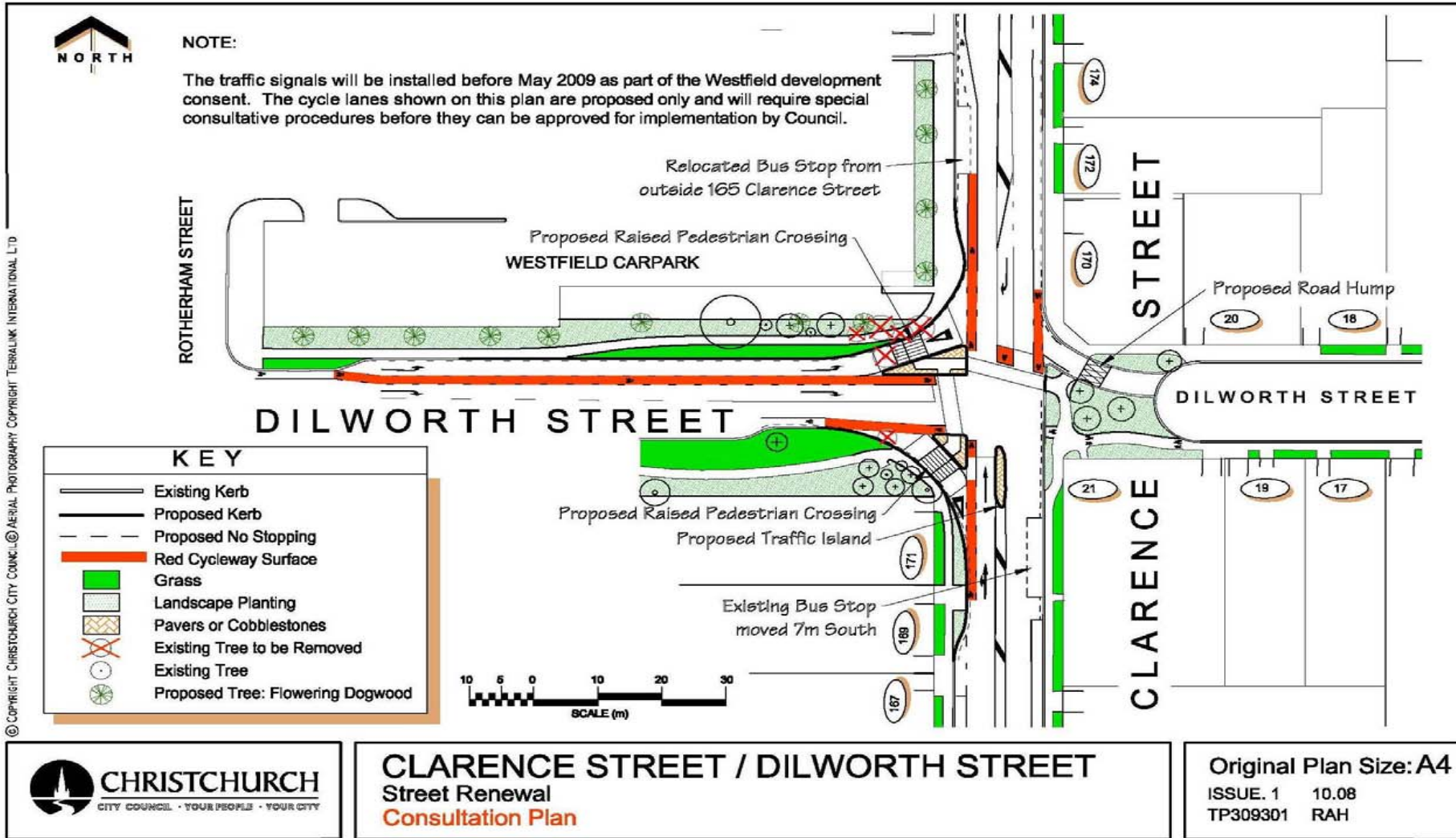
21.7 BUS SHELTER INSTALLATION AT 128 DUNBARS ROAD

That the installation of a bus shelter at the bus stop outside 128 Dunbars Road be approved.

The meeting concluded at 7.25pm.

CONFIRMED THIS 16TH DAY OF DECEMBER 2008

**PETER LALOLI
CHAIRPERSON**



Clause 1 – Attachment 2

Clarence Street Dilworth Street Consultation Feedback

Number	Comment	Project Team Response
1	Supports the installation of traffic signals	NA
	Pedestrian will now be a lot safer	NA
	Please include the cycle lanes	NA
	Please extend the broken yellow lines at least down to 169 Clarence Street	Kerb will be built out and no stopping restriction extended to driveway of 169.
	Please consider construction hours that are appropriate for a residential area.	Work will be carried out during daylight hours and residents will be informed when work will commence.
2	Concerned about high speed cars entering Dilworth Street east from Clarence Street south - needs to be something to restrict this	This is not achievable due to the required positioning of the right turn bay
	Cyclists should be diverted to Peverel St	NA
	Clarence St should be four lanes due to congestion	NA
3	Concern about cars queuing back to corner of Clarence and Peverel	NA
	Will new carpark have an exit/entrance on to Dilworth Street	The new park exit /entrance is onto Rotherham Street.
4	Yes support the concept plan - the sooner the better	NA
5	Yes support the concept plan	NA
6	Yes support the concept plan	NA
	Lights at the other end - Maxwell St & Matipo St	This is beyond the scope of the project
7	Yes support the concept plan	NA
8	Supports the installation of traffic signals	NA
9	Supports the installation of traffic signals	NA
	Appreciate everything which makes pedestrian safer	NA
10	Supports the installation of traffic signals	NA
		NA
11	Presume pedestrian crossing will be installed	NA
	Supports the installation of traffic signals	NA
12	Yes support the concept plan	NA
	Yes support the concept plan	NA

Clarence Street Dilworth Street Consultation Feedback

Number	Comment	Project Team Response
13	Lights will be big improvement in controlling traffic in area	NA
14	Supports the installation of traffic signals	NA
15	Supports the installation of traffic signals - the sooner the better	NA
	Pedestrian will now be a lot safer	NA
16	Supports the installation of traffic signals	NA
17	Supports the installation of traffic signals	NA
18	Supports the installation of traffic signals - long overdue	NA
19	Supports the installation of traffic signals	NA
	Safer option for pedestrians	NA
	Presume that raised median opposite the church on Clarence St will go	Pedestrian island opposite church to remain
20	Supports the installation of traffic signals	NA
	Clarence & Dilworth area should be blocked off	NA
	Would like to include couple of speed bumps in Dilworth St east	Speed hump has been added at entrance to Dilworth Street east
21	Yes support the concept plan	NA
	Dilworth St between Picton Ave & Clarence St should be closed to all traffic	This is beyond the scope of the project
	Speed bumps should be installed in Dilworth St east	Speed hump has been added at entrance to Dilworth Street east
22	Yes support the concept plan	NA
23	Yes support the concept plan - great idea	NA
24	Yes support the signalized pedestrian crossing	NA
	Urge Council to acquire the property at 21 Dilworth St and turn it in "green space"	This is beyond the scope of the project
	Bus stop shelter with adequate seating and "bus finders" would be good	Request has been passed into the appropriate section of the CCC
	Supports the installation of traffic signals	NA

Clarence Street Dilworth Street Consultation Feedback

Number	Comment	Project Team Response
25	Please extend the broken yellow lines at least down to 169 Clarence Street	Kerb will be built out and no stopping restriction extended to driveway of 169
26	A pedestrian crossing should be provided on south side of the intersection	Due to the potential for conflict with the right turning traffic from Dilworth Street a crossing will not be provided on the south side of the intersection
	Painted cycle lane should be slightly raised to make drivers more aware of cycle line	The cycle lane will not be raised. The red surfacing indicates to both motorists and cyclists that there is potential for conflict
	It is unclear where cyclists should go that are turning from Dilworth left into Clarence.	Cyclists will need to choose where they merge with the left turning traffic as there is insufficient space to create a left turn cycle lane
	Cyclist going south have insufficient space to safely pass the bus stop.	The solid median island on the south approach will be shortened and the bus stop on the eastern side of Clarence Street has been moved 7 metres south. This will provide more road space for cyclists.
	In Clarence Street there is insufficient space for a left turning vehicle to stop for pedestrians and clear the cycle lane.	The likelihood of this conflict occurring is minimal.
27	Yes support the concept plan	NA
	Suggest to move existing bus stop	This bus stop is being moved 7 metres south to provide more road space for cyclists traveling south on Clarence Street.
28	Yes support the concept plan	NA
29	Yes support the concept plan	NA

Clarence Street Dilworth Street Consultation Feedback

Number	Comment	Project Team Response
30	Left slip lanes are dangerous for blind and deaf/blind pedestrians.	The kerb build out will slow traffic entering the slip lane on the south approach from Clarence Street and provide better inter-visibility for motorists and pedestrians.
	How high will the platforms be? - the one on the north exit at Northlands on Main North Road appears effective	It is intended to replicate the Northlands model on the slip lanes at this intersection.
	Traffic islands should be cut through	Pedestrian facilities in the traffic islands will be at road level - not raised.
	Need to insure layout of signal pole and tactiles are in line with RTS 14.	Detailed design recognises the RTS 14 guidelines.
	Tactile tiles are needed at the crossing points and also at the entrance to the car parks.	Tactile tiles will be installed at crossing points at the signals. Westfield will be requested to place them at the car park entrance/exits.
	Cycle lanes should be included as part of project and installed at the same time.	It is hoped that the Special Consultative Process will be completed by the time of construction.
	Preference for perpendicular crossing lines	Perpendicular crossing lines are not possible because of the slip lane into Dilworth Street east.
31	Moving the bus stop north on Clarence Street will increase the distances between stops to greater than what is recommended	Discussions with CCC and Ecan has resulted in an agreement with the proposed position of the bus stop and CCC will investigate an additional bus stop being installed further south of the intersection.
32	There no cycle facilities on the south departure of Clarence Street and the built up median creates a squeeze point at the bus stop.	The solid median island on the south approach will be shortened and the bus stop on the eastern side of Clarence Street has been moved 7 metres south. This will provide more road space for cyclists.

Clarence Street Dilworth Street Consultation Feedback

Number	Comment	Project Team Response
33	The left turn into Dilworth Street east appears to be a high speed turn.	A speed hump on this approach will slow traffic.
	Please consider tactile pavers - however this approach (Dilworth St east) does not give priority to pedestrians.	Tactile pavers will be included at the pedestrian crossing points
34	Supports the installation of traffic signals	NA
	Improves safety for pedestrians and cyclists	NA
	Will these lights utilise technology which gives priority to buses?	Potentially this can occur and will be considered as part of the future bus priority project
	Also supports relocation of bus stop	NA

12. 2. 2009

Riccarton/Wigram Community Board 2.12.2008

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Clause 15 – Attachment 1

