

12. 2. 2009

**SPREYDON/HEATHCOTE COMMUNITY BOARD
5 DECEMBER 2008**

**A meeting of the Spreydon/Heathcote Community Board
was held on Friday 5 December 2008 at 8.04am
in the Boardroom, Beckenham Service Centre**

PRESENT: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter and Tim Scandrett.

APOLOGIES: An apology for absence was received and accepted from Sue Wells.

An apology for lateness was received and accepted from Oscar Alpers who arrived at 8.15am and was absent for clause 11 and part of clause 3.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. LINCOLN ROAD HARMAN STREET INTERSECTION SIGNALISATION REVISED



General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Christine Toner, Transport Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to ask the Council to approve for final design, tender and construction, the **attached plan** and associated traffic management resolutions required for signalisation of the Lincoln Road/ Harman Street intersection. The plan also includes two associated changes – the moving of a bus stop and the decommissioning of a zebra crossing.

EXECUTIVE SUMMARY

2. Lincoln Road is an arterial road running south-west from its intersection with Deans Avenue and Moorhouse Avenue at Hagley Park, to its intersection with Halswell Road, Hoon Hay Road and Curletts Road in the south-west. The Christchurch City Plan classifies Lincoln Road as a minor arterial road for the section between Deans Avenue and Whiteleigh Avenue and as a major arterial road for the remaining section between Whiteleigh Avenue and Halswell Road.
3. In 2007 Lincoln Road was carrying a combined average of approximately 19,800 vehicles per day.
4. On 18 September 2007 the Board recommended to the Council that it approve the installation of traffic signals at the intersection of Lincoln Road and Harman Street, which was a requirement of the Resource Consent given for the development of Hazeldean Business Park. The matter was adopted at the Council meeting on 4 October 2008. Also, on 18 September 2007 the Board resolved the angle parking in Hazeldean Road, provision of an outbound bus stop on the south-eastern side of Lincoln Road, and eight 'no parking' restrictions on Lincoln Road, Hazeldean Road and Harman Street, related to the signalisation.
5. Subsequent detailed planning of the signalisation has resulted in several modifications to traffic management, particularly in relation to provision for future bus priority facilities. In conjunction with the signalisation, it was also decided to remove the zebra crossing at Dickens Street/Bernard Street because it no longer serves Lincoln Road adequately, and the new signals provide two additional crossing points. There is already a signalised crossing mid-block outside Addington Town, so there is no need for the zebra crossing as well as the new signals.

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6. The revised layout requires some changes to the 'no stopping' restrictions resolved in September 2007 and these are dealt with in this report by a general revocation and series of new resolutions. In addition, there is a need for new 'no stopping' restrictions in Harman Street to connect those in Lincoln Road with those that were resolved in the kerb and channel renewal report brought to this Board on 19 August 2008.
7. Planned future re-routing of Bus #19 via Harman Street has been taken into account in these changes, with the re-location of the inbound bus stop on the north-western side of Lincoln Road currently outside 351 Lincoln Road to a site outside 359b Lincoln Road.
8. The proposed plan features:
 - Signalisation of all four legs of the Lincoln Road/Harman Street intersection with integrated pedestrian crossings on each segment.
 - New 'No stopping' restrictions on Lincoln Road on both the north and south sides.
 - The removal of the zebra crossing currently located across Lincoln Road to the south of Barnard and Dickens Street and the removal of the kerb build-out on the south side, which creates seven new vehicle parking spaces.
 - The shifting of the inbound bus stop from just north-east of the intersection of Barnard Street and Lincoln Road to a new location outside 359b Lincoln Road (outside the carwash business). (This will now provide a 'pair' for the outbound bus stop resolved in September 2007). This bus stop will be indented to make more road space in this vicinity.
9. In addition, the outbound bus stop resolved in September 2007 was then 36 metres long. The current proposal requires this bus stop to be 18 metres long and this is dealt with by a revocation and new resolution in this report.
10. Consultation on an 'inform' basis on the proposed intersection, no stopping and pedestrian crossing changes was carried out in August/September 2008. Thirty-eight responses were received, of which 33 were specifically or generally in support of the project and five were not in favour. Details are provided in paragraphs 31-33.
11. Initially, after consideration of the feedback, no changes to the proposed plan were considered necessary. However, at the request of the Spreydon/Heathcote Community Board after the initial presentation of Option 1 (on 21 October 2008) and three deputations from concerned members of the public, Council staff reviewed and made changes to the initial recommended option and also developed three further options for consideration in order to meet the requests made in the deputation for the retention of parking on Lincoln Road. It should be noted that Lincoln Road is an arterial road and thus has the main function of facilitating movement of traffic; access to properties is of a much lower priority for such roads. The three additional options differed from the earlier recommended option only in the treatment of the section of Lincoln Road between Harman Street and Dickens Street.
12. All four options accommodated the requests of one deputation to give more care to the safety and convenience of cyclists on Lincoln Road, and for the other deputations they added a 30 minute parking restriction to several parking spaces in Harman Street and Dickens Street to increase parking turnover in order to help customers of the affected businesses to achieve a parking space within a 20-30 metre walking distance from the businesses. All three new options were designed to provide parking outside 372 Lincoln Road, at the request of the Board.
13. At the Board meeting on 7 November 2008 these three new options were discussed informally with the Board and with one of the parties who earlier made a deputation opposing the loss of parking outside their business premises at 372 Lincoln Road.

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14. **Option 1a (the recommended option)** requires the removal of parking on Lincoln Road to accommodate on-road cycle lanes. Option 1a is basically the same as Option 1 as presented to the Spreydon/Heathcote Community Board on 21 October 2008, with changes as requested – indenting the inbound bus stop and with 30 minute restricted parking on three parking spaces in Harman Street near Lincoln Road, and three spaces on each side of Dickens Street near Lincoln Road.
15. **Option 2** requires the realignment of the kerb line extending from Harman Street to Dickens Street to provide space for parking and a cycle lane as well as a traffic lane. The costs associated with this option include the protection of underground cabling and are estimated to be \$85,000.
16. **Option 3**, featuring an off-road shared cycle and pedestrian path, was produced at the request of the Board but was opposed by Council staff and specialist consultants, and was subsequently rejected by the Board, so is not included in this report.
17. **Option 4** allows the shortening of the right turn bay for traffic turning into Harman Street from the south-western Lincoln Road approach to allow for two parking spaces and on-road cycle lanes without moving the kerb. This option is similar to the layout already approved by the Council on 4 October 2007 at the recommendation of this Spreydon/Heathcote Community Board meeting of 17 September 2007.
18. Further detail on options 1a, 2 and 4 is given starting at paragraph 54.
19. The parking survey shows that parking demand does support the retention of parking spaces on Lincoln Road as, at the most, any time only three of the six spaces were occupied. The Safety Audit recommends Option 1a as the best option, with Option 4 as the second option as it is considered to be safer than Option 2.
20. Council staff continue to recommend Option 1a and offer Option 4 as the most suitable alternative should the Board still wish to retain parking on Lincoln Road outside the concerned businesses.

FINANCIAL IMPLICATIONS

21. The developer of the Hazeldean Business Park will be responsible for all the costs associated with the installation of traffic signals.
22. There is no budgeted funding for the additional costs involved with Option 2. The developer has stated that they are not prepared to accept responsibility for these extra costs. A legal opinion from the Council is still pending at the time of writing this report but will be tabled at the 5 December 2008 meeting.
23. The decommissioning of the zebra crossing and the indenting of the inbound bus stop will be funded through existing operational budgets.

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

24. Not applicable except for the zebra crossing as explained above.

LEGAL CONSIDERATIONS

25. There are no property issues associated with this project. Community board resolutions are required to revoke the existing traffic restrictions, the zebra crossing and bus stops and to approve the new parking restrictions and bus stops.

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

26. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

27. As above.

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

28. As above.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

29. The proposal in Option 1a is consistent with key Council strategies such as the City Plan Section 7.2.1; Christchurch City Council Parking Strategy (2003); Road Safety Strategy, Pedestrian Strategy; Cycling Strategy and the Citywide Public Transport Priority Plan 2004 and the Metro Strategy 2006-2012. (See paragraphs 45 and 47).
30. Parking aspects of Options 2 and 4 do not align with these strategies although Option 2 may be an acceptable option in the future when Bus Priority plans for the Lincoln Road corridor are developed in two or three years time.

CONSULTATION FULFILMENT

31. A consultation leaflet outlining the proposed changes was distributed by letterbox drop to 550 businesses and households in the area and a further 100 were emailed to stakeholders. The leaflet stated that the basis of the consultation was to 'inform' (since the changes were safety related or mandatory for the fulfilment of the signals and future bus priority changes), but that questions would be welcomed. This was carried out in August/September 2008.
32. A summary of feedback and project team responses is available on request. Thirty-eight responses were received, of which 33 were specifically or generally in support of the project and five were not in favour. There were nine generally positive and encouraging comments, twelve forms returned with no comments, and one received from Rock Gas with As-Built plans enclosed. Five submitters asked a series of questions in relation to the future bus priority plans (in the main concerned to know whether the plans take the bus priority planning into account), and these were worked through by phone and in person with the parties involved. Seven submitters made comments about street parking, with two businesses strongly opposed to the loss of street parking on the south-east side of Lincoln Road between Harman Street and Dickens Street, and on the south-west side of Harman Street, due to concerns that customers will not stop at their businesses if they have to walk any distance. Of three submissions about pedestrian crossings, two were in favour of removing the zebra and one business person questioned its removal but commented that his staff often remark how dangerous it is. Five people submitted cycle and pedestrian issues, with some asking a series of questions, one asking for tactile paving and facilities for sight-impaired pedestrians, and two people questioned the locating of the bus stop on the north-west side of Lincoln Road over the cycle lane. Three questions related to traffic speed in Harman Street, one to re-routing traffic via Grove Road instead of Harman Street, and a series of technical questions from one submitter asked about city growth, traffic flow and transport policies. One person said that underground services would be a good idea. All these issues were discussed in depth and a report of team responses is available on request. Initially no changes to the plan were considered necessary.

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33. The property developer confirmed their earlier acceptance of the proposal to place the bus stop on the south-east side of Lincoln Road between Hazeldean Road and Harman Street (September 2007). The owners and the new tenant of 359b Lincoln Road (Ultimate Car Wash) have given positive feedback on the proposal to relocate the north side bus stop and shelter outside this property.
34. After receipt of deputations and on request of the Spreydon/Heathcote Community Board, changes have been made to the recommended option (Option 1a), and three further options were considered. Options 2 and 4 were then Safety Audited. Option 1 had previously been subject to a safety audit.

STAFF RECOMMENDATION

It is recommended that the Council adopt the following revocations and resolutions for Lincoln Road and Harman Street for approval of Option 1a by the Council.

If the Council does not adopt this option, then the staff recommendation is that the Council resolve to approve option 4. Option 1a is, from a traffic engineering perspective, still seen as preferable to Option 4, as it will operate more efficiently, which is important given the status of Lincoln Road as an arterial road. Alternative resolutions for Option 4 are provided at the end of this section.

General revocation:

- (a) That all restrictions (intersection controls, no stopping, time parking, bus stops and zebra crossing), excluding the existing cycle lanes on the north-west and south-east sides of Lincoln Road commencing at a point 41 metres south west of its intersection with Bernard Street and extending in a north-easterly direction for a distance of 252 metres, be revoked.

'No Stopping' Restrictions:

- (b) That the stopping of vehicles be prohibited at any time on the north-west side of Lincoln Road commencing at its intersection with Bernard Street and extending in a south-westerly direction for a distance of 25 metres.
- (c) That the stopping of vehicles be prohibited at any time on the north-west side of Lincoln Road commencing at its intersection with Bernard Street and extending in a north-easterly direction for a distance of 164 metres.
- (d) That the stopping of vehicles be prohibited at any time on the north-west side of Lincoln Road commencing at a point 66 metres north-east of its intersection with Harman Street and extending in a north-easterly direction for a distance of 25 metres.
- (e) That the stopping of vehicles be prohibited at any time on the south-east side of Lincoln Road commencing at its intersection with Dickens Street and extending in a south-westerly direction for a distance of 12 metres.
- (f) That the stopping of vehicles be prohibited at any time on the south-east side of Lincoln Road commencing at its intersection with Dickens Street and extending in a north-easterly direction to its intersection with Harman Street.
- (g) That the stopping of vehicles be prohibited at any time on the south-east side of Lincoln Road commencing at its intersection with Harman Street and extending in a north-easterly direction for a distance of 33 metres.
- (h) That the stopping of vehicles be prohibited at any time on the south-east side of Lincoln Road commencing at a point 51 metres north-east from its intersection with Harman Street and extending in a north-easterly direction for a distance of 13 metres.

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- (i) That the stopping of vehicles be prohibited at any time on the south-east side of Lincoln Road commencing at a point 77 metres north-east from its intersection with Harman Street and extending in a north-easterly direction for a distance of 28 metres.
- (j) That the stopping of vehicles currently prohibited on the north-east side of Harman Street commencing at its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 17 metres be revoked.
- (k) That the stopping of vehicles currently prohibited on the south-west side of Harman Street commencing at its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 10 metres be revoked.
- (l) That the stopping of vehicles be prohibited at any one time on the north-east side of Harman Street commencing at its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 24 metres.
- (m) That the stopping of vehicles be prohibited at any one time on the south-west side of Harman Street commencing at its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 38 metres.

Parking

- (n) That the parking of vehicles be restricted to a maximum period of 30 minutes:
 - (i) On the south-east side of Lincoln Road, commencing at a point 12 metres south-west of its intersection with Dickens Street and extending in a south-westerly direction for a distance of 65 metres;
 - (ii) On the north-east side of Harman Street commencing at a point 23 metres from its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 18 metres;
 - (iii) On the north-east side of Dickens Street commencing at a point 20 metres from its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 52 metres;
 - (iv) On the southwest side of Dickens Street commencing at a point 16 metres from its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 18 metres.

Bus Stops

- (o) That an indented bus stop with a bus shelter be installed on the north-west side of Lincoln Road commencing at a point 48 metres north-east of its intersection with Harman Street and extending in a north-easterly direction for a distance of 18 metres.
- (p) That an indented bus stop with a bus shelter be installed on the south-east side of Lincoln Road commencing at a point 33 metres north-east of its intersection with Harman Street and extending in a north-easterly direction for a distance of 18 metres.

Traffic Signals

- (q) That the intersection between Lincoln Road and Harman Street be controlled by traffic signals.

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Note: Should Option 4 become the selected option, the following resolutions will be required:

Item (f) should be revised to read:

(f) That the stopping of vehicles be prohibited at any time on the south-east side of Lincoln Road commencing at a point 18 metres north-east of its intersection with Dickens Street and extending in a north-easterly direction to its intersection with Harman Street.*

An additional item (n)(v) should be added:

(n) That the parking of vehicles be restricted to a maximum period of 30 minutes:

(v) On the south-east side of Lincoln Road, commencing at a point 5 metres from its intersection with Dickens Street and extending in a north- easterly direction for a distance of 13 metres.

BOARD RECOMMENDATION

The Board did not agree with the staff recommendation of option 1a. Instead, the Board **decided** to recommend that the Council adopt the following revocations and resolutions for (Lincoln Road and Harman Street) for approval of Option 4 as follows:

Option 4 allows the shortening of the right turn bay for traffic turning into Harman Street from the south-western Lincoln Road approach to allow for two parking spaces and on-road cycle lanes without moving the kerb. This option is similar to the layout already approved by the Council on 4 October 2007 at the recommendation of this Spreydon/Heathcote Community Board meeting of 18 September 2007.

Furthermore, that the Community Board expresses its concern that the downstream traffic effects were not sufficiently considered at the time of the resource consent application and the Board suggests that the Council should give more consideration to the down and upstream effects of traffic considerations when new resource consents are proposed.

That the Council staff consider learning from this matter with respect to the overall engagement process with a view to better decision making.

General revocation:

(a) That all restrictions (intersection controls, no stopping, time parking, bus stops and zebra crossing), excluding the existing cycle lanes on the north-west and south-east sides of Lincoln Road commencing at a point 41 metres south-west of its intersection with Bernard Street and extending in a north-easterly direction for a distance of 252 metres, be revoked.

'No Stopping' Restrictions:

(b) That the stopping of vehicles be prohibited at any time on the north-west side of Lincoln Road commencing at its intersection with Bernard Street and extending in a south-westerly direction for a distance of 25 metres.

(c) That the stopping of vehicles be prohibited at any time on the north-west side of Lincoln Road commencing at its intersection with Bernard Street and extending in a north-easterly direction for a distance of 164 metres.

(d) That the stopping of vehicles be prohibited at any time on the north-west side of Lincoln Road commencing at a point 66 metres north east of its intersection with Harman Street and extending in a north-easterly direction for a distance of 25 metres.

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- (e) That the stopping of vehicles be prohibited at any time on the south-east side of Lincoln Road commencing at its intersection with Dickens Street and extending in a south-westerly direction for a distance of 12 metres.
- (f) That the stopping of vehicles be prohibited at any time on the south-east side of Lincoln Road commencing at a point 18 metres north-east of its intersection with Dickens Street and extending in a north-easterly direction to its intersection with Harman Street.
- (g) That the stopping of vehicles be prohibited at any time on the south-east side of Lincoln Road commencing at its intersection with Harman Street and extending in a north-easterly direction for a distance of 33 metres.
- (h) That the stopping of vehicles be prohibited at any time on the south-east side of Lincoln Road commencing at a point 51 metres north-east from its intersection with Harman Street and extending in a north-easterly direction for a distance of 13 metres.
- (i) That the stopping of vehicles be prohibited at any time on the south-east side of Lincoln Road commencing at a point 77 metres north-east from its intersection with Harman Street and extending in a north-easterly direction for a distance of 28 metres.
- (j) That the stopping of vehicles currently prohibited on the north-east side of Harman Street commencing at its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 17 metres be revoked.
- (k) That the stopping of vehicles currently prohibited on the south-west side of Harman Street commencing at its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 10 metres be revoked.
- (l) That the stopping of vehicles be prohibited at any one time on the north-east side of Harman Street commencing at its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 24 metres.
- (m) That the stopping of vehicles be prohibited at any one time on the south-west side of Harman Street commencing at its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 38 metres.

Parking

- (n) That the parking of vehicles be restricted to a maximum period of 30 minutes:
 - (i) On the south-east side of Lincoln Road, commencing at a point 12 metres south-west of its intersection with Dickens Street and extending in a south-westerly direction for a distance of 65 metres;
 - (ii) On the north-east side of Harman Street commencing at a point 23 metres from its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 18 metres;
 - (iii) On the north-east side of Dickens Street commencing at a point 20 metres from its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 52 metres;
 - (iv) On the south-west side of Dickens Street commencing at a point 16 metres from its intersection with Lincoln Road and extending in a south-easterly direction for a distance of 18 metres.
 - (v) On the south-east side of Lincoln Road, commencing at a point 5 metres from its intersection with Dickens Street and extending in a north-easterly direction for a distance of 13 metres.

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Bus Stops

- (o) That an indented bus stop with a bus shelter be installed on the north-west side of Lincoln Road commencing at a point 48 metres north-east of its intersection with Harman Street and extending in a north-easterly direction for a distance of 18 metres.
- (p) That an indented bus stop with a bus shelter be installed on the south-east side of Lincoln Road commencing at a point 33 metres north-east of its intersection with Harman Street and extending in a north-easterly direction for a distance of 18 metres.

Traffic Signals

- (q) That the intersection between Lincoln Road and Harman Street be controlled by traffic signals.

BACKGROUND (THE ISSUES)

- 35. As the signalisation of the intersection has been through a Resource Consent process, and the no stopping is a requirement of the traffic signal installation, there are no opportunities for the public or other stakeholders to influence this change, but their comments have been considered, questions answered and several options considered in an effort to meet their requests whilst complying with Council Strategies and budget constraints.
- 36. The bus stop re-location is a safety and efficiency measure and is essential in order to tie in with proposed new routing of the bus that currently goes down Grove Road – it will in future go along Lincoln Road and into Harman Street and vice versa. There is no other safe and suitable location for the bus stop on either side of Lincoln Road so there is no alternative for this relocation. The immediate neighbours of the new sites have been consulted and have accepted the proposal.
- 37. The decommissioning of the zebra crossing is a safety measure as zebra crossings (without raised platforms) have been shown to significantly reduce safety of pedestrians. As Lincoln Road is an arterial road it is not suitable to install a raised platform for the zebra crossing and it is therefore the opinion of Christchurch City Council officers that the crossing should be removed. The introduction of signalised pedestrian crossings at the new intersection signals will provide opportunity for pedestrians to cross Lincoln Road safely. There is also another signalised pedestrian crossing mid block towards Parlane Street. Therefore there is little opportunity for stakeholders and the public to prevent the closure of this crossing but their comments have been considered and questions answered.
- 38. The safety auditor's finding was: Compared to option 2, option 4 appears to be the safer alternative to accommodate parking on Lincoln Road. However, when compared to Option 1a with no on-street parking, safety audited previously, Option 1a is preferred because it provides a better left turn into Dickens Street without blocking Lincoln Road and the shape of the right turn bay is a more natural alignment.

Future bus priority

- 39. The section of Lincoln Road covered by the plan is specified as a future bus priority site. It is the seventh of ten bus priority corridors to be investigated as part of the Citywide Public Transport Priority Plan 2004 and the Metro Strategy 2006-2012 which aims to decrease traffic congestion and promote sustainability. A recent scoping study indicated that a shared bus/cycle lane is likely to be needed for both the outbound (ie the south-east side) and inbound directions along Lincoln Road.
- 40. Further scheme assessment is anticipated for 2010 to determine whether this would be a permanent or part-time bus lane.

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41. Senior Council staff consider that it would be premature and inappropriate to embark on any major expenditure in advance of bus priority scheming as the experience gained with the first few corridors will guide planning of the latter corridors.
42. In light of the future bus priority designation for Lincoln Road any kerb alignment and parking provision chosen for the current requirement ought to be compatible with future changes expected for the road to avoid constructing a ratepayer-funded asset that will be removed again in the near future.
43. The proposed traffic signals will give Halswell-bound buses an advanced bus signal, so that buses can proceed straight ahead from the kerbside lane ahead of other traffic. As this lane is also shared with straight ahead cyclists, cyclists will also get an advanced green cycle light, so that buses are not held up behind bikes.

Road hierarchy

44. Lincoln Road, in the vicinity of the site in question, is classified as a minor arterial road, although it is also important to note that at Whiteleigh Avenue Lincoln Road becomes a major arterial road.
45. The City Plan Section 7.2.1 outlines the hierarchy of roads (major and minor arterials, collector and local roads). The function of an arterial road is primarily to facilitate traffic movement; as a result, providing access to property and on-road parking are not high priorities for arterial roads.

Parking

46. As previously mentioned, the main motivation for investigating further changes to the layout proposed initially was that it required the removal of six parking spaces from the properties with frontage on Lincoln Road located between Dickens Street and Harman Street. Various ways of allowing some or all of these spaces to remain were investigated.
47. The Christchurch City Council Parking Strategy (2003) states: "Arterial roads place higher priority on the safe movement of people and goods, such as high occupancy carrying vehicles and loading zones for the pick-up and delivery of goods. The "movement of people and goods" is not limited to vehicular-based movement, but also includes cycling and walking. The parking strategy specifies in several places that parking provision should not come at the expense of adequate cycle and pedestrian provision. This is summed up in policy 4H, which states: "Parking must be provided in such a way that the safety and attractiveness of cycling and walking are not compromised. This may include removing parking in some places where the safety of cyclists and pedestrians is a concern."
48. A parking survey was carried out on Monday 3 November 2008 between the hours of 8am and 6pm. Detail is given in Attachment 3.
49. It can be seen from Table 1 in Attachment 3 that the occupancy rate for the on-street parking outside the caravan sales yard on Lincoln Road (section 5) is among the lowest of the sections. The maximum occupancy rate of the six P30 parking spaces outside the caravan yard throughout the duration of the survey was 50 per cent. It can thus be concluded that the caravan sales yard does not currently require the six parking spaces currently provided.
50. Table 1 also clearly shows that the parking spaces in the surrounding area have sufficient available capacity to cater for the parking demand of section 5 if these spaces were to be removed.

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Cycle provision

51. Cycle lanes are currently provided on Lincoln Road. Christchurch City Council count data indicates an average cycle traffic volume of approximately 600 cyclists per day (i.e. 300 cyclists per day in each direction) this puts it among the city's most highly trafficked routes in terms of cycling.
52. For the option development, it was intended that the current level of provision should be continued, regardless of the traffic signals installation. It is also acknowledged that, due to current Council legislation, removal of the existing cycle lanes would require a special consultative procedure.
53. The cycle lanes through this section of road are existing, and therefore there is no requirement for a new Special Consultative Procedure. The existing cycle lanes will be formalised in the collective SCP that will deal with all existing cycle lanes in the city.

OPTIONS AND ANALYSIS OF OPTIONS

Option 1a – remove parking (recommended option)

54. This option, an amendment of the option originally presented to the Spreydon/Heathcote Community Board on 21 October 2008, involves minimum changes to the current road layout and kerb alignments. The need for a right turn lane into Harman Street results in insufficient width across the corridor to accommodate vehicle lanes, on-road cycle lanes and parking, thus the parking was removed (in accordance with the Christchurch City Council Parking Strategy).
55. If a bus lane is later required for Lincoln Road, the section of Lincoln Road between Harman Street and Dickens Street in Option 1a will only accommodate a 3.2 metre bus/cycle lane, and although this is not optimal it is considered satisfactory as it will only be over a short stretch of road and adjacent stretches will be able to accommodate 4.2 metre bus lanes and thus cyclists or buses will not cause each other excessive delays. Because of the different widths, the shared bus/cycle lane for Option 1a would not be able to be converted to a part time parking/cycle lane.
56. Option 1a provides for three spaces with P30 time-restricted parking along the north-east side of Harman Street and for another three spaces with P30 time restricted parking along both sides of Dickens Street near to Lincoln Road. The nine time-restricted car parks, along with the seven new spaces created by the removal of the zebra crossing on Lincoln Road, will enable frequent parking turnover and deter commuter parking in that area so as to optimise opportunities for customer parking for local businesses.

Option 2 – widen carriageway – not recommended

57. The second option requires the relocation of the kerb on the south-east side of Lincoln Road for the entire section between Dickens Street and Harman Street to allow for parking on the south-east side plus on-road cycle lanes. This layout could, in the future, be converted to allow for a 4.2 m part time shared bus/cycle lane that, during off-peak times, can be used as a parking plus cycle lane.
58. However, this option is not recommended as it is considered to be inferior to Option 4 regarding safety. The recent Safety Audit states: Option 2 allows parking along the eastern side of Lincoln Road in the block from Dickens Street to Harman Street. The consequence of allowing parking along the full length of the block is that the traffic lanes in both directions become squeezed to such an extent that they may become a hazard. The straight-through lane widths would be 3.2 metres and 2.9 metres wide and the right turn lane between them would be 2.7 metres wide. Lincoln Road is an arterial road with high traffic volumes and a significant amount of heavy vehicles. Marking all three lanes at or below minimum standard widths in this busy environment would be unsafe.

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59. Option 2 would also involve capital expenditure of \$85,000 for which there is no available source of funding (subject to outcome of legal review). This cost is partly due to the presence of a fibre optic cable that is located close to the current kerb and would be located under the parking area if Option 2 were implemented.
60. It is not considered likely that the developer can be required to pay for this part of the project as the kerb realignment is not required for the operation of the traffic signals. A legal opinion from the Council is still pending at the time of writing this report.
61. Senior Council staff consider that it would be premature to select this option in advance of planning for Bus Priority for this corridor, scheduled to begin after 1 July 2010. At that time, should a part time shared bus and cycle lane be considered optimal in this situation, it is possible that funding could be allocated from the relevant bus priority budget.

Option 4 – Shortened right turn bay – recommended only as second choice

62. In 2007, prior to any modelling of the intersection or development of signal operations, a scheme plan for the intersection was produced and approved by the Council. This scheme plan was similar to that presented as option one but had a shorter right turn bay for the right turn from the south-west approach of Lincoln Road into Harman Street; because of this it was possible to provide two parking spaces on the south-west side of Lincoln Road whilst still providing an on-road cycle lane.
63. When modelling was performed on the 2007 version of this scheme, it was predicted that a longer right turn bay would be required to best cater for the flows estimated by Christchurch City Council staff. Hence the layout was modified and resulted in the length of the right turn bay presented in Options 1a and 2. (This scheme has now been revised with some changes including the layout at Harman Street and the relocation of bus stops due to Environment Canterbury's rerouting of bus service number 19). The revision is shown here as Option 4.
64. Option 4 still allows some parking on Lincoln Road between Dickens Street and Harman Street without compromising provision for other users. Like option 1a, Option 4 would accommodate a 3.2 metre bus/cycle lane when future bus priority measures are implemented. If this occurs the parking spaces would be removed. It would not be possible to convert the bus/cycle lane into a parking/cycle lane during off-peak times, due to the width.
65. While it is expected that the shortened right turn bay provided in option four will affect the intersection's efficiency it is an option to implement this solution and monitor its performance. Then, when future bus priority measures are introduced, this section of road can be redesigned to enable better movement of all traffic.
66. The result of having a right turn bay of insufficient length is that the right turn queue will extend into the through lane and block through traffic, preventing it from progressing through the intersection during its available time. This causes longer queues to form and is undesirable for the efficiency of the intersection, and for Lincoln Road as an arterial link. It may also cause some safety concerns as drivers wishing to travel straight through may become frustrated that, although they are given a green light, they cannot progress through the intersection because they are blocked by a queue of right turners. This may cause them to take evasive action and perform unsafe manoeuvres either to try to pass the queued right turners or to turn off Lincoln Road in search of a better route.
67. The recent Safety Audit states: Option 4 allows only two parking spaces north of Dickens Street. The cross section shows that lane widths at the intersection are not narrowed significantly. There is sufficient room for the right turn lane to develop before the intersection without significantly impacting on the lane widths. The lane widths will meet the requirements of traffic on this road. **Safety Auditor's Recommendation:** *Option 4 appears to be the safer alternative to accommodate parking on Lincoln Road.*

1 Cont'd

68. The traffic planner and traffic engineers involved in predicting the traffic volumes and modelling the intersection's likely behaviour have much experience and have put careful consideration into the processes, however, any model is just an attempt to approximate reality. It is possible that the intersection will function with a shortened right turn bay.
69. Given this, and the fact that Options 1a and 2 are each undesirable from certain perspectives (Option 1a in terms of parking provision, Option 2 in terms of cost of construction) officers suggested that Option 4 should be considered as a second choice if Option 1a were not to be recommended to the Council.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT



Nicola Martin of Solar Bright Limited spoke to the Board regarding her involvement with St Martins School, in sponsoring a competition which involved educating the school about solar use. The outcome will be the installing the first solar light in Christchurch at the school.

The Chair thanked Mrs Martin for her presentation and advised that there was Board support for the idea of environmental alternatives to current lighting.

3. PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. CORRESPONDENCE

Nil.

6. BRIEFINGS

6.1 Redgrave Street – Neighbour Improvement Project.
This briefing was deferred until 2009.

6.2 Marlene Le Cren, Arts Adviser discussed matters pertaining to a proposed arts committee and involvement with the Spreydon/Heathcote Community Board.

The Board **decided** to request that staff investigate the proposal of a committee on arts related matters and prepare a proposal for the Board to consider including draft terms of reference and the constitution of the committee.

7. FORMULA FOR ELECTED MEMBERS' REMUNERATION 2009/10

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

8. COMMUNITY BOARD ADVISER'S REPORT

The Board **received** an update from the Community Board Adviser on forthcoming Board related activity.

9. ELECTED MEMBERS INFORMATION EXCHANGE

Mention was made of the following matters:

- Land adjacent to the Ernle Reserve.
- Safety matters in relation to vehicles queuing at lower Dyers Pass Road were raised. The traffic management unit was requested to look into the placing of 'queuing' signage at lower Dyers Pass Road to assist with safety concerns. It was further noted that the Cashmere Residents' Association has established a committee on traffic matters and it was suggested that staff should liaise with the Association on traffic matters in the area.
- The Board thanked staff for their involvement in the successful November Fiesta held in Hoon Hay Park recently.
- Board members invitations to the Cracroft Residents Association Christmas BBQ on 12 December at 6pm.

10. MEMBERS QUESTIONS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

11. CONFIRMATION OF MEETING REPORT – 18 NOVEMBER 2008

The Board **resolved** that the minutes of its meetings held on 18 November 2008 be confirmed.

12. APPLICATION TO SPREYDON/HEATHCOTE COMMUNITY BOARD YOUTH ACHIEVEMENT SCHEME – PATRICK WYNNE

The Board considered a report seeking funding assistance from the 2008/09 Youth Achievement Scheme.

The Board **resolved** to allocate \$250 from the 2008/2009 Youth Achievement Scheme to Patrick Wynne towards costs incurred as a member of the Wharenui Swim School Development Squad attending the Victorian Age group championships in Australia in January 2009.

13. APPLICATION TO SPREYDON/HEATHCOTE COMMUNITY BOARD YOUTH ACHIEVEMENT SCHEME – THOMAS PEARCE

The Board considered a report seeking funding assistance from the 2008/09 Youth Achievement Scheme.

The Board **resolved** to allocate \$500 from the 2008/2009 Youth Achievement Scheme to Thomas Pearce towards costs incurred to represent New Zealand in the 2009 Junior World Short Track Speed Skating Championships in Canada, and the 2009 Australian Youth Olympic Festival in Sydney.

12. 2. 2009

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14. APPLICATION TO SPREYDON/HEATHCOTE COMMUNITY BOARD YOUTH ACHIEVEMENT SCHEME – LAUREN MCNICOL

The Board considered a report seeking funding assistance from the 2008/09 Youth Achievement Scheme.

The Board **resolved** to allocate \$250 from the 2008/2009 Youth Achievement Scheme to Lauren McNicol towards costs incurred as a member of the U15 Basketball Pacific South tour to Sydney and Port Macquarie in January 2009.

15. SPREYDON/HEATHCOTE COMMUNITY BOARD RECESS COMMITTEE

The Board considered a report seeking approval to put in place delegation arrangements for matters of a routine nature 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.

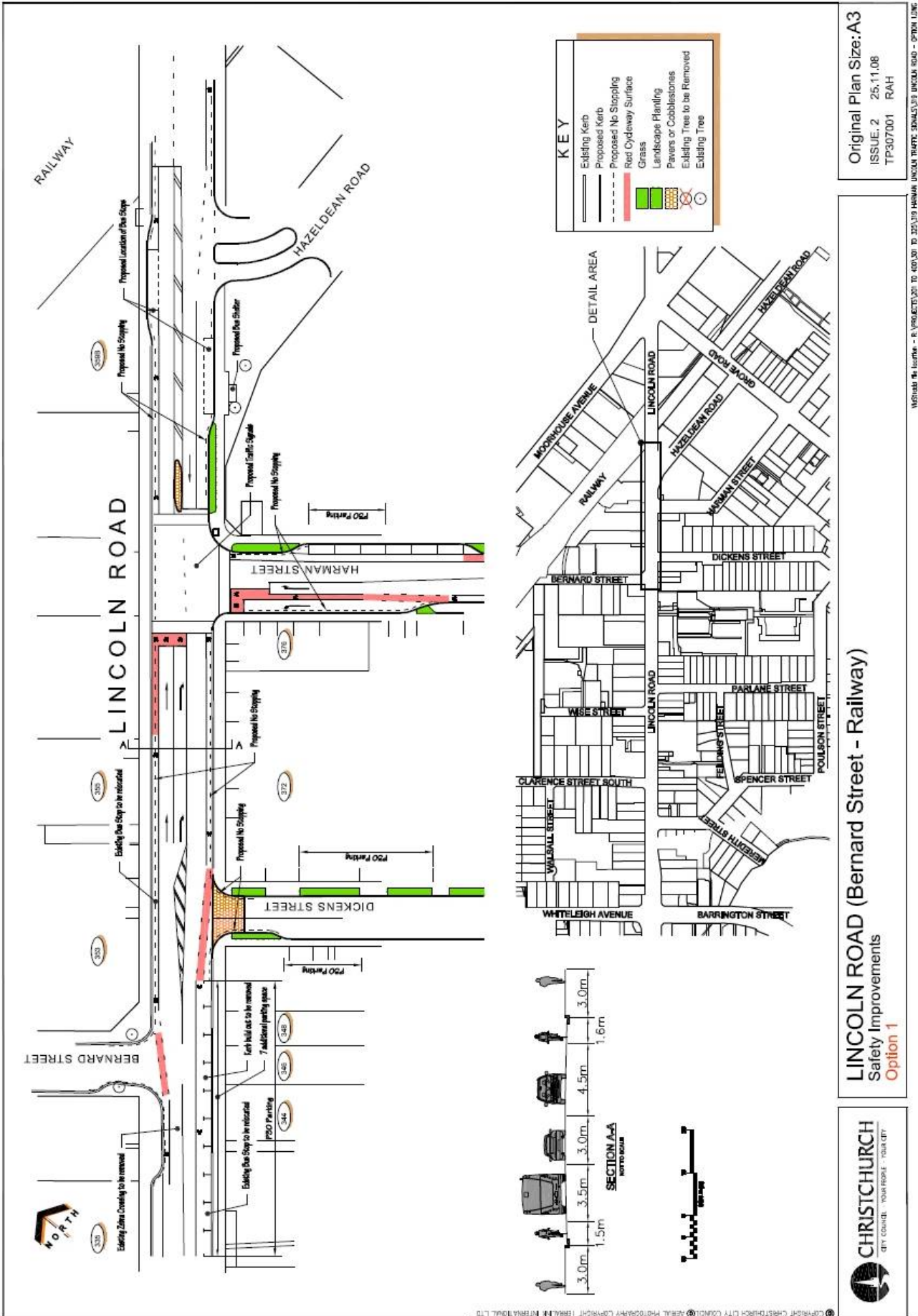
The Board **resolved**:

- (a) That a Recess Committee comprising the Board Chairperson and Deputy Chairperson (or their nominees) 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.

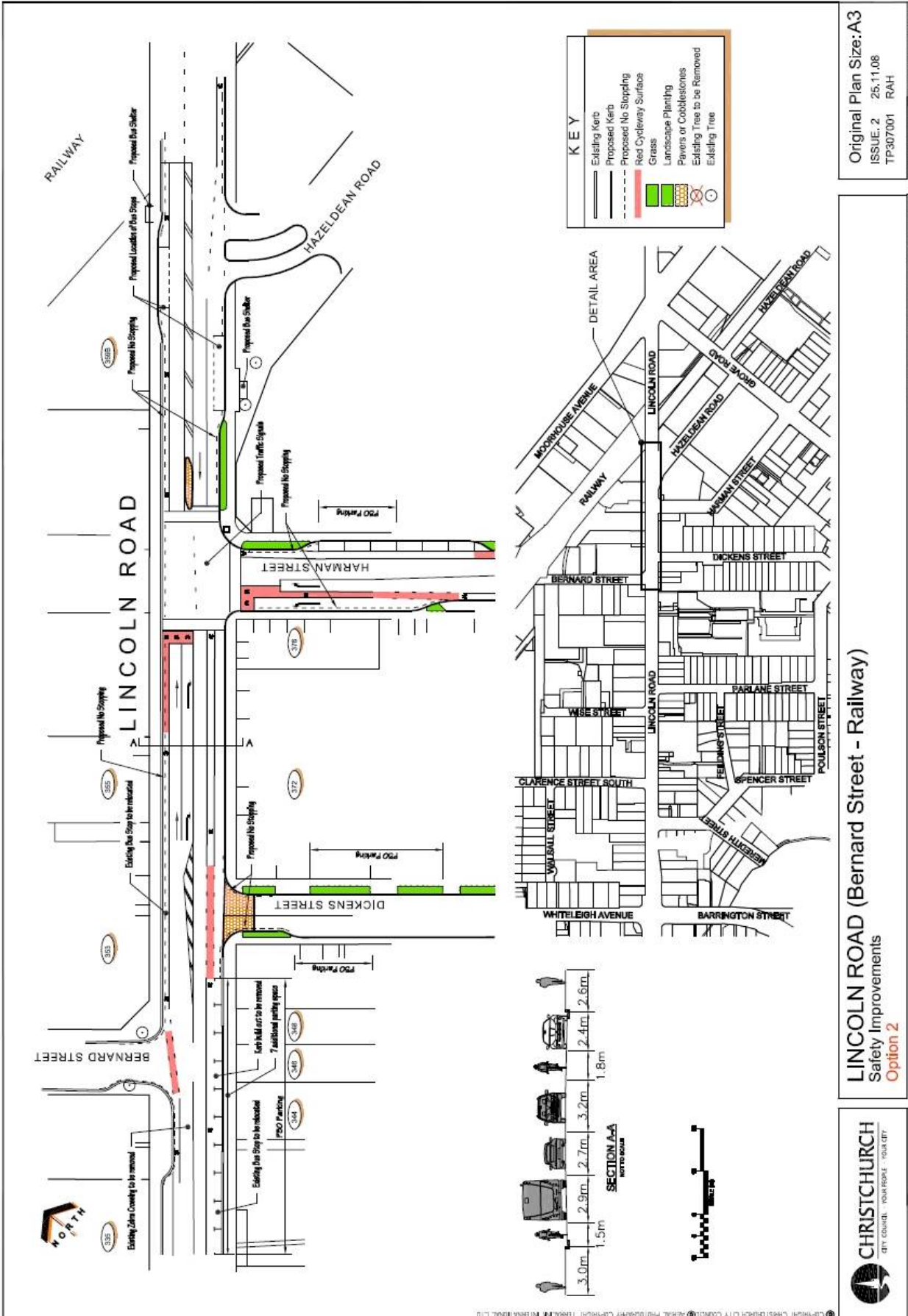
The meeting concluded at 9.43am

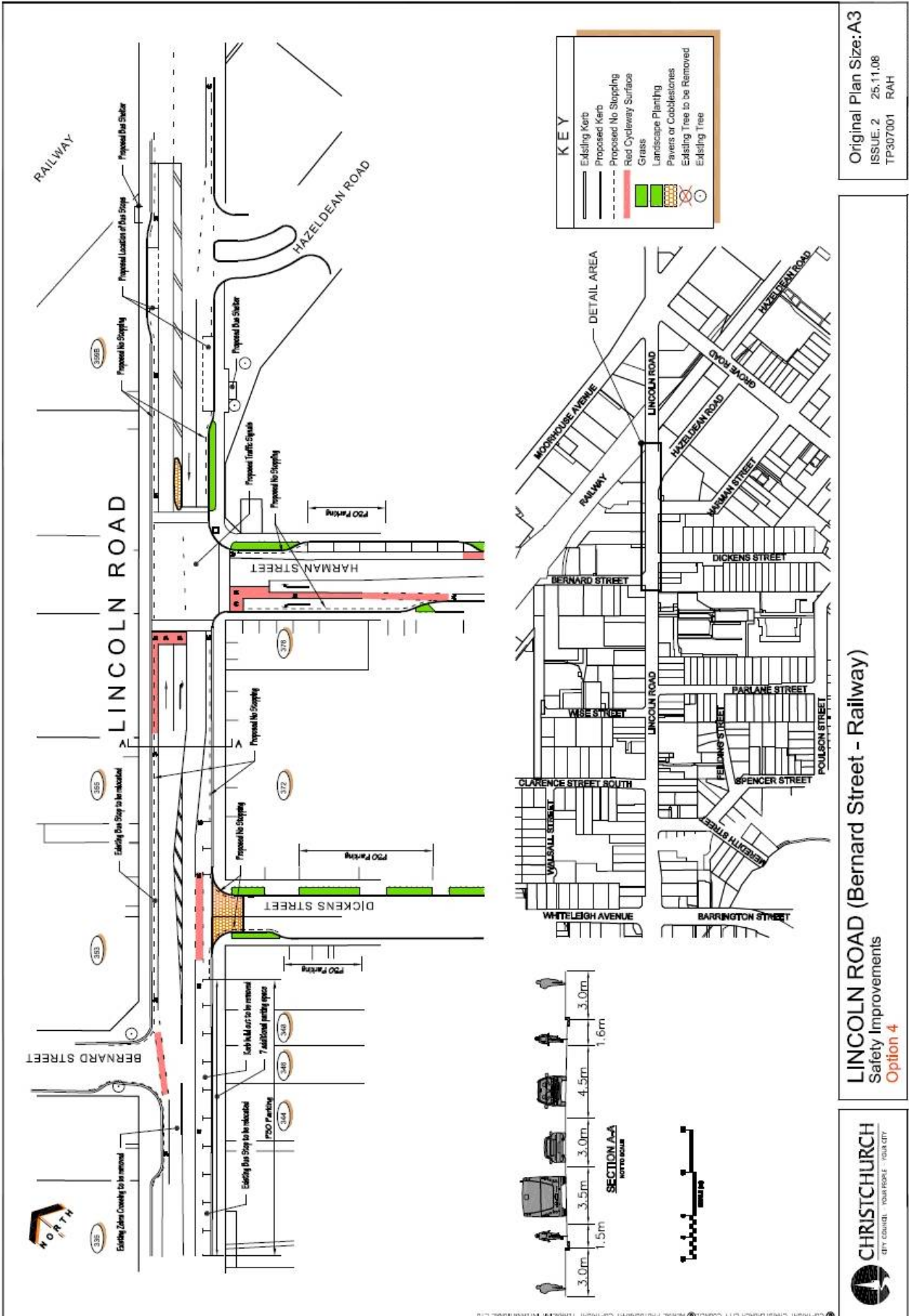
CONSIDERED THIS 16TH DAY OF DECEMBER 2008

**PHIL CLEARWATER
CHAIRPERSON**



CLAUSE 1 - ATTACHMENT 2 – OPTION 2





Lincoln Road Harman Street Intersection Signalisation

Parking Survey

A parking survey was carried out on Monday 3 November 2008 between the hours of 8am and 6pm. The survey area comprised 11 sections and included the stretch of Lincoln Road from Hazeldean Street to halfway between Dickens Street and Parlane Street, the stretch of Harman Street from Lincoln Road to Grove Road, the stretch of Dickens Street from Lincoln Road to Poulsen Street and the stretch of Bernard Street from Lincoln Road to Walsall Street. The survey recorded the first three characters of number plates of vehicles parked in parking spaces in the survey area at half hourly intervals to determine the average occupancy rates and stay lengths for each of the 11 sections. The following table summarises the results of the survey for the 11 sections, geographic detail is given in Appendix 1.

Table 1 : Parking survey summary

Section	Parking Provisions	Occupancy Rate	Average Stay (h)
1	2 P30, 17 NR	50%	7.0
2	7 NR	43%	4.8
3	36 MR	46%	5.4
4	5 P60, 33 NR	42%	3.6
5	6 P30	18%	0.8
6	47 NR	21%	3.6
7	38 NR	14%	2.5
8	3 NR	9%	0.5
9	4 NR	53%	2.0
10	23 NR	40%	2.5
11	27 NR	43%	4.3

It can be seen from Table 1 that the occupancy rate for the on-street parking outside the caravan sales yard on Lincoln Road (section 5) is among the lowest of the sections.

The average occupancy rate (as seen in Table 1) of the six P30 parking spaces outside the caravan yard throughout the duration of the survey was 18 per cent.

At no time were more than three of the six P30 parking spaces outside the caravan yard occupied, throughout the duration of the survey.

It can thus be concluded that the caravan sales yard does not currently require the six parking spaces currently provided.

Table 1 also clearly shows that the parking spaces in the surrounding area have sufficient available capacity to cater for the parking demand of section 5 if these spaces were to be removed.

