

RICCARTON/WIGRAM COMMUNITY BOARD AGENDA

TUESDAY 5 FEBRUARY 2013

AT 5.30PM

**IN THE COMMUNITY ROOM,
UPPER RICCARTON LIBRARY,
71 MAIN SOUTH ROAD, UPPER RICCARTON**

Community Board: Mike Mora (Chairperson), Helen Broughton, Natalie Bryden, Jimmy Chen, Sam Johnson, Judy Kirk, and Peter Laloli

Community Board Adviser

Liz Beaven

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

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1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – (DATE OF LAST MEETING) 2013

The minutes of the Board's ordinary meeting of 22 January 2013 is **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's ordinary meeting of 22 January 2013 be confirmed.

3. DEPUTATIONS BY APPOINTMENT

3.1 OTAUTAHI YOUTH COUNCIL -

Jen Rodgers, Otautahi Youth Council will discuss with the Board the work of the Otautahi Youth Council.

3.2 BUCHANANS ROAD RESIDENTS

3.2.1 Esther Simmons, Resident of Buchanans Road, will discuss with the Board her concerns regarding a temporary accommodation consent that has been granted to a contractor operating in Buchanans Road.

3.2.2 Mrs Helen Thacker, property owner of Buchanans Road, will discuss with the Board her concerns regarding a temporary accommodation consent that has been granted to a contractor operating in Buchanans Road.

3.2.3 Dean James resident of Buchanans Road, will discuss with the Board his concerns regarding a temporary accommodation consent that has been granted to a contractor operating in Buchanans Road.

4. PETITIONS

5. NOTICES OF MOTION

The following notice of motion has been submitted by Helen Broughton pursuant to Standing Order 3.10.1, for the 5 February 2013 meeting of the Riccarton/Wigram Community Board, received on 30 January 2013.

That traffic/parking issues in Leslie and Brake Street be addressed urgently and separately from the larger traffic study. That staff be requested to do an urgent report on options for solving the traffic/parking issues in Leslie and Brake Street.

6. CORRESPONDENCE

7. BRIEFINGS

**RICCARTON/WIGRAM COMMUNITY BOARD
22 JANUARY 2013**

**Minutes of a meeting of the Riccarton/Wigram Community Board
held on Tuesday 22 January 2013 at 5.30pm
in the Community Room, Upper Riccarton Library.**

PRESENT: Mike Mora (Chairperson), Helen Broughton, Natalie Bryden, Jimmy Chen,
Sam Johnson, Judy Kirk and Peter Laloli

APOLOGIES: Nil

The Board observed a minute's silence in respect of Senior Constable Brendon Griebel, Community Constable for Templeton and Halswell, who passed away suddenly on 29 December 2012.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 JUDY AND LIONEL JACKSON RE PARKING ISSUES IN RACECOURSE ROAD

Judy and Lionel Jackson addressed the Board regarding parking issues involving heavy transport vehicles outside 3/109 Racecourse Road including the loss of visibility when exiting their property, the noise resulting from refrigerated units working all night and the starting of trucks in the early hours of the morning.

The Chairperson thanked Mr and Mrs Jackson for their deputation.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

The Board **received:**

- 4.1 A letter from Oak Development Trust thanking the Board for the financial support towards the Community Fun Day held on Saturday, 27 October 2012.
- 4.2 Correspondence from the Central Riccarton Residents' Association requesting the Board to consider a public computer facility in the central Riccarton area as a project for the Council's Capital Endowment Fund: One Off Projects .

The Board **agreed** that the Central Riccarton Residents' Association, with the assistance of staff, develop a more detailed proposal for the Board to consider in the second round of funding applications for the Capital Endowment Fund: One Off Projects.

5. BRIEFINGS

Nil.

6. COMMUNITY BOARD ADVISERS' UPDATE

The Board **received** information on the following:

- Transport and Greenspace Committee - Election of Chairperson

The Board **decided** that the election of a Chairperson to the Board's Transport and Greenspace Committee be deferred until the Board's 5 February 2013 meeting.

- Christchurch City Council Proposed Cemeteries Bylaw and Handbook Review

The Board **decided** that a working party be convened to prepare the Board's submission on the Christchurch City Council Proposed Cemeteries Bylaw and Handbook Review.

7. ELECTED MEMBERS' INFORMATION EXCHANGE

Mention was made of the following items:

- **57 Peer Street** – the Board request to have an update on any current developments proposed for 57 Peer Street.
- **Noble Village Subdivision - Safety Audit** - The Board **agreed** to support Councillors to ask the Council to reconsider its decision regarding a safety audit within the Noble Village Subdivision.

8. MEMBERS' QUESTIONS UNDER STANDING ORDERS

Nil.

PART C – DELEGATED DECISIONS

9. CONFIRMATION OF MEETING MINUTES – 11 DECEMBER 2012

The Board **resolved** that the open minutes of its ordinary meeting of Tuesday 11 December 2012 be adopted, subject to amendments to paragraph 2.1.2 and 2.2.3 stating that Keith Pakallus and Erin Jackson "did not attend" be amended to "could not attend".

The Board **resolved** that the Public Excluded minutes of the its ordinary meeting of Tuesday 11 December 2012 be adopted, subject to Natalie Bryden be recorded as having attended the meeting.

10. NEW ZEALAND LOCAL BOARDS' AND COMMUNITY BOARDS' CONFERENCE 2013 – BOARD MEMBERS' ATTENDANCE

The Board considered a report seeking approval for a number of Riccarton/Wigram Community Board members to attend the 2013 New Zealand Community Boards' Conference in Wanaka on 9 to 11 May 2013.

The Board **resolved** to fund the attendance of up to two members to the Community Board Conference in Wanaka on 9 to 11 May 2013.

The meeting concluded at 6.25 pm.

CONFIRMED THIS 5TH DAY OF FEBRUARY 2013

**MIKE MORA
CHAIRPERSON**

8. WIGRAM-MAGDALA LINK SCHEME

General Manager responsible:	General Manager, City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager, Asset and Network Planning
Author:	John Edmonds, Project Manager

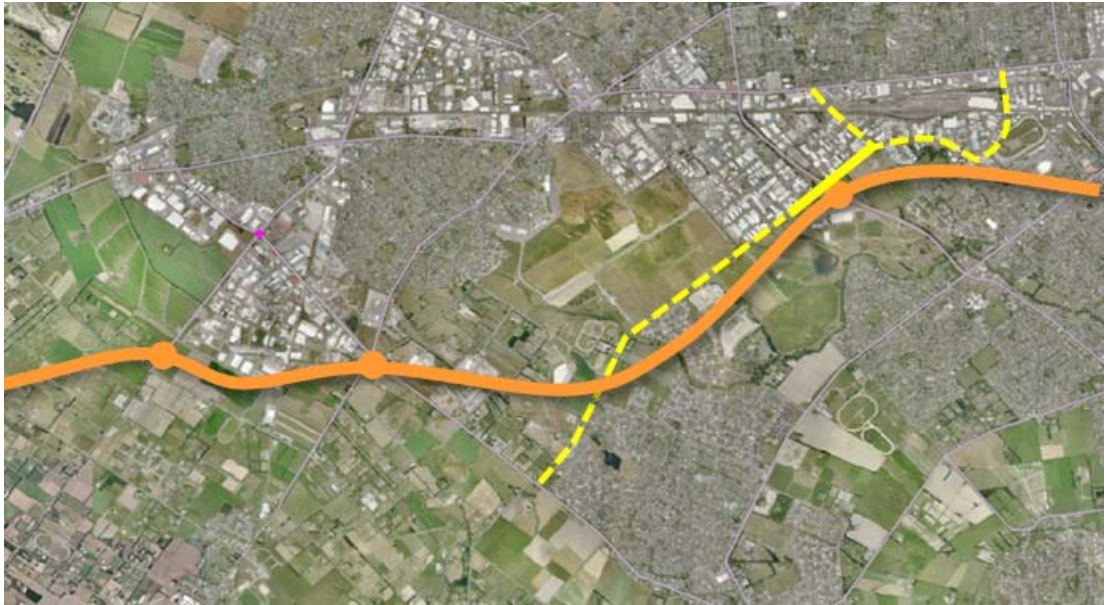
PURPOSE OF REPORT

1. The purpose of this report is to seek the Boards:
 - (a) Approval for the removal of trees to make way for the new link outlined in **Attachment 1**.
 - (b) Support the proposed scheme design for the Wigram-Magdala Link outlined in **Attachments 1 and 2** and as described in this report to enable the project to progress to construction

EXECUTIVE SUMMARY

2. The Greater Christchurch Urban Development Strategy (UDS) has identified south west Christchurch as a major urban growth area and this is accelerating since the earthquakes.
3. The Christchurch to Rolleston and Environs Transportation Strategy (CRETS) and the South West Area Plan Transport Assessment (SWAPTA) identified Wigram Road as one of the new arterial corridors linking the south west with more central part of the city.
4. The Wigram-Magdala Link was included in the 2009-2019 LTCCP and was programmed for implementation from 2010/11 to 2012/13. The redirection of resources following the major earthquakes, has resulted in reprogramming of the project which has been updated in the 2012/13 annual plan and will be included in the draft 2013/22 LTP.
5. The Christchurch Transport Strategic Plan, 2012, confirms this link as a new minor arterial between the south west and more central parts of the city.
6. The objectives of the project are:
 - (a) To provide a link between Wigram Road and Birmingham Drive via a bridge over Curletts Road, connecting to Birmingham Drive via Magdala Place; and
 - (b) To provide for linkage of the Christchurch Southern Motorway Stage 1 (CSM1) cycle paths either side of the Curletts Road interchange.
7. The location of the link is shown in relation to the Christchurch Southern Motorway (shaded tan) in Figure 1.

8 Cont'd

Figure 1. Wigram-Magdala Link (solid yellow line)

8. A study of the impacts of the Wigram-Magdala Link on Birmingham Drive, Annex Road, Wrights Road and Matipo Street, was completed in February 2011. This has since been reviewed. A further project is planned for inclusion in the 2013/22 LTP to manage those impacts. This project is planned to be completed to align with the Wigram-Magdala link.
9. Options for the link were considered during the SWAPTA study in 2008. A Scheme Assessment Report (SAR) Stage 1 was developed for the preferred option in 2009. This was taken to a more detailed level with the SAR Stage 2 in 2010.
10. With initiation of the project in 2010/11, and following the major earthquakes, an update to the SAR Stage 2 was completed in September 2011. This identified an increase in costs of approximately \$12.5M over the previous cost estimates.
11. An economic evaluation using the latest cost estimates, and assessed under New Zealand Transport Agency (NZTA) criteria, results in a Benefit Cost Ratio (BCR) of 2.3. That is, the value of the transport benefits are more than twice the cost of the project. As a result, the project is expected to attract a subsidy from NZTA.
12. The Scheme planning stage has now been completed, and the results are the subject of this report. Following approval of the Scheme Plan, land designations for the new link road, detailed design and construction would follow in the period 2012/13 to 2015/16.
13. The key elements of the scheme consist of:
 - (a) The extension of Wigram Road by a realignment some 20 metres south near the intersection with Treffers Road.
 - (b) A three span bridge approximately 100 metres in length and 16.2 metres wide, across Curletts Road.
 - (c) The extended Wigram Road running parallel to Magdala Place for approximately 300 metres, and rejoining (what was) Magdala Place approximately 150 metres before the Birmingham Road / Annex Road intersection. This closes off Magdala Place from the extended Wigram Road.
 - (d) Signalisation of the Birmingham / Annex / Wigram intersection.
 - (e) A shared pathway on south side of the bridge which can be connected to the CSM1 shared pathways, providing a link across Curletts Road (not provided by CSM1).

8. Cont'd

14. The Scheme Plan Drawing showing the road and bridge alignment, and landscaping, can be seen in Attachment 1.
15. Cross sections of the bridge and off bridge roadway, are shown in Figures 2 and 3 below. The speed restriction to be applied is 50 kilometres per hour.

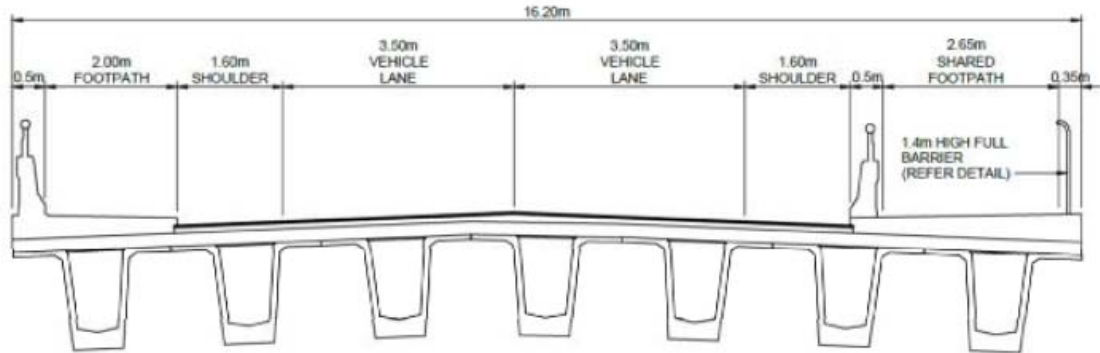


Figure 2. Bridge Cross Section

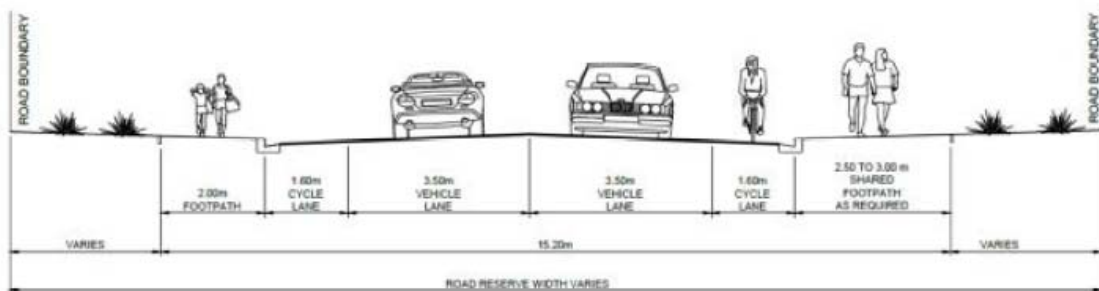
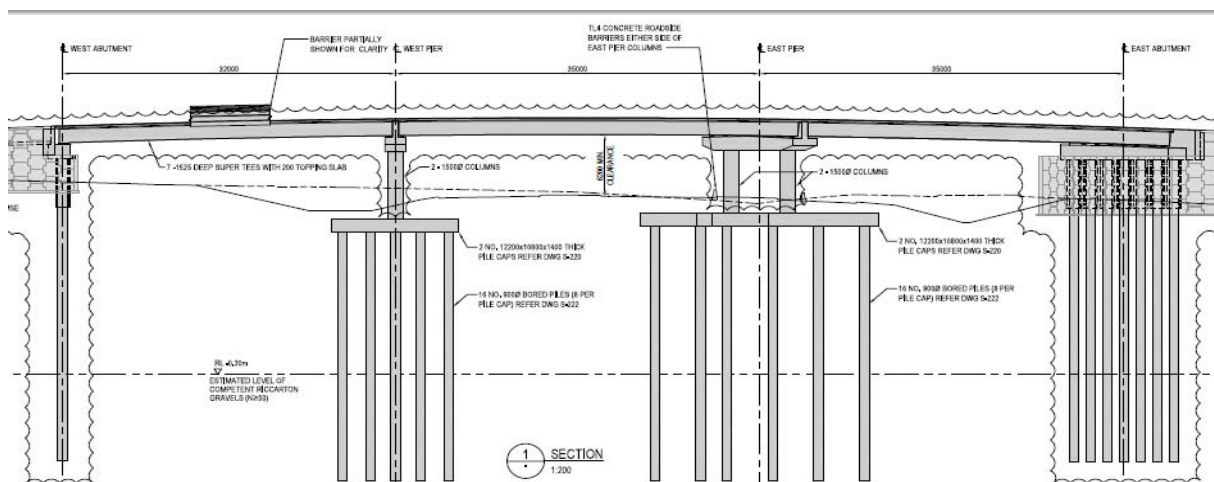


Figure 3. Off Bridge Cross Section

16. Further details of the off-bridge cross sections at various grades, showing landscaping, embankments and retaining walls, can be seen in **Attachment 2**.
17. A requirement of the project was that it be coordinated with the programme for the NZTA project to design and construct the Christchurch Southern Motorway Stage 1 (CSM1). The motorway has a major interchange at Curletts Road. The Wigram-Magdala bridge requires pier foundations to be located within the interchange, as shown in Figure 4 below.



8. Cont'd

- (b) A cycle lane between a dedicated left turn lane and shared ahead / right turn lane on the Annex Road approach.
- (c) The addition of a right turn lane from Wigram Road into Annex Road South, and removal of the island in the associated flush median.
- (d) A refuge for cyclists turning right from Birmingham Drive into Annex Road.
- (e) A single left turn, ahead, and right turn lane on Annex Road South.

22. Further safety audit refinements are shown below:

- The flush median on Birmingham Drive has been widened and extended to assist right turning traffic into Vulcan Place and Print Place.
- A right turn bay and traffic island have been included in the plans for Treffers Road at the intersection with Wigram Road.
- The entrance to the Wigram Road service lane, for properties west of Treffers Road, has been widened.
- Cycle lanes will be painted green at critical locations such as crossing points.
- No stopping lines have been added in the vicinity of the signalised intersection.

23. The final layouts of this intersection, and the Treffers Road / Wigram Road intersection, are shown in the Layout Plans in Attachment 1, (but not in the Landscape Plans).

24. The Council's Transport and Greenspace Arborist Team agree the tree removals proposed in the scheme plan are appropriate given the requirements to provide an improved transport corridor along Wigram Road. However eight Italian Alder trees along the Bayer site boundary, which need to be removed for construction, are to be replanted if possible, otherwise replaced.

25. Key milestones planned for the remaining stages of the project are shown below:

Stage	Completion Date
Detailed Design	Sep 2013
Tenders	Dec 2013
Notice of Requirements & Designation	Jan 2014
Construction	Jan 2016

FINANCIAL IMPLICATIONS

26. The project budget is \$29,964,364, however, \$15,201,476 is subject to 2013/22 Long Term Plan (LTP) approval. Project actual costs to date are \$8.8M and are within budget up to 2012/13 of \$14.7M. The major cost items to date are:

- Land purchase from NZTA \$4.2M
- Construction of the bridge pier foundations before NZTA's completion of the CSM1 Curletts interchange \$3.8M
- Update Scheme Assessment Report, & pier foundation design \$0.4M

27. An economic evaluation using NZTA criteria, results in a Benefit Cost Ratio (BCR) of 2.3. This estimates the value of the transport benefits to be more than twice the cost of the project. The transport benefits are determined from the Net Present Value (NPV) of reductions in: travel time, congestion, vehicle operating costs, accidents, CO2 emissions, and increase in trip reliability.

28. To date the project has attracted a subsidy from NZTA. This is expected to continue to apply to the remaining stages of the project.

8. Cont'd

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

29. The 2009-2019 LTCCP provides \$12,593,000 for the project. This compares to the following chronology of cost estimates prepared by Beca Ltd:

SWAPTA Study, 2008	\$13.9M
Scheme Assessment Report Stage 1, 2009	\$15.3M
Scheme Assessment Report Stage 2, 2010	\$15.3M
Scheme Assessment Report Stage 2 Update, 2011 ¹	\$28.0M

30. The principal items contributing to the sizeable increase in the latest cost estimates above (since the earthquakes) is made up of the below:

New seismic design standards, conservative pier foundation design, CSM1 de-risk ²	\$3,729,000
Increased understanding of ground conditions discovered during construction of the Christchurch Southern Motorway Stage 1	\$2,789,000
Increase in Preliminary & General estimates	\$1,837,000
Additional \$1.1M for New Zealand Transport Agency (NZTA) land purchase. Additional lanes for Annex-Birmingham intersection due to location of SCIRT offices & updated traffic model post the earthquakes	\$1,383,000
NZTA's changes to the design of the Curletts interchange requiring additional use of retaining walls	\$1,133,000
Increase in Investigation, Design & Construction Fees	\$1,044,000
Increase in Landscaping costs	\$423,000
	\$12,338,000

31. A further approximately \$2M (7 per cent) has been allowed to the estimates for rising construction rates over the next three years before completion of the bridge. This results in a draft 2013/22 LTP provision of \$29.9M.

LEGAL CONSIDERATIONS

32. The principal land purchases from NZTA have been completed. Further purchases are required of approximately 1,285 square metres of land from Bayer Ltd along the north side of the western approach to the bridge, and from Bridgestone on the south east corner of the Birmingham Road / Annex Road intersection. These sections of land are shown in **Attachment 2**.
33. Land designations are required from the Council to form a Special Purpose (Road) Zone for the new link road and bridge. This process will commence with the lodgement of a Notice of Requirement, followed by public notification, recommendation and decision-making process before it becomes a designation.
34. Although the requiring authority (Christchurch City Council) is not required to seek approval from NZTA prior to giving notice of its requirement for a designation, the Council would need to consider alternative sites, routes, or methods of undertaking the work and provide this information within its Notice of Requirement.

¹ Plus costs to date and estimated CCC fees totalling approximately \$500K.

² \$710K for temporary diversion road and permanent pile casings

8. Cont'd

35. The Council designation for the bridge will be over the NZTA State Highway designation for Curletts Road below. As such, the Council will need to gain the written consent of the NZTA to undertake any works that will occur within this earlier designation.
36. A Council resource consent will be needed due to the bridge and approach roads being narrower than the City Plan requirements for a minor urban arterial, and because of the exclusion of carparking.
37. Resource consents are likely to be required from Environment Canterbury (Ecan), under the Canterbury Natural Resources Regional Plan (NRRP) and Transitional Regional Plan (TRP), for the following activities:
 - Discharge of storm water (to land or water) may be required depending on the outcome of Christchurch City Council's current global discharge application (CRC091721);
 - Disturbance or deposition of soil within a riparian zone may be required depending on the distance of the proposed activity from the Heathcote River and the dominant slope of the land;
 - Excavation of land over an unconfined or semi-confined aquifer;
 - Deposition of material over an unconfined or semi-confined aquifer; and
 - Works on potentially contaminated land.
38. Although there is no indication from either the Christchurch City Plan, the NRRP or the TRP maps that the site or surrounding land is contaminated, ECan are able to identify contaminated land through their GIS system. If contaminated land is found nearby, the above mentioned consents relating to contaminated land may be required.
39. The above resource consents may be processed on a notified (ie including public notification, submissions and a hearing) or non-notified basis (ie without public notification), and this decision will be made by Environment Canterbury upon receipt of an application.
40. Installation of any parking restriction signs and / or markings must comply with the Land Transport Rule: Traffic Control devices 2004.
41. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install traffic and parking restrictions by resolution.
42. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated 13 December 2007. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control devices.
43. No parking and other resolutions will be the subject of a separate report to the Community Boards once a further detailed topographical survey has been carried out since the major earthquakes.

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

44. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

45. The project is identified in the Planned Capital Programme of the 2009/19 LTCCP, and re-phasing and additional costs allocation is being requested in the 2013/22 LTP Update.
46. It also aligns with the Council's community outcomes for safety and community – a safe city; a city of inclusive and diverse communities; a city of people who value and protect the natural environment; a well governed city; a prosperous city; a healthy city; a city for recreation, fun and creativity; an attractive well-designed city.

8. Cont'd

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

47. As above.

ALIGNMENT WITH STRATEGIES

48. The proposal is also aligned with the following strategies:

- (a) Urban Development Strategy (UDS).
- (b) Christchurch Rolleston Environs Transport Strategy (CRETS) 2007.
- (c) South West Area Plan Transport Assessment (SWAPTA) 2008
- (d) Christchurch Transport Strategic Plan (CTSP) 2012
- (e) New Zealand Land Transport Strategy.

49. The proposal is not fully consistent with the requirements for arterial roads as defined within the City Plan, because of the bridge and approach road widths, and the exclusion of parking.

Do the recommendations align with the Council's strategies?

50. Yes.

CONSULTATION FULFILMENT

- 51. A briefing for the Wigram-Magdala Link was given to the Riccarton/Wigram Community Board on 31 May 2011, and was sent to the Spreydon/Heathcote Community Board on 15 June 2011. The concept plan for public consultation was presented to the Riccarton/Wigram Community Board on 18 October 2011.
- 52. The Community consultation was undertaken during the period from late July 2012 to 20 August 2012.
- 53. Meetings were held with landowners immediately affected by the proposed scheme during late July 2012 in advance of the wider community consultation. The affected parties include landowners adjacent to the new Annex Road/Birmingham Drive/Magdala Place intersection and the landowner affected by the creation of the new Treffers Road intersection with the Link Road. The specific issues resulting from this meeting and the design outcomes have been summarised in **Table 2.2**.
- 54. A Public Information Leaflet (PIL) was provided to landowners and occupiers of properties along the route of the new Link Road. This included the businesses in Magdala Place, Nazareth Avenue and Birmingham Drive.
- 55. The PIL was delivered to the occupiers of 323 properties. A further 286 copies were posted to absentee owners, and a further 272 were distributed to various stakeholders, including Community Board and Council representatives, community organisations, and relevant Council departments. In total, 881 copies of the PIL were distributed prior to the Drop-in day.
- 56. A public drop in session was also held on Monday, 13 August 2012 over a four-hour period. A Feedback form was included in the PIL sent to landowners and occupiers, as well as being available at the Drop-In session.
- 57. In addition, the project was included on the "Have Your Say" section of the Christchurch City Council's website.

8. Cont'd

58. A total of 40 responses were received, with 70 per cent generally in support of the proposal. The table below provides a summary of the responses.

Support	Number of Responses	% of Total Responses
Full Support	23	57.5%
General Support (with suggestion)	5	12.5%
Does Not Support	12	30%
Total	40	100%

Access to Properties

59. The principal concern expressed in the feedback was limitations on, or changes to, access to properties.
60. Access to six and eight Magdala Place will be able to be made by left turning off the new link road. Right turn access or extension of the service lane was requested. The flush median leading to the signalised intersection along Magdala Place will be widened to 2.5 metres wide, providing a waiting bay for right turning vehicles to the above properties. There is insufficient room to extend the service lane (without taking land off existing owners), and would create a junction with the new arterial at an unsafe distance from the Birmingham/Annex intersection.
61. Significant delays would be created, and there would be safety concerns, for vehicles (including b-train truck and trailer units) using the existing access to the Bayer site, immediately adjacent to the proposed intersection of Treffers Road with the extended Wigram Road. Provisional agreement has been reached that will enable a new access at the north end of the Bayer site.
62. To provide safe access for truck and trailer units to the Bayer warehouse, a short section of retaining wall will be needed to prevent the bridge embankment encroaching onto the Bayer driveway.
63. The business on the south side of Birmingham Drive near the intersection with Annex Road, was concerned about on-going access to their property. Two westbound lanes on Birmingham Drive are likely to provide better access to and from the property. A construction management plan will be put in place that will ensure access is retained to properties during the construction period.
64. A request was made for connection of Magdala Place to the new link road. The respondent pointed out that the loss of this connection was not made sufficiently clear in the publicity material, and considered that without this connection, there would be congestion and safety issues for heavy vehicles to access Magdala Place from Nazareth Avenue.
65. The project team consider this connection would be too close to the Wigram /Annex/Birmingham intersection. Improvements will be made to Nazareth Avenue for heavy vehicles as part of the Downstream Impacts project. This is likely to include the removal of parking on the bend, and upgrade of the Nazareth/Annex intersection.
66. There was concern that the new road does not provide access into the SCIRT site. This access is to be relocated to Annex Road South. Additional modelling has been undertaken to assess the demand for right turning movements from the new road into Annex Road South.

8 Cont'd

Increase in Traffic Flows

67. Concern was expressed that increased traffic flows (on the link, downstream and at intersections) would create more congestion problems. There was also concern that modelling of these was not up to date. A traffic count was undertaken to understand the SCIRT traffic movements and the modelling was updated. A project is being initiated to manage the downstream effects in Birmingham Drive, Annex Road and Wrights Road. If approved in the LTP, this be will timed to coincide with the completion of the Wigram-Magdala Link.

Noise

68. Several respondents raised concerns about an increase in road noise from the project. A detailed noise assessment carried out by consultants in November 2011, indicates there should be no discernable increase in noise above that generated by CSM1. None the less, noise mitigation measures such as road surfacing and plantings will be considered in the detailed design.

Parking

69. There is loss of on street parking, with a request to add parking in the Annex Road cul-de-sac. Parking will be added to the Annex cul de sac as part of the Downstream Impacts project. Significant parking in Magdala Place is currently informal. The scheme has been amended so that it does not extend to Nazareth Avenue, allowing informal parking to continue until the downstream effects scheme has been agreed.

Cycleways

70. A number of respondents requested that cycleways be extended, and that they be separated from traffic lanes. Appropriate provision is made for cycleways and the safety of cyclists, including a barrier separated shared cycle path on the bridge. Connection to the CSM1 cycleways will be made.

Network Links

71. It was pointed out no allowance is made for the new road to link in with the Christchurch Southern Motorway. Access to CSM is an NZTA issue. However, traffic wishing to access the southern motorway can use Lunns Road and the Curletts interchange.
72. A question was asked if Annex Road could be extended through to Lincoln Road. This would require crossing the Southern Motorway, and there is now no opportunity to address this.
73. Submitters who made comments and provided contact addresses will be sent a copy of the plan for Community Boards approval and a letter outlining the project team's responses to their suggestions and concerns. They will also be advised of the Community Boards meeting date and times and how to contact the Board Advisers if they wish to seek speaking rights.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board and Spreydon/Heathcote Community Board:

- (a) Approve the removal of trees to make way for the new link as shown in **Attachment 1**.
- (b) Confirm that the Boards support the proposed scheme design for the Wigram-Magdala Link outlined in **Attachments 1 and 2** and as described in this report to enable the project to progress to construction.

8 Cont'd

BACKGROUND (THE ISSUES)

74. The Greater Christchurch Urban Development Strategy (UDS) has identified south west Christchurch as a major urban growth area. The UDS identifies some 10,000 households to be accommodated within the area by 2041. This development is accelerating due to loss of living areas in other parts of the city, caused by the earthquake.
75. The Christchurch to Rolleston and Environs Transportation Strategy (CRETS) identified the Wigram Road corridor and the Wigram-Magdala Link as one of the new arterial routes that will service the south-western area and the adjoining growth areas in the Selwyn District.
76. South West Area Plan Transport Assessment (SWAPTA) identified the transport networks required to service south west Christchurch and provided traffic network modelling. SWAPTA encompassed scheme assessments (which included the Wigram-Magdala Link) and two plan change transport assessments (Wigram and Awatea). The Wigram-Magdala Link was projected to attract significant volumes of traffic, thereby providing some relief to otherwise congested alternative routes.
77. The Wigram-Magdala link project was included in the 2009-2019 LTCCP and was programmed for implementation from 2010/11 to 2012/13. An update of project costs, and redirection of resources following the major earthquakes, has resulted in reprogramming of the project in the 2013/22 update to the LTP.
78. The Christchurch Transport Strategic Plan, 2012, confirms this link as a new arterial between the south west and more central parts of the city.
79. The proposed scheme meets project objectives because it:
 - (a) is the first stage towards completing the detailed design for the link;
 - (b) identifies the land to be acquired and designated;
 - (c) provides high level requirements for construction of the Wigram Magdala link, including provision for cycle facilities to link with the CSM;
 - (d) creates a scheme for the development of a direct link between Wigram Road and Magdala Place crossing over Curletts Road;
 - (e) provides a concept design, including landscaping, which is integrated with the CSM Curletts interchange to create an efficient design that respects the surrounding visual amenity.

THE OPTIONS

80. Three options were considered by the Council's consultants, Beca Ltd, as part of the SWAPTA. Option A was selected as the preferred option, and further refined by the Scheme Assessments Stages 1 and 2, and Stage 2 Update post the earthquakes. This then formed the basis of the plan taken to the community for consultation.

Option A

81. Option A is a new road alignment positioned 20 metres offset to the southeast of the existing Wigram Road and Magdala Place alignment. Figure six shows the horizontal alignment of this route option. It should be noted that CSM1 Curletts Interchange shown in each option's route alignment, was changed from the single roundabout to two smaller joined roundabouts (a 'dog-bone' layout) as shown in **Attachment 2**. This change impacted the Scheme Assessment Stage 2 Update.

8. Cont'd

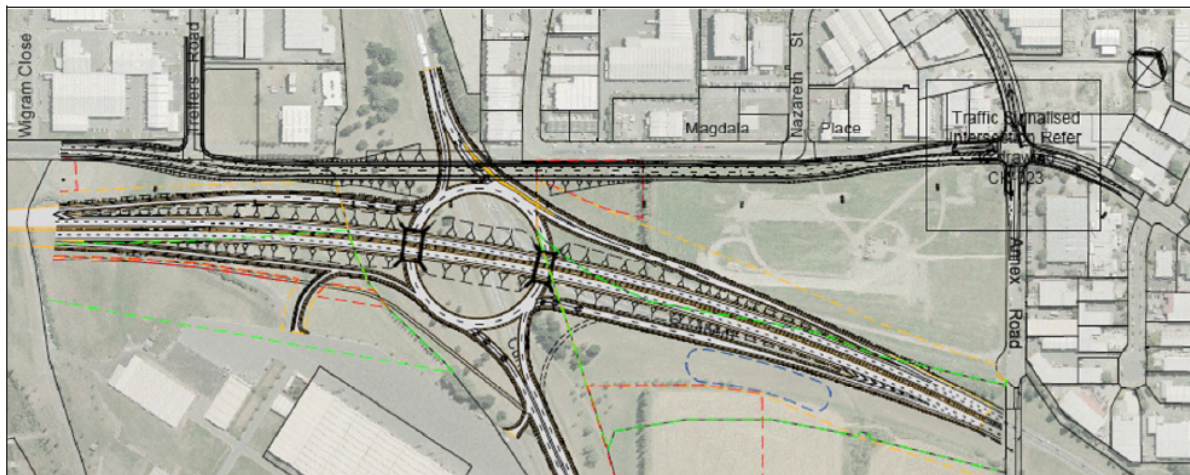
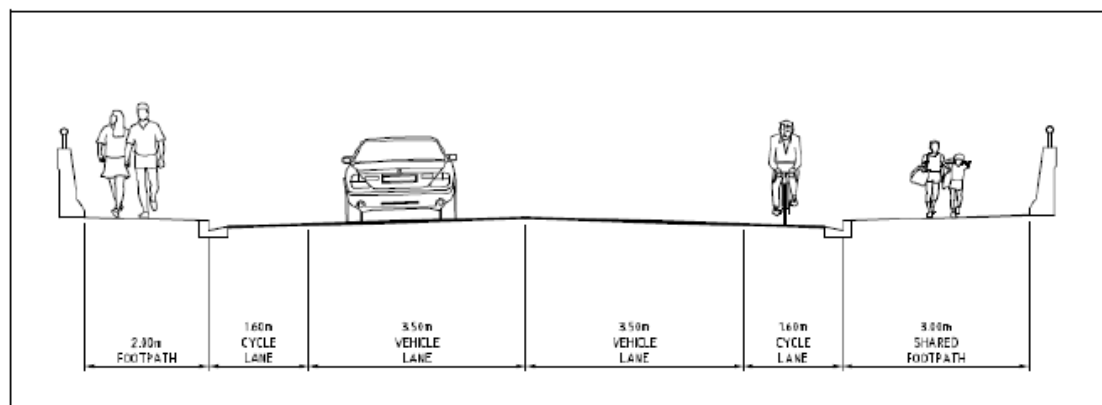


Figure 6. Option A Route Alignment

82. To the southwest of Curletts Road, immediately northeast of the intersection of Wigram Close with Wigram Road, the new road will divert south of the Bayer New Zealand Limited premises, but will maintain connectivity with Treffers Road via a realigned priority intersection. Thereafter, the alignment runs parallel to Wigram Road Road towards Curletts Road.
83. Bayer New Zealand premises on the Treffers Road corner is home to a chemical company a potential safety risk is foreseen in locating the overbridge and minor arterial road in close proximity to hazardous chemicals.
84. The alignment passes over Curletts Road and grades down as it runs parallel to Magdala Place joining into the existing alignment after the Nazareth Avenue intersection. It is expected the bridge will be a 'Super Tee' type structure with three 30 metre spans. A retaining wall of approximately 150 metres in length is required due to the close proximity of Magdala Place to the proposed alignment. The current intersection of Nazareth Avenue and Magdala Place would revert to a road bend, the eastern arm of the current intersection being 'stopped-up'.
85. Signals are considered the appropriate form at the Birmingham/Annex intersection (over a roundabout) due to the needs to facilitate cyclist and pedestrian movements and also in terms of the physical constraints that the adjacent buildings would place on accommodating a roundabout to an appropriate design.
86. The cross-section of the road will vary along the alignment, reducing at the overbridge to achieve a balance between benefits to users and costs of the infrastructure. Furthermore, as the new road would parallel sections of existing local roads, parking lanes and medians would not be required for the majority of the route (on the off-line alignment between Wigram Close and Nazareth Street). The cross-section for the section between Wigram Place and Nazareth Street is illustrated in below.

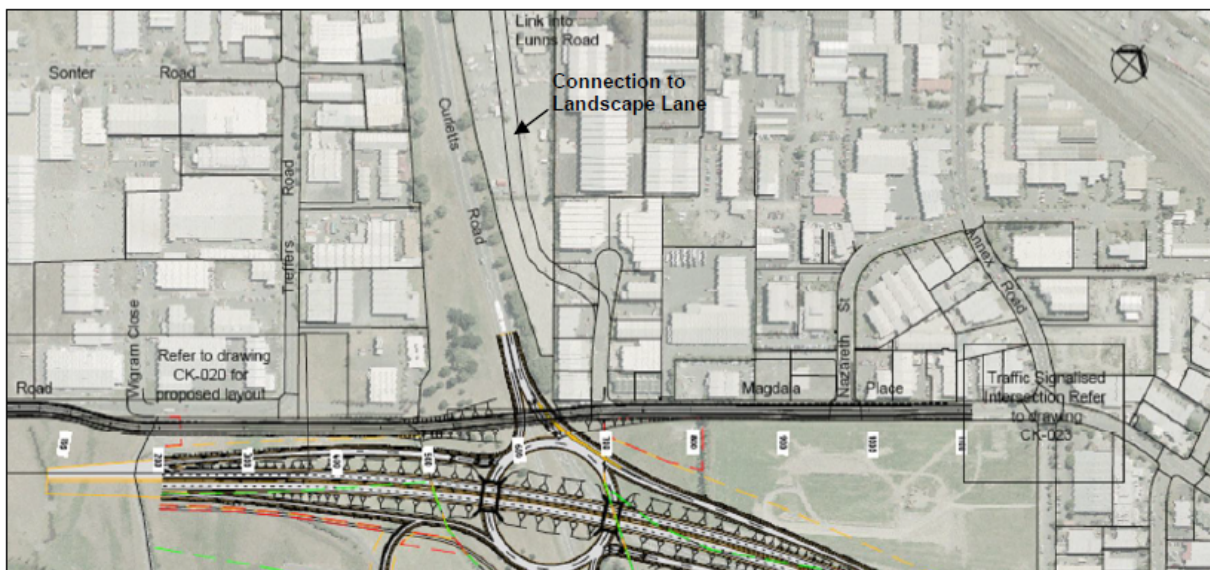


8. Cont'd

87. It is assumed that parking will be retained on the north side of Magdala Place only. This option allows the new parallel alignment to be located closer to the existing alignment of Magdala Place, thereby requiring less land-take for the new alignment. Parking on the north-side only for the length of Magdala Place provides a continuity of treatment, allowing limited parking to serve the adjacent area, without the need for traversing the road, and locates the parking away from the proposed shared-use cycle facility on the south side of the arterial between Nazareth Avenue and Annex Road.
88. Pedestrian facilities are to be provided on both sides of the new section of road, with an off road cycle path provided for within the shared footpath width. This shared footpath is to be positioned on the south side of the road, to ensure logical and reasonable continuity of the CSM route. Connectivity to the CSM cycleway will be provided to the west of Curletts Road via a link between the CSM and Wigram Road in the vicinity of Haytons Road and to the east of Curletts Road via Magdala Place and Annex Road.
89. The cross-section proposed for this new section of road does not comply with the City Plan road hierarchy road width ranges that identify a minimum roadway width (kerb to kerb) of 14 metres for Urban Minor Arterial Roads. However, the recommended roadway width at 10 metres caters for general traffic and cyclists on a predominantly elevated section of road with no demand for turning traffic. Additional width is considered to be an unnecessary expense, contributes to greater surface water run-off, would be less visually appealing and would serve to encourage greater traffic speeds.
90. Separation of vehicle headlights between Magdala Place and the new alignment is important for driver safety. Landscaping of the strip of land between these two roads with trees and shrubbery will shield vehicles and their drivers from light pollution emitted from the adjacent road.

Option B

91. Option B differs from Option A in that to the east of Curletts Road, the alignment veers back onto the existing Magdala Place alignment. The Magdala Place cul-de-sac is then connected ultimately through to Lunns Road via a new connection through to Landscape Lane. The horizontal alignment of this route option is shown below.



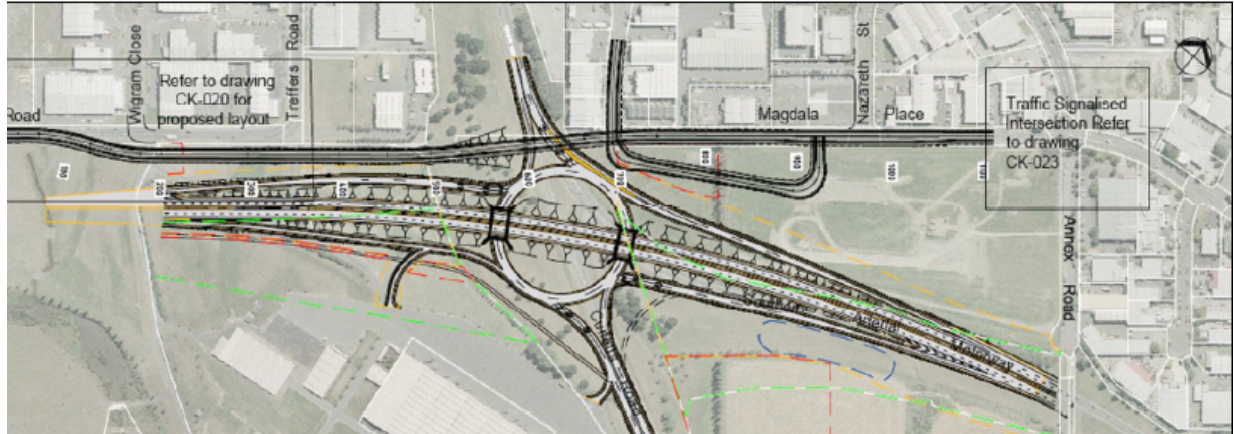
92. To the west of Curletts Road the alignment is the same as Option A. It is expected the bridge will be a 'super tee' type structure with three 30 metre spans.

8. Cont'd

93. As the overbridge comes down into Magdala Place, existing access points into McDowell Ltd and Downer Engineering will become inaccessible, as substantial lengths of retaining wall will be necessary due to the close proximity of the buildings and property boundaries. For McDowell Ltd, new access will need to be provided, and this may be possible through the vacant section on the corner of Nazareth Avenue and Magdala Place. However, internal truck movements may also be inhibited by these alternative access arrangements. Downer Engineering currently have two access points, only the western access is expected to be removed with the overbridge tying in to the existing at-grade alignment at the eastern access.
94. The Magdala Place cul-de-sac becomes cut-off with the new link, the cul-de-sac being served by a connection to Landscape Lane via the Magdala Place turning head, providing access through to Lunns Road. The end of Magdala Place, adjacent to the new road, could be reshaped into a turning circle, which will give access to Pro Kiwi at 55 Magdala Place, and FTL NZ, Substrate Assessment (SANZ) and Mycon Electronic at 50 Magdala Place.

Option C

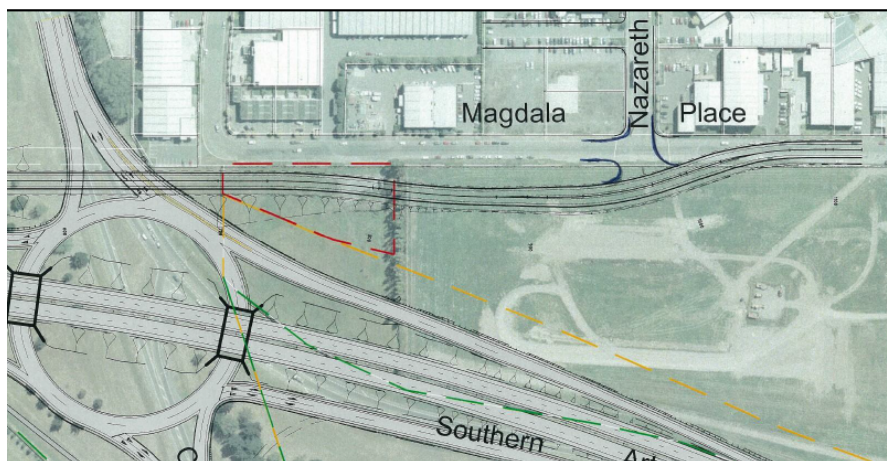
95. Option C has a similar horizontal alignment as Option B. However, the overbridge would span not only Curletts Road, but also Magdala Place. Magdala Place is extended southwards under the overbridge and then loops around eastwards to tie back into Magdala Place approximately 50 metres west of the Nazareth Avenue intersection. Under this Option, the existing section of road between number 50 Magdala Place and Nazareth Avenue would be built-over by the elevated new road alignment. As well as a longer structure than the other options, substantial lengths of retaining wall will be necessary due to the close proximity of the buildings and property boundaries. It is expected the bridge will be a 'Super Tee' type structure with four 30 metre spans. The horizontal alignment of this route option and Magdala Loop, are shown below.



Disgarded Option D

96. The alignment of Option D is similar to the other options however veers further south away from Magdala Place to allow for a "T" intersection to be included with Magdala Place and Nazareth Avenue. However once tracking paths were undertaken and visibility requirements taken into consideration, the intersection needs to be located close to the Nazareth Avenue intersection. This results in some complex turning manoeuvres and it was considered very little benefit was gained with this layout when compared to the other three options. The horizontal alignment of this route option is shown below.

8. Cont'd



Options Evaluation

97. The BCRs for each option are shown in the table below.

Option	PV Benefits	PV Costs	BCR
A	\$48,845,128	\$8,453,680	5.8
B	\$50,438,547	\$8,335,307	6.1
C	\$47,680,717	\$10,620,901	4.5

98. An evaluation of the options was also carried out under the Land Transport Management Act (LTMA) framework. The results are shown below.

LTMA Objective	Option A	Option B	Option C
Economic Development	1.6	1.6	1.6
Safety & Personal Security	0.5	0.5	0.5
Access & Mobility	1.5	1.3	1.3
Public Health	1.7	1.7	1.7
Environment	0.6	0.4	0.4
TOTAL (Out of 10)	5.8	5.4	5.4
% Score	58%	54%	54%

Conclusion

99. The consultants' recommendations were as follows. These were adopted.

100. Appraisal of the three options against the LTMA criteria indicates that Option A is the preferable option. In terms of the Benefit Cost Ratio, there is relatively little difference in benefit between two of the options appraised. Option B has a marginally greater Benefit Cost Ratio than Option A (6.1 and 5.8 respectively).

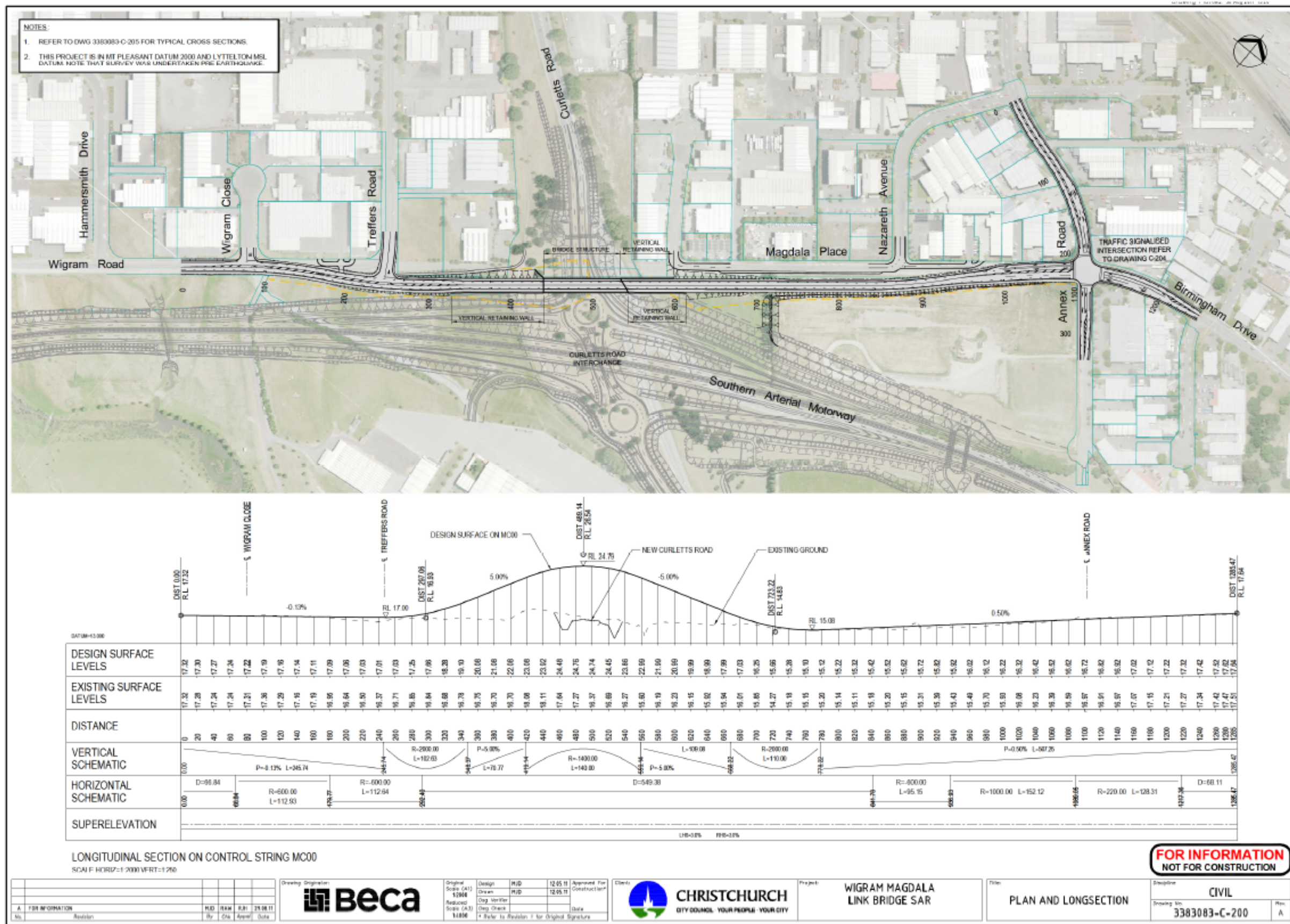
101. At this stage option A provides the least detrimental effect to landowners and road users.

102. In conclusion we recommend:

- (a) Option A be taken forward to Scheme Assessment (Stage 1) as it has a good benefit cost ratio and least impact on landowners and stakeholders. If possible, undertake some preliminary consultation with affected landowners to determine access requirements and internal vehicle movements".

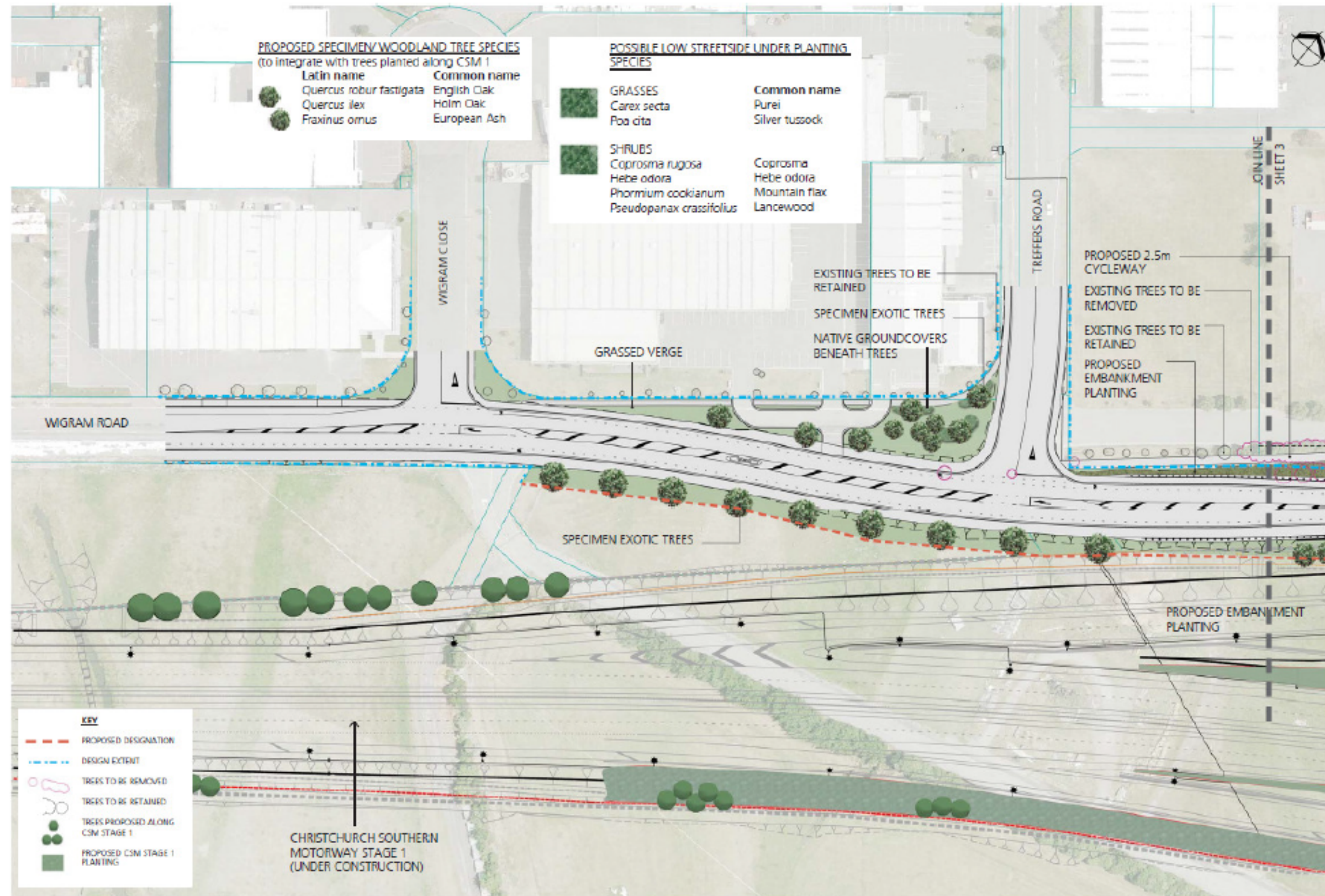
8. Cont'd

103. Since the selection of the preferred option, the three refinements by Scheme Assessments Stages 1, 2 and Stage 2 Update, have resulted in the BCR reducing to 2.3 (because of increased costs) and an LTMA Assessment of 63%.



Wigram-Magdala Link Draft Scheme Plan

August 2012



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DSG VERIFIER			REDUCED SCALE (A3)	1:1000
DWG CHECK				

CLIENT:



PROJECT:

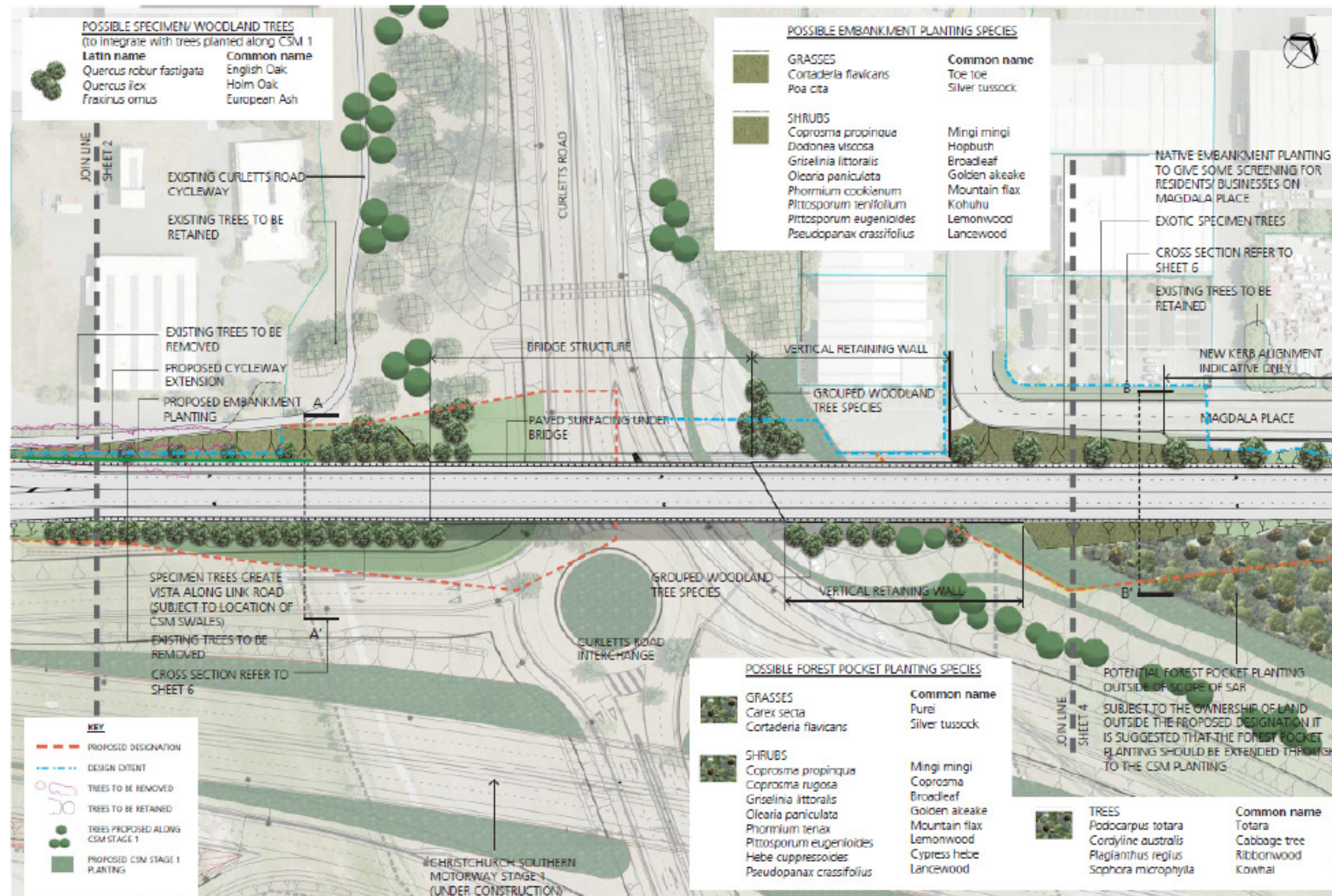
WIGRAM MAGDALA
LINK BRIDGE SAR

TITLE:

SAR LANDSCAPE PLAN
SHEET 2 OF 7

Wigram-Magdala Link Draft Scheme Plan

August 2012



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DRAWN	OK	31.08.11
DRS VERIFIER		
DWG CHECK		

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CLIENT:

Christchurch
City Council

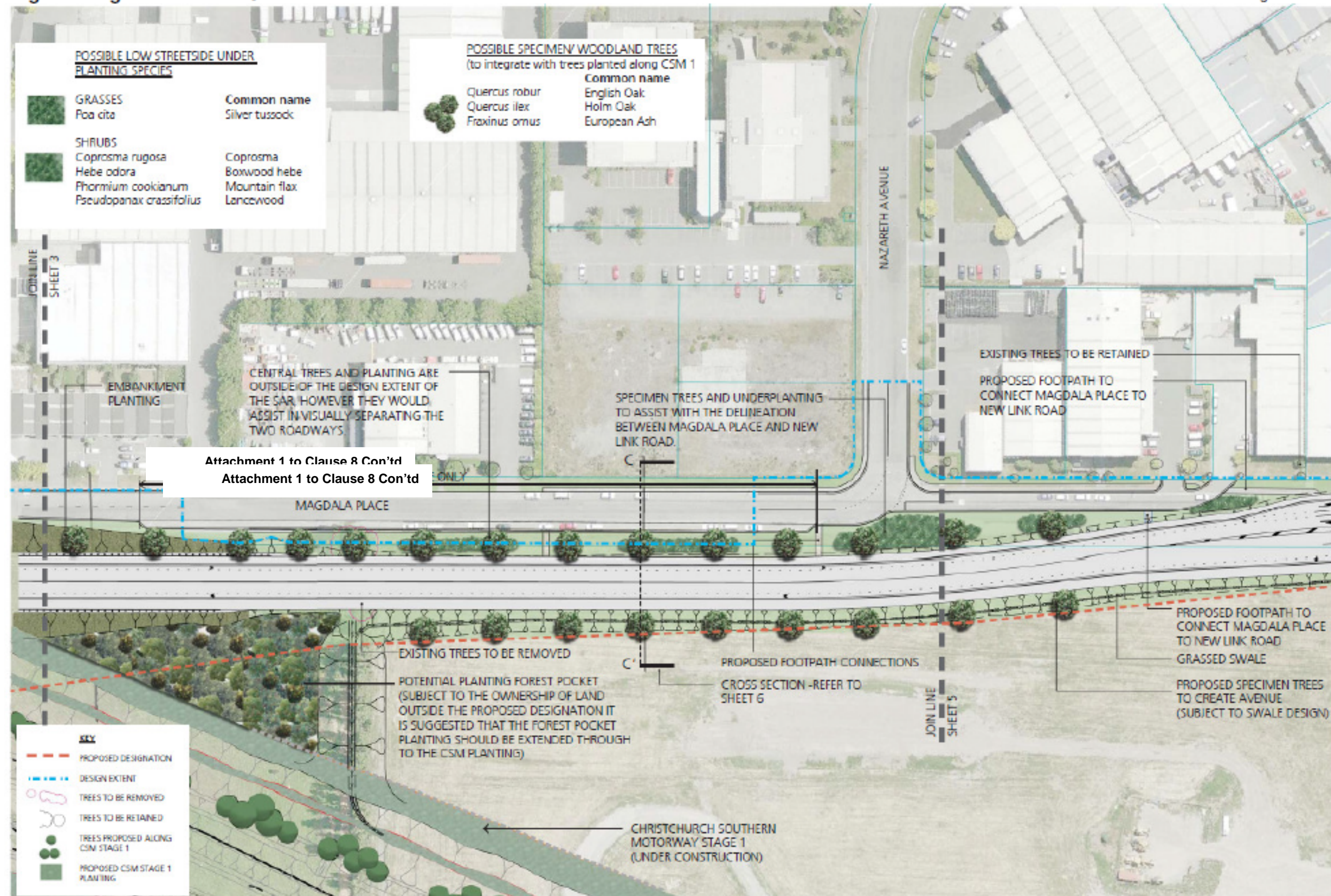
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WIGRAM MAGDALA
LINK BRIDGE SAR

TITLE:
SAR LANDSCAPE PLAN
SHEET 3 OF 7

Beca

August 2012

Wigram-Magdala Link Draft Scheme Plan



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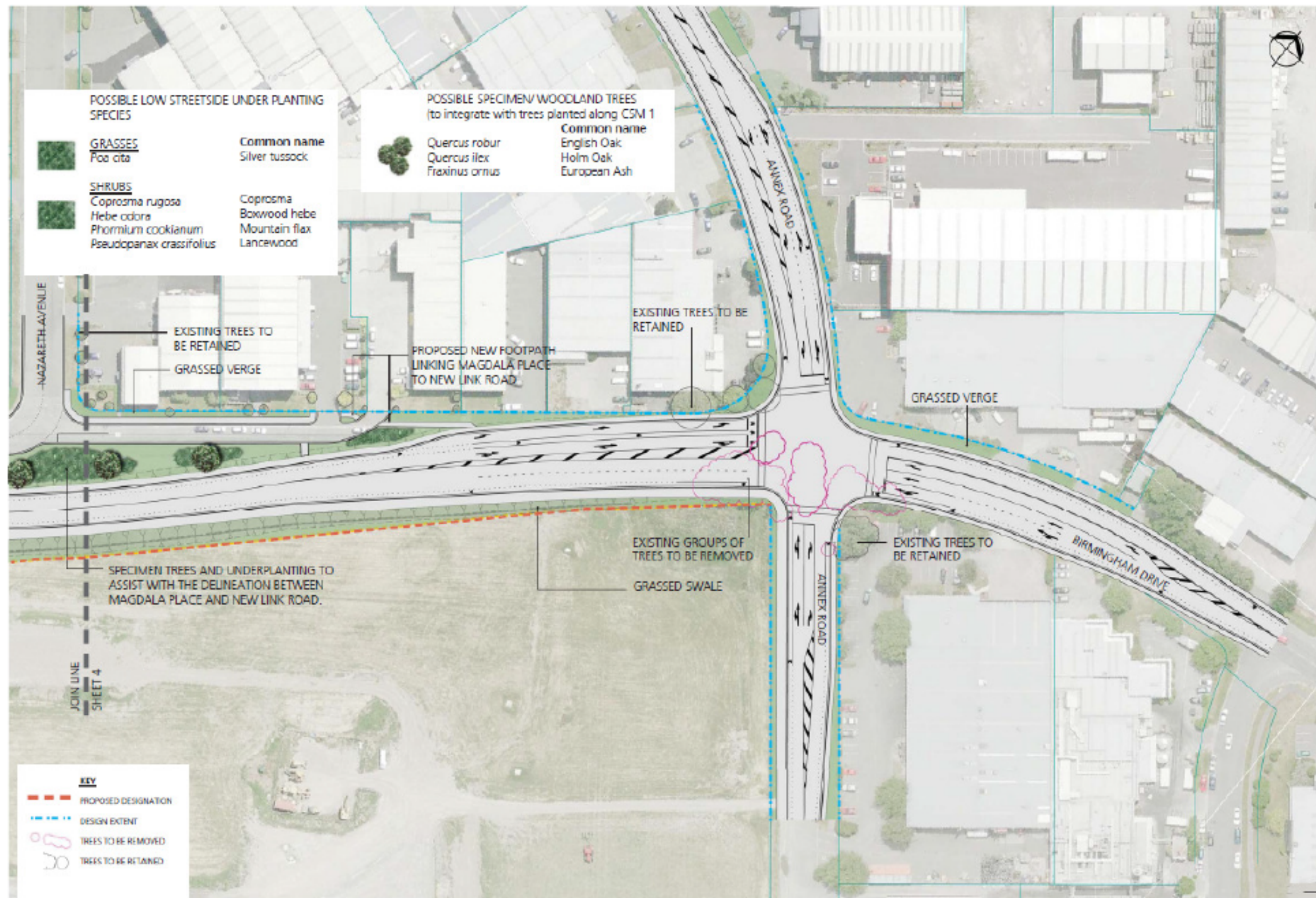
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TITLE: **SAR LANDSCAPE PLAN SHEET 4 OF 7**

Beca

Wigram-Magdala Link Draft Scheme Plan

August 2012



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DRAWN	EK	31.08.11
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DWG CHECK		

REVISION	0
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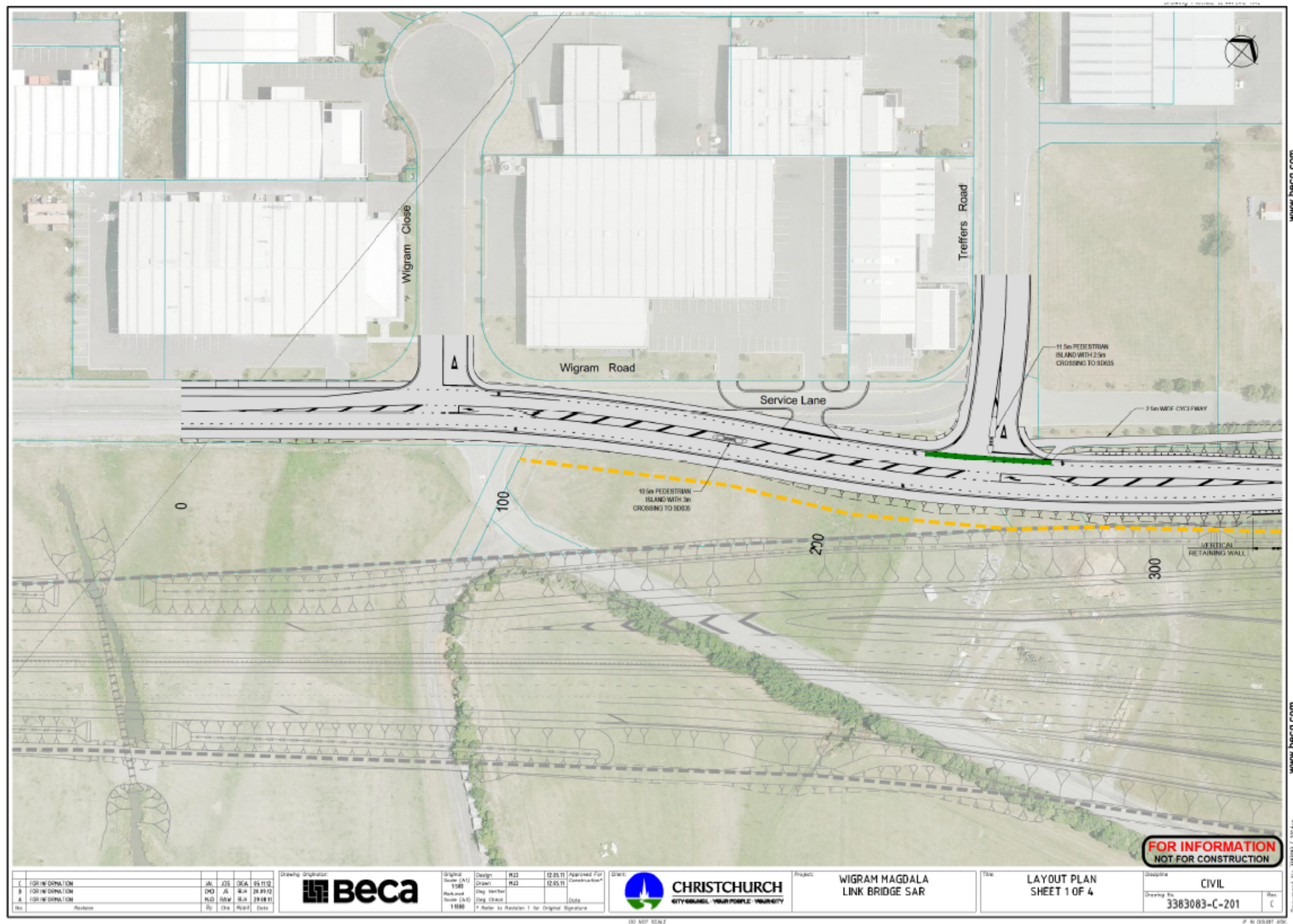
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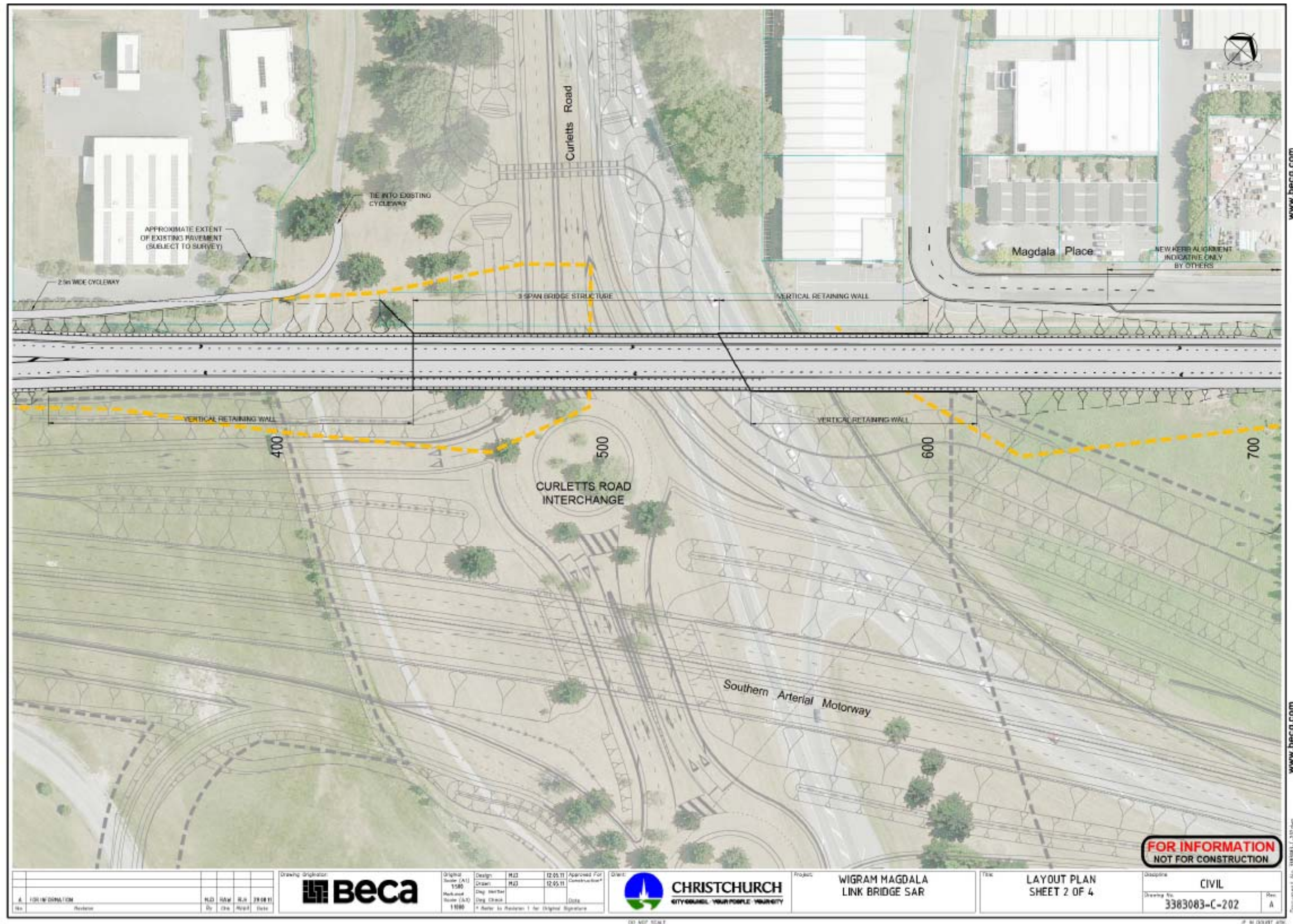
Christchurch
City Council

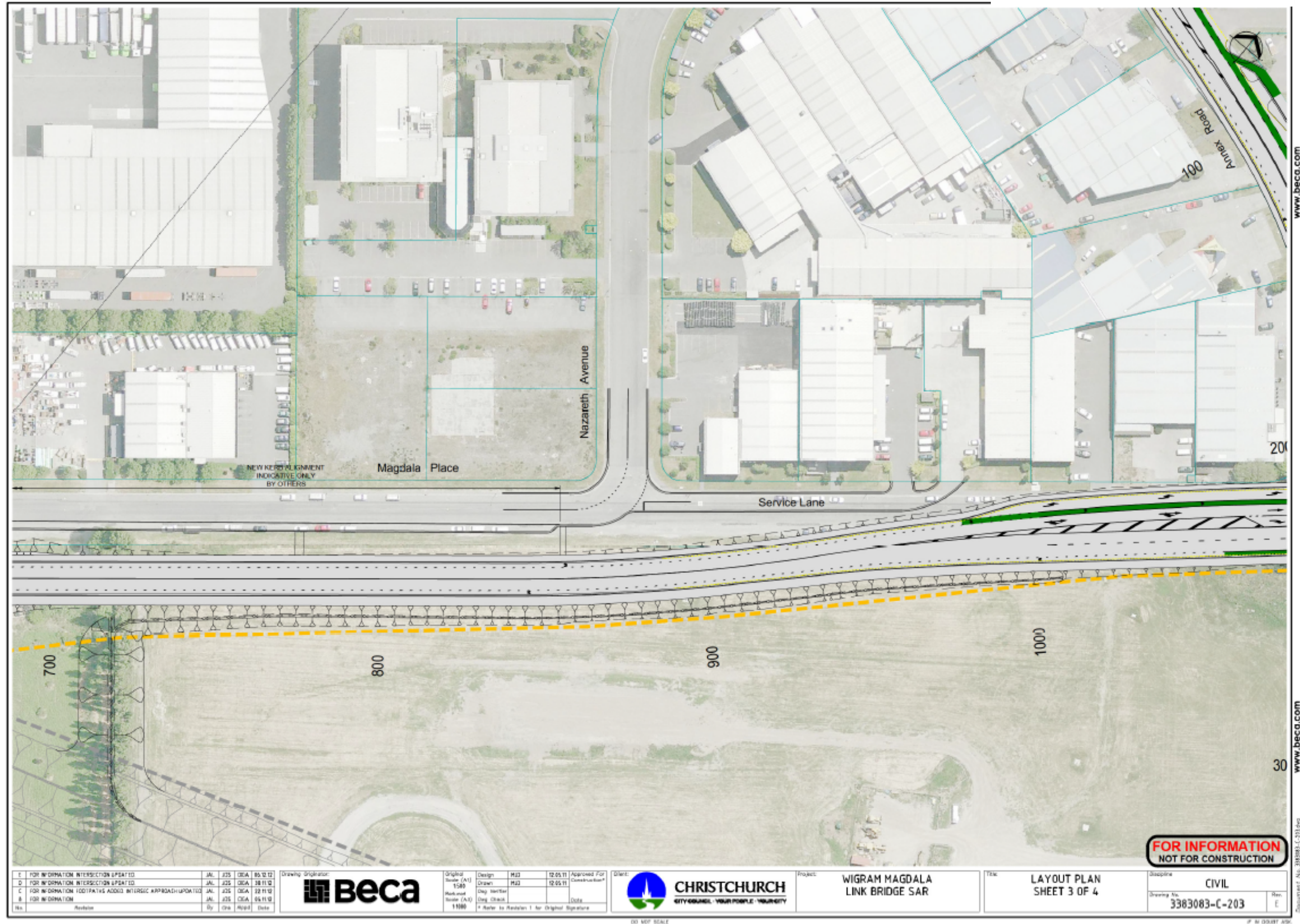
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LINK BRIDGE SAR**

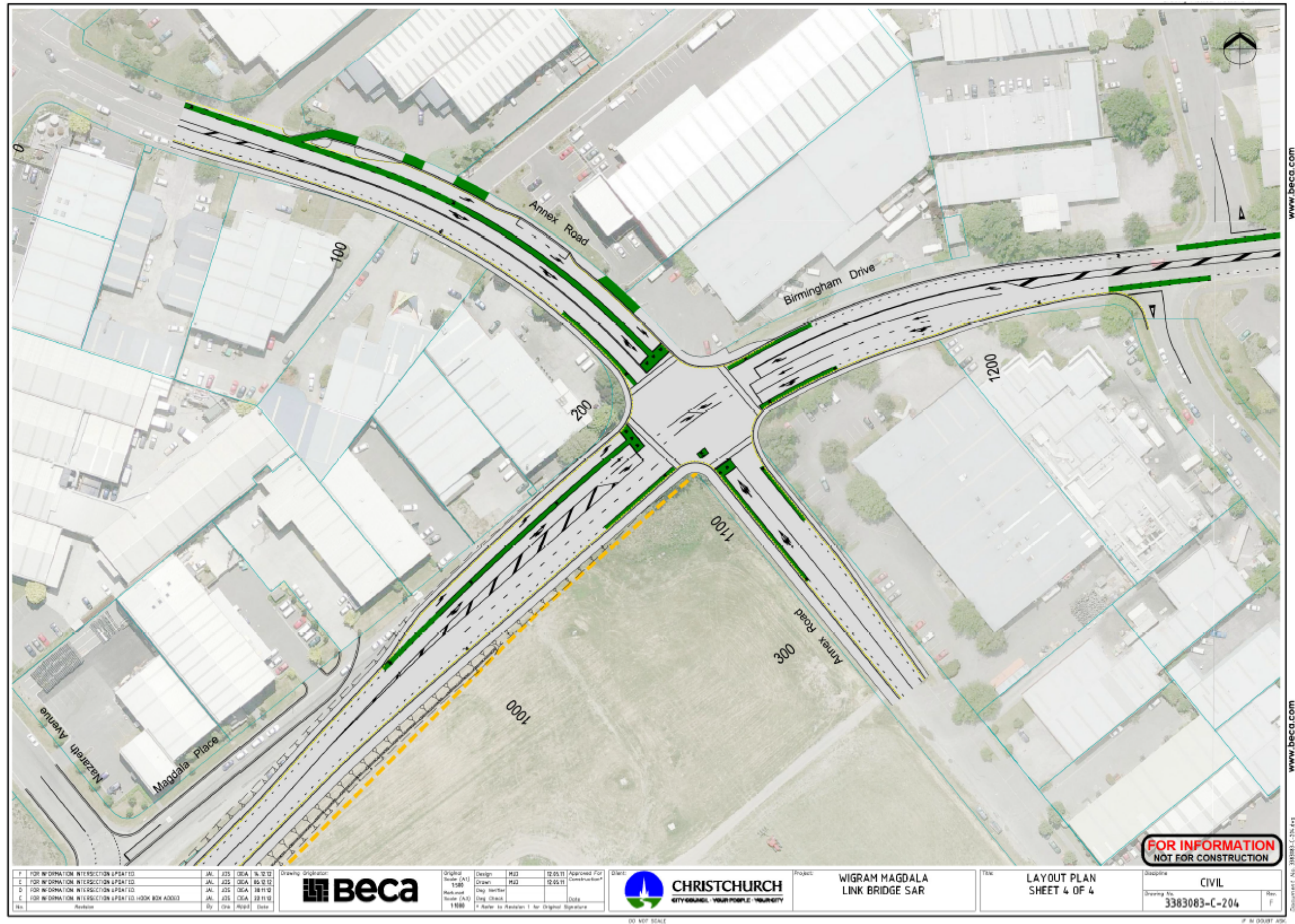
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Beca





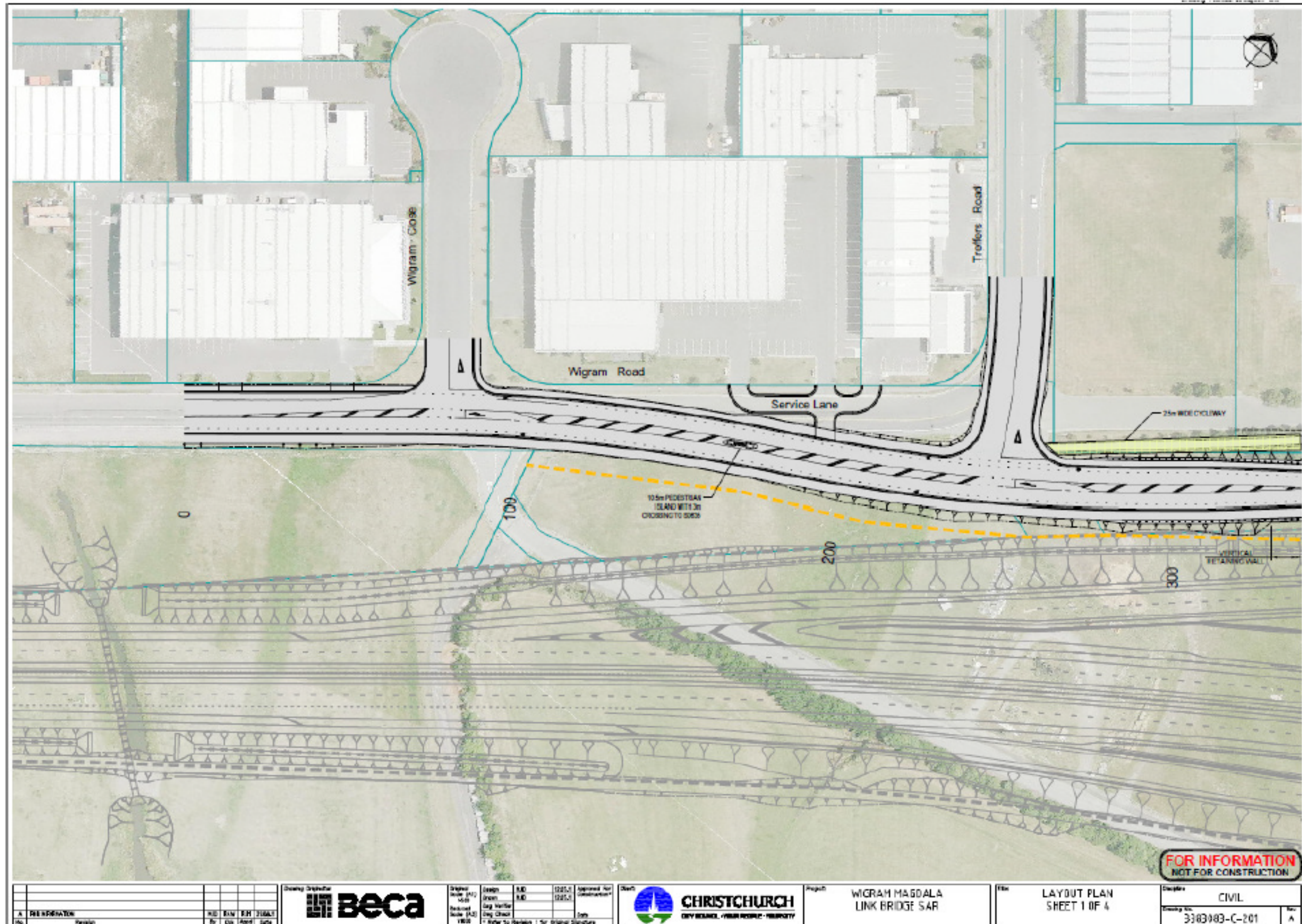




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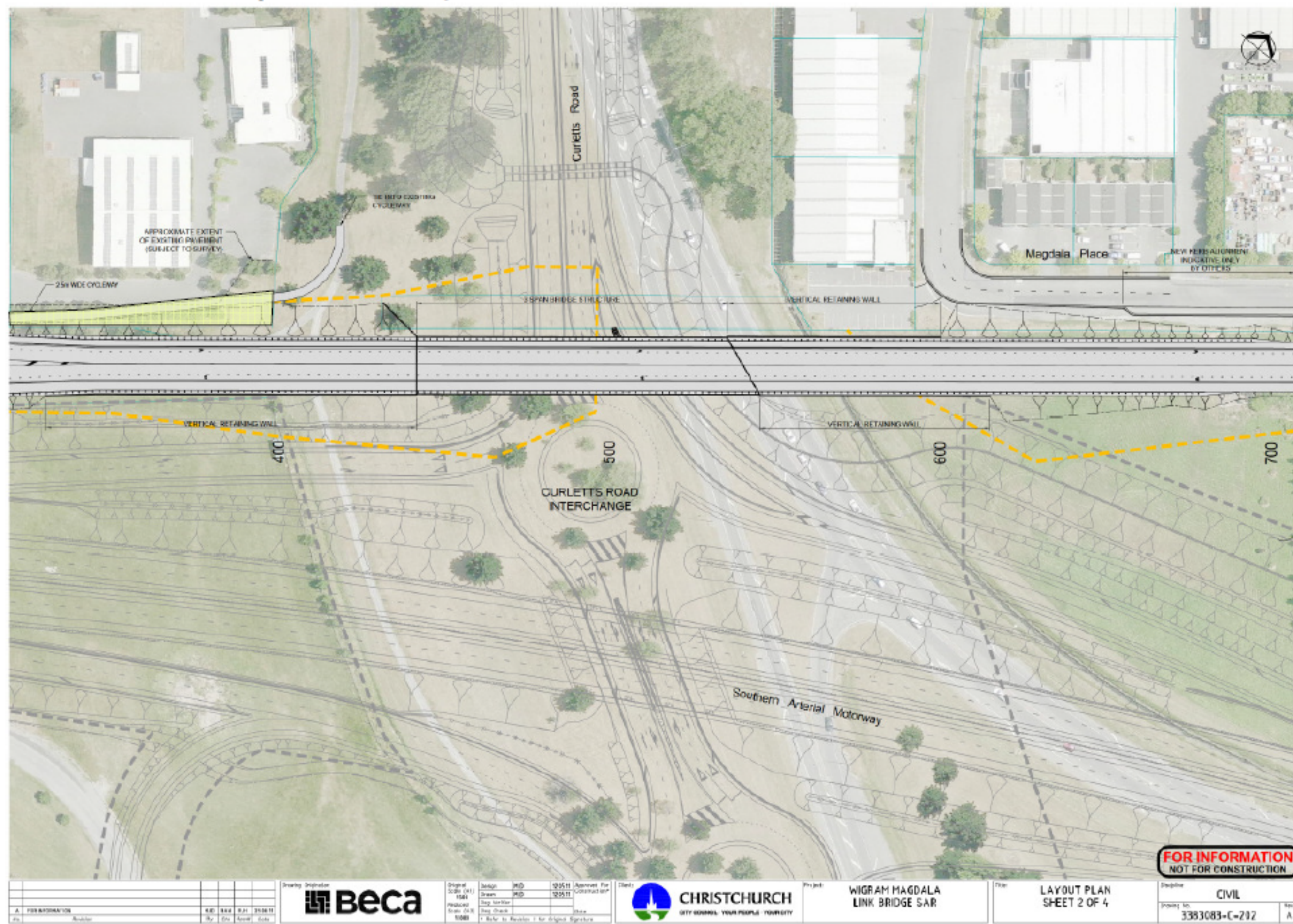
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ATTACHMENT 2 TO CLAUSE 8



Wigram-Magdala Link Project
Private Land Required (shaded yellow)

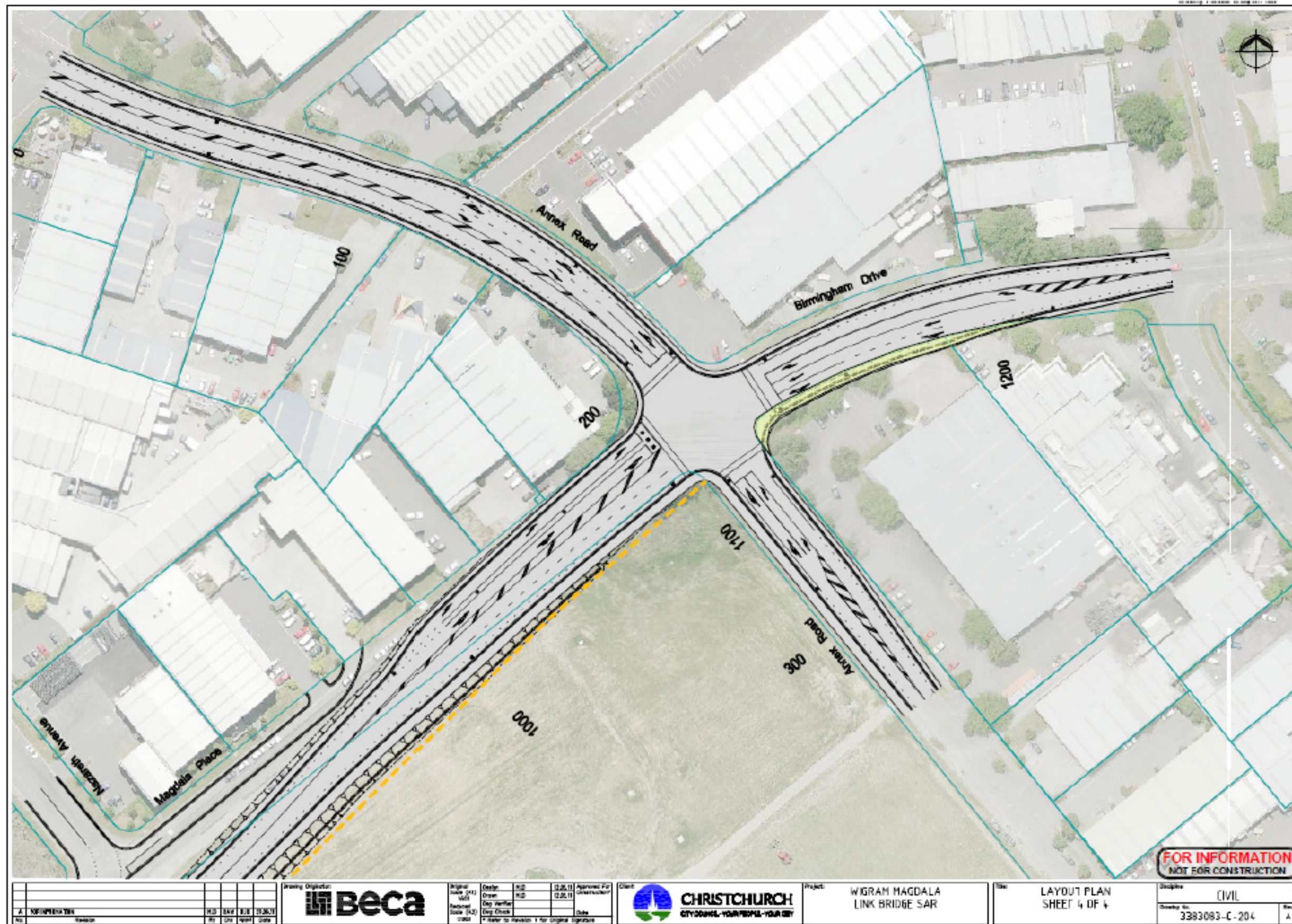
ATTACHMENT 2 TO CLAUSE 8 CONT'D



Wigram-Magdala Link Project

Private Land Required (shaded yellow)

ATTACHMENT 2 TO CLAUSE 8 CONT'D





CROSS SECTION A - A'

SECTION SHOWS THE RAISED LINK ROAD WITH PROPOSED CYCLEWAY/ FOOTPATH RUNNING ALONG THE BASE OF THE STRUCTURE

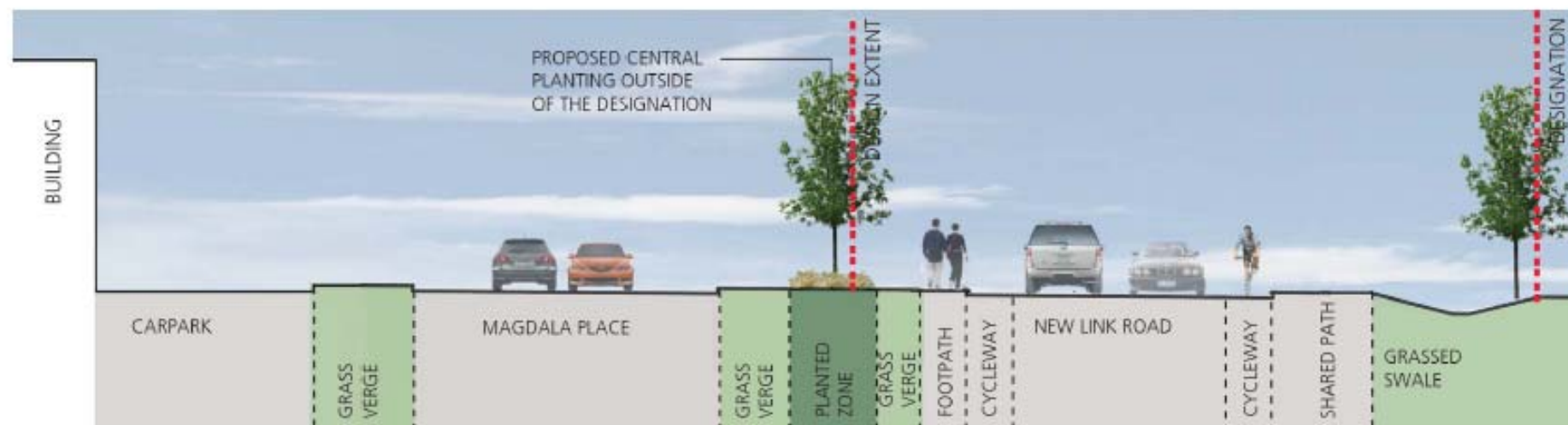


MSE RETAINING WALL DESIGN
(PROPOSE TO MATCH WITH EXISTING CSM DESIGN - SUBJECT TO AGREEMENT WITH NZTA AND FULTON HOGAN)



CROSS SECTION B - B'

THIS SECTION DEMONSTRATES THE NEW LINK ROAD WITH THE PROPOSED LANDSCAPE TREATMENT. EMBANKMENT PLANTING SEPARATES THE TWO ROADS AND PROVIDES VISUAL SCREENING FOR RESIDENTS AND BUSINESSES ON MAGDALA PLACE



CROSS SECTION C - C'

PROPOSED PLANTING TO BE USED TO DELINEATE THE NEW LINK ROAD FROM MAGDALA PLACE

DESIGN	EK	31.08.11
DRAWN	EK	31.08.11
DSG VERIFIER		
DWG CHECK		

REVISION	0
ORIGINAL SIZE SCALE (A1)	1:10
REDUCED SCALE (A3)	1:20

CLIENT:



PROJECT:
**WIGRAM MAGDALA
LINK BRIDGE SAR**

TITLE:
**SAR LANDSCAPE PLAN
SHEET 6 OF 7**





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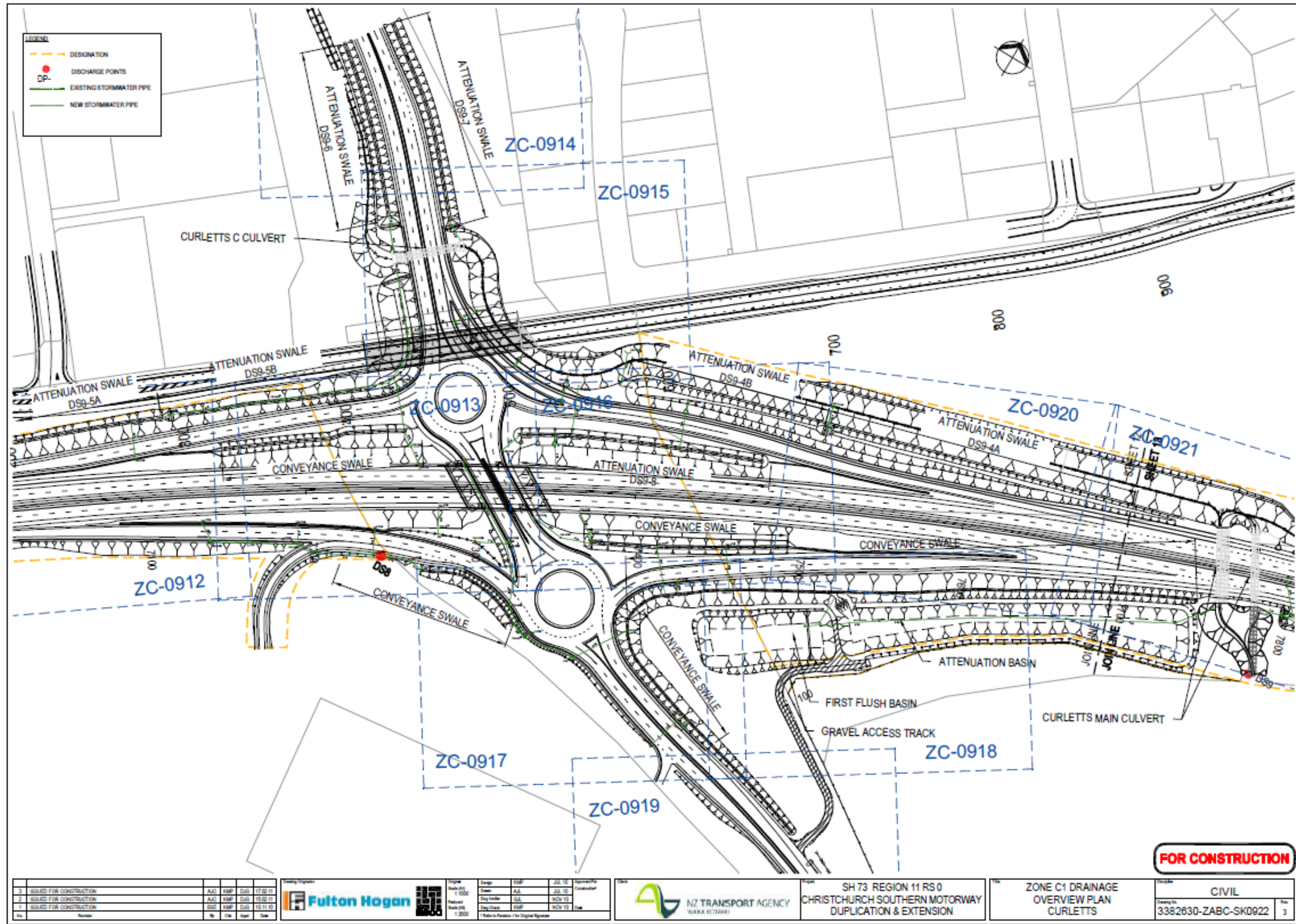
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PROJECT:
**WIGRAM MAGDALA
LINK BRIDGE SAR**

TITLE:
**SCHEME ASSESSMENT
LANDSCAPE VISUALISATION
SHEET 7 OF 7**





9. MAIN SOUTH ROAD, SOCKBURN ROUNDABOUT TO CHURCH CORNER BUS STOP UPGRADE AND NO STOPPING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Steve Dejong, Network Engineer+

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Riccarton/Wigram Community Board that it approves revised bus stop markings and installation of no stopping restrictions on Main South Road from Church Corner to the Sockburn roundabout.

EXECUTIVE SUMMARY

2. The surface of Main South Road from Church Corner to the Sockburn Roundabout has for several years been in need of repair. This work was recently programmed by management to be undertaken between 20 and 25 January 2013.
3. The milling process removed the top layer of seal along with the existing road marking. It is normal practice when resealing long lengths of road to review the present road marking and update to meet current standards where necessary.
4. Staff auditing this section of road identified several deficiencies prior to the works being undertaken. This includes bus stops and cycle lanes not meeting present standards and a lack of No Stopping lines at some intersections. The resurfacing was programmed at relatively short notice, which unfortunately did not provide sufficient time for improvements to be proposed and reported to the Board prior to the works starting. The updated markings scheme is indicated on **Attachment 1** (TG123812 a to i).
5. Main South Road has had on-street cycle lanes for many years. The current cycle lanes were installed prior to the traffic control devices rule change that designated cycle lanes as Special Vehicle Lanes. Road marking changes will set back side road Give Way Control limit lines the correct distances from the cycle lanes where necessary as now required by the Traffic Control Devices Rule. It is also proposed to install Forward Cycle waiting boxes on the approaches to Curletts Road where the cycle lanes terminate prior to the intersection due to the lack of available road space. On the western departure from Curletts road it is further proposed to extend the cycle lane as there is sufficient road space in this location. Some additional green surfacing will be installed at the main cycle lane conflict points. The above mentioned work is for the information of the board but doesn't require a decision of the Board.
6. The current bus stops along Main South Road are indicated by the marked yellow boxes but do not meet the new standard because they do not have the eight metre lead-in, and four metre exit, No Stopping restrictions. These small lengths of No Stopping Restriction are important because they prevent motorists parking directly up against the yellow box, causing buses to stop in a position that obstructs the cycle lane or traffic lane in some instances. Staff have upgraded all bus stops to the new standard. For safety reasons this has been instructed under the temporary bus stop provisions to be approved retrospectively by the board.
7. The bus stops located on the north and south sides of Main South Road just west of the Riccarton Library are heavily used due to the close proximity of the Riccarton Library and High School. These bus stops only provide capacity for one bus within the yellow box when often there are two busses at the stop at the same time. Frequently the front bus moves forward to create extra space, extending over the front of the yellow box into the cycle lane, which blocks the through movement of cyclists. It is proposed to double the size of both of these bus stops to provide capacity for two buses at a time on each stop. This will be done without the loss of kerb side parking as there are existing No Stopping restrictions to the front and rear of both bus Stops.

10 Cont'd

8. It is also proposed to mark No Stopping lines on intersection approaches to guide drivers as to where they can park appropriately in the few locations where this has not already occurred. It is also proposed to extend the length of No Stopping on the approach to the Curletts Road left turn slip lane to remove a current pinch point on the eastbound cycle lane.
9. Kings Swim School at 109 Main South Road generates a number of school bus trips. The site is unable to facilitate buses on-site and there is a lack of unoccupied on-street parking in the immediate vicinity of the swim school, leading to drop-off occurring in undesirable locations. It is proposed to create a 30 minute bus parking zone at 129 Main South Road to guarantee an adequate set down location for school buses. The location of the set-down area is 20m further to the swim school than the location on Watts Road where buses frequently park at present.
10. All businesses, schools and residents affected by any changes were consulted by way of letter drop and in person where possible. No responses have been received.

FINANCIAL IMPLICATIONS

11. The estimated cost of the updated markings scheme is approximately \$10,000 above the cost of reinstating the existing scheme.

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

12. The reinstatement of road markings is included in the LTCCP budget for Road Network Renewals & Replacement. The installation of new road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

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

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

18. As above.

ALIGNMENT WITH STRATEGIES

19. The recommendations align with the Council Road Safety Strategy 2004 and Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

20. As above.

9. Cont'd

CONSULTATION FULFILMENT

21. The changes proposed involve minor improvements to the current marking scheme that will not affect the majority of properties along the stretch of Main South Road programmed to be resealed. Where changes to stopping restrictions are proposed adjacent businesses, residents and schools were informed by a letter drop and in person where possible. No responses have been received.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board:

(a) Revoke:

- (i) All existing parking restrictions on both sides of Main South Road from its intersection with Blenheim Road/Epsom Road to its intersection with Yaldhurst Road.
- (ii) The pedestrian crossing on Main South Road located at a point more or less 14 metres southwest of its intersection with Watts Road.
- (iii) The pedestrian crossing on Main South Road located at a point more or less 24 metres southwest of its intersection with English Street.

(b) Approve:

- (i) That a pedestrian crossing be duly established and marked in accordance with Section 8.2 of the Land Transport Rule- Traffic Control Devices: 2004 on Main South Road, located at a point 14 metres southwest of its intersection with Watts Road.
- (ii) That a pedestrian crossing be duly established and marked in accordance with Section 8.2 of the Land Transport Rule- Traffic Control Devices: 2004 on Main South Road, located at a point 24 metres southwest of its intersection with English Street.
- (iii) That parking within any of the 20 marked angle parking spaces serving the shops at 138 to 148 Main South Road be restricted to a maximum time of 60 minutes.
- (iv) Notwithstanding (iii) above, the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at its intersection with Greenhurst Street and extending in a southwesterly direction for a distance of 74 metres.
- (v) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at a point 102 metres southwest of its intersection with Greenhurst Street and extending in a southwesterly direction to its intersection with Epsom Road.
- (vi) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at its intersection with Greenhurst Street and extending in a northeasterly direction for a distance of 15 metres.
- (vii) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing 34 metres southwest of its intersection with Weaver Place and extending in a northeasterly direction for a distance of 8 metres.
- (viii) That a bus stop be installed on the northwestern side of Main South Road commencing at a point 26 metres southwest of its intersection with Weaver Place and extending in a northeasterly direction for a distance of 14 metres.

9. Cont'd

- (ix) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at its intersection with Weaver Place and extending in a southwesterly direction for a distance of 12 metres.
- (x) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at its intersection with Weaver Place and extending in a northeasterly direction for a distance of 12 metres.
- (xi) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at a point 232 metres northeast of its intersection with Weaver Place and extending in a northeasterly direction for a distance of 67 metres.
- (xii) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at its intersection with Craven Street and extending in a southwesterly direction for a distance of 18 metres.
- (xiii) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at its intersection with Craven Street and extending in a northeasterly direction for a distance of 17 metres.
- (xiv) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at a point 46 metres northeast of its intersection with Craven Street and extending in a northeasterly direction for a distance of eight metres.
- (xv) That a bus stop be installed on the northwestern side of Main South Road commencing at a point 54 metres northeast of its intersection with Craven Street and extending in a northeasterly direction for a distance of 28 metres.
- (xvi) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at its intersection with Colman Avenue and extending in a southwesterly direction for a distance of 64 metres.
- (xvii) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at its intersection with Colman Avenue and extending in a northeasterly direction for a distance of 42 metres.
- (xviii) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at its intersection with Bowman Place and extending in a southwesterly direction for a distance of 14 metres.
- (xix) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at its intersection with Bowman Place and extending in a northeasterly direction for a distance of 16 metres.
- (xx) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at a point 95 metres northeast of its intersection with Bowman Place and extending in a northeasterly direction for a distance of eight metres.
- (xxi) That a bus stop be installed on the northwestern side of Main South Road commencing at a point 103 metres northeast of its intersection with Bowman Place and extending in a northeasterly direction for a distance of 14 metres.
- (xxii) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at a point 117 metres northeast of its intersection with Bowman Place and extending in a northeasterly direction for a distance of four metres.
- (xxiii) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at its intersection with English Street and extending in a southwesterly direction for a distance of 47 metres.

9. Cont'd

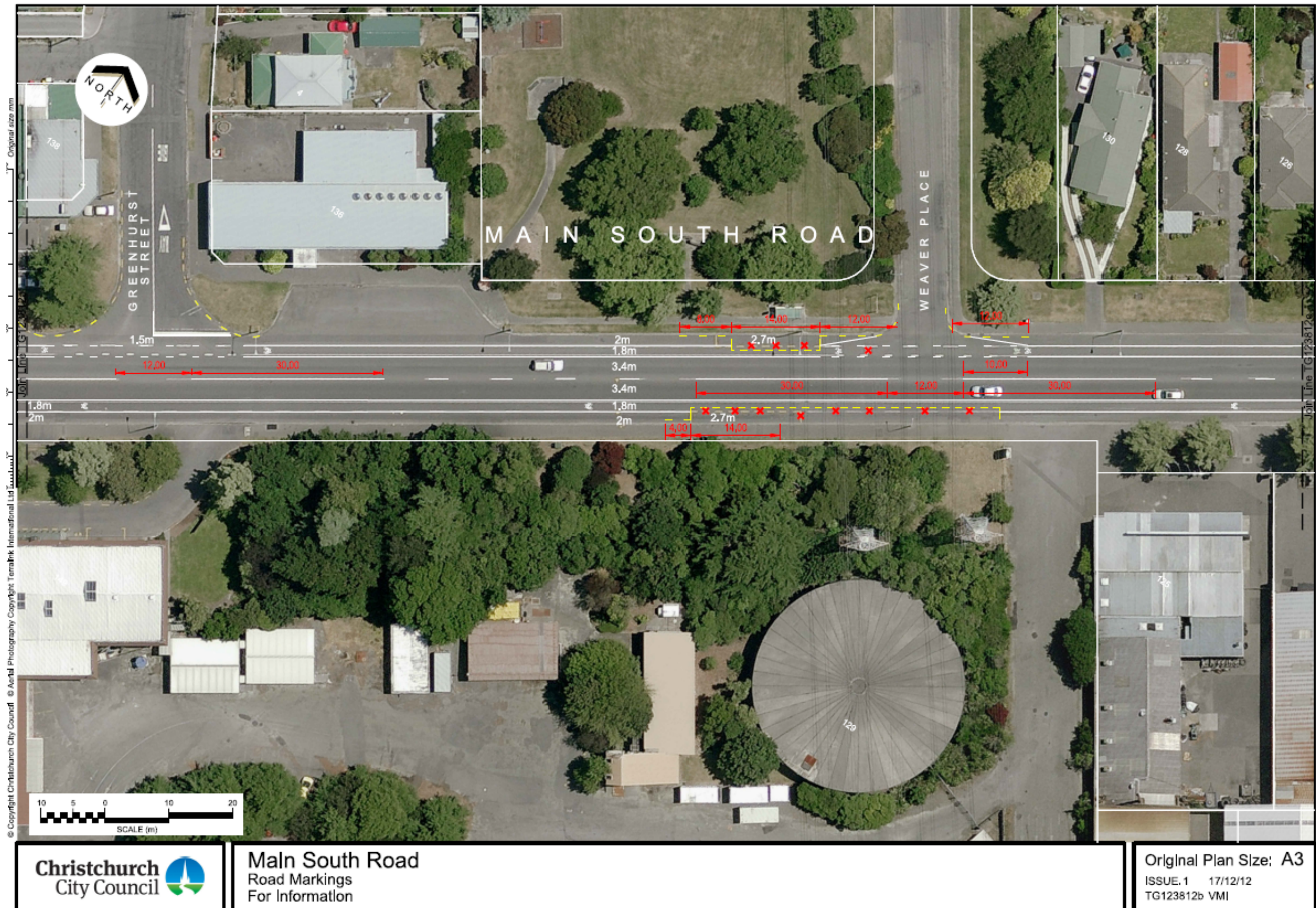
- (xxiv) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at its intersection with English Street and extending in a northeasterly direction for a distance of 18 metres.
- (xxv) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at a point 87 metres northeast of its intersection with English Street and extending in a northeasterly direction for a distance of eight metres.
- (xxvi) That a bus stop be installed on the northwestern side of Main South Road commencing at a point 95 metres northeast of its intersection with English Street and extending in a northeasterly direction for a distance of 14 metres.
- (xxvii) That the stopping of vehicles be prohibited at all times on the northwestern side of Main South Road commencing at a point 109 metres northeast of its intersection with English Street and extending in a northeasterly direction to its intersection with Curletts Road.
- (xxviii) That the stopping of vehicles be prohibited at all times on the northern side of Main South Road commencing at its intersection with Curletts Road and extending in an easterly direction for a distance of 82 metres.
- (xxix) That the stopping of vehicles be prohibited at all times on the northern side of Main South Road commencing at its intersection with Yaldhurst Road and extending in a westerly direction for a distance of 87 metres.
- (xxx) That the stopping of vehicles be prohibited at all times on the southern side of Main South Road commencing at its intersection with Curletts Road and extending in an easterly direction for a distance of 78 metres.
- (xxxi) That a bus stop be installed on the southern side of Main South Road commencing at a point 78 metres east of its intersection with Curletts Road and extending in a easterly direction for a distance of 14 metres.
- (xxxii) That the stopping of vehicles be prohibited at all times on the southern side of Main South Road commencing at a point 92 metres east of its intersection with Curletts Road and extending in an easterly direction for a distance of eight metres.
- (xxxiii) That the stopping of vehicles be prohibited at all times on the southern side of Main South Road commencing at a point 285 metres east of its intersection with Curletts Road and extending in an easterly direction for a distance of four metres.
- (xxxiv) That a bus stop be installed on the southern side of Main South Road commencing at a point 289 metres east of its intersection with Curletts Road and extending in a easterly direction for a distance of 14 metres.
- (xxxv) That the stopping of vehicles be prohibited at all times on the southern side of Main South Road commencing at a point 303 metres east of its intersection with Curletts Road and extending to its intersection with Yaldhurst Road.
- (xxxvi) That the stopping of vehicles be prohibited at all times on the southeastern side of Main South Road commencing at its intersection with Curletts Road and extending on a southwesterly direction for a distance of 78 metres.
- (xxxvii) That the stopping of vehicles be prohibited at all times on the southeastern side of Main South Road commencing at a point 127 metres southwest of its intersection with Curletts Road and extending on a southwesterly direction for a distance of eight metres.
- (xxxviii) That a bus stop be installed on the southeastern side of Main South Road commencing at a point 135 metres southwest of its intersection with Curletts Road and extending in a southwesterly direction for a distance of 14 metres.

9. Cont'd

- (xxxix) That the stopping of vehicles be prohibited at all times on the southeastern side of Main South Road commencing at a point 149 metres southwest of its intersection with Curletts Road and extending on a southwesterly direction for a distance of four metres.
- (xl) That the stopping of vehicles be prohibited at all times on the southeastern side of Main South Road commencing at a point 210 metres southwest of its intersection with Curletts Road and extending on a southwesterly direction for a distance of 59 metres.
- (xli) That the stopping of vehicles be prohibited at all times on the southeastern side of Main South Road commencing at a point 299 metres southwest of its intersection with Curletts Road and extending on a southwesterly direction for a distance of eight metres.
- (xlii) That a bus stop be installed on the southeastern side of Main South Road commencing at a point 307 metres southwest of its intersection with Curletts Road and extending in a southwesterly direction for a distance of 14 metres.
- (xlili) That the stopping of vehicles be prohibited at all times on the southeastern side of Main South Road commencing at a point 321 metres southwest of its intersection with Curletts Road and extending on a southwesterly direction for a distance of four metres.
- (xliv) That the stopping of vehicles be prohibited at all times on the southeastern side of Main South Road commencing at a point 423 metres southwest of its intersection with Curletts Road and extending on a southwesterly direction for a distance of 145 metres.
- (xlv) That a bus stop be installed on the southeastern side of Main South Road commencing at a point 568 metres southwest of its intersection with Curletts Road and extending in a southwesterly direction for a distance of 44 metres.
- (xlvi) That the stopping of vehicles be prohibited at all times on the southeastern side of Main South Road commencing at a point 612 metres southwest of its intersection with Curletts Road and extending in a southwesterly direction for a distance of four metres.
- (xlvii) That the stopping of vehicles be prohibited at all times on the southeastern side of Main South Road commencing at a point 625 metres southwest of its intersection with Curletts Road and extending in a southwesterly direction for a distance of 38 metres.
- (xlviii) That the stopping of vehicles be prohibited at all times on the southeastern side of Main South Road commencing at its intersection with Watts Road and extending in a northeasterly direction for a distance of 14 metres.
- (xlix) That the stopping of vehicles be prohibited at all times on the southeastern side of Main South Road, commencing at its intersection with Watts Road and extending in a southwesterly direction for a distance of 222 metres. This restriction shall not apply to stopping or parking within recessed parking enclaves located between the kerb line and footpath.
- (l) That the parking of vehicles be restricted to a maximum time of 30 minutes and is limited to buses only, commencing at a point 266 metres southwest of Watts Road Avenue and extending in a westerly direction for a distance of 26 metres.
- (li) That a bus stop be installed on the southeastern side of Main South Road commencing at a point 292 metres southwest of its intersection with Watts Road and extending in a southwesterly direction for a distance of 22 metres.
- (lii) That the stopping of vehicles be prohibited at all times on the southeastern side of Main South Road commencing at a point 314 metres southwest of its intersection with Watts Road and extending in a southwesterly direction for a distance of four metres.

9. Cont'd

- (liii) That the stopping of vehicles be prohibited at all times on the southeastern side of Main South Road commencing at a point 419 metres southwest of its intersection with Watts Road and extending in a southwesterly direction to its intersection with Blenheim Road.

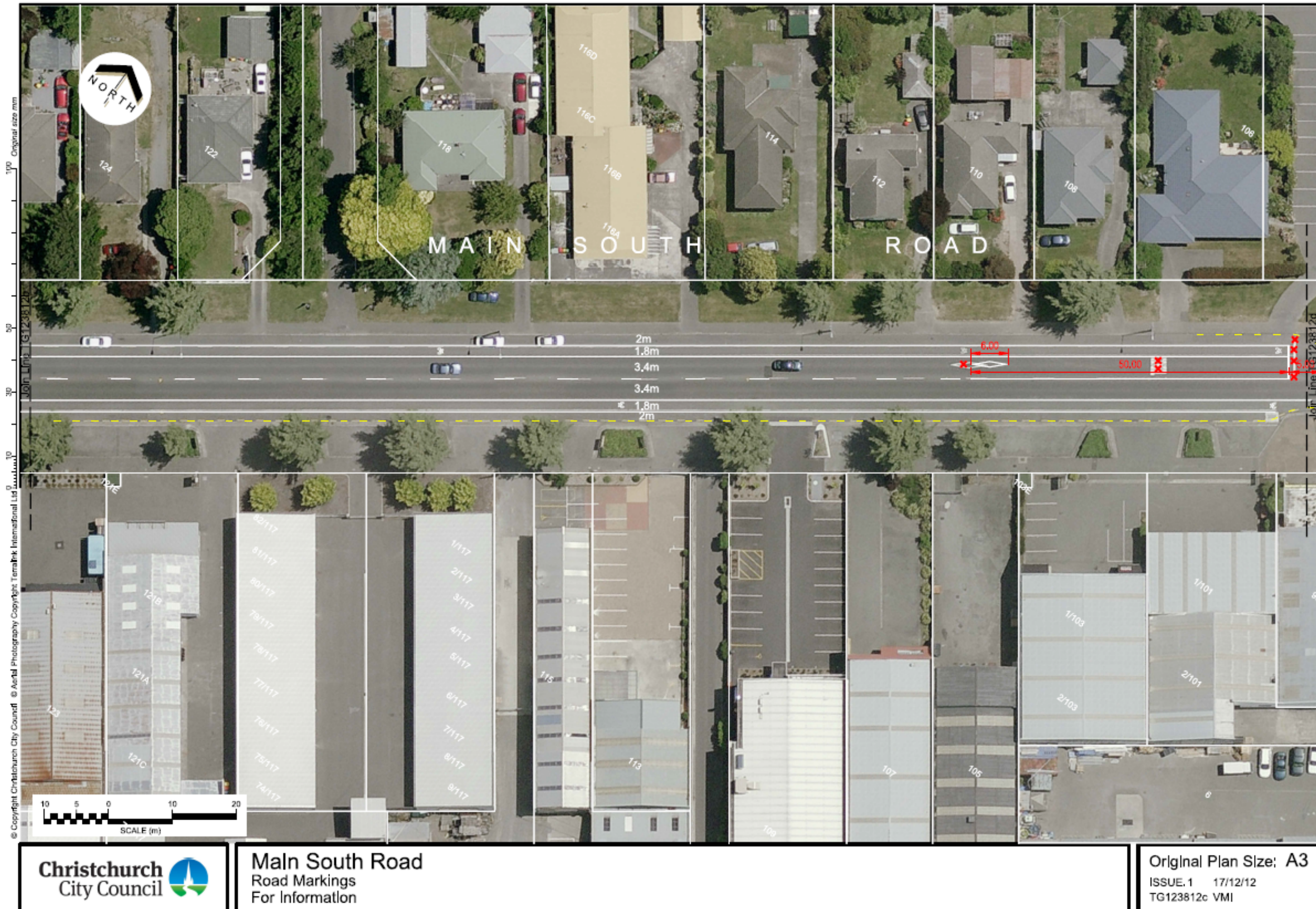




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Main South Road
Road Markings
For Information

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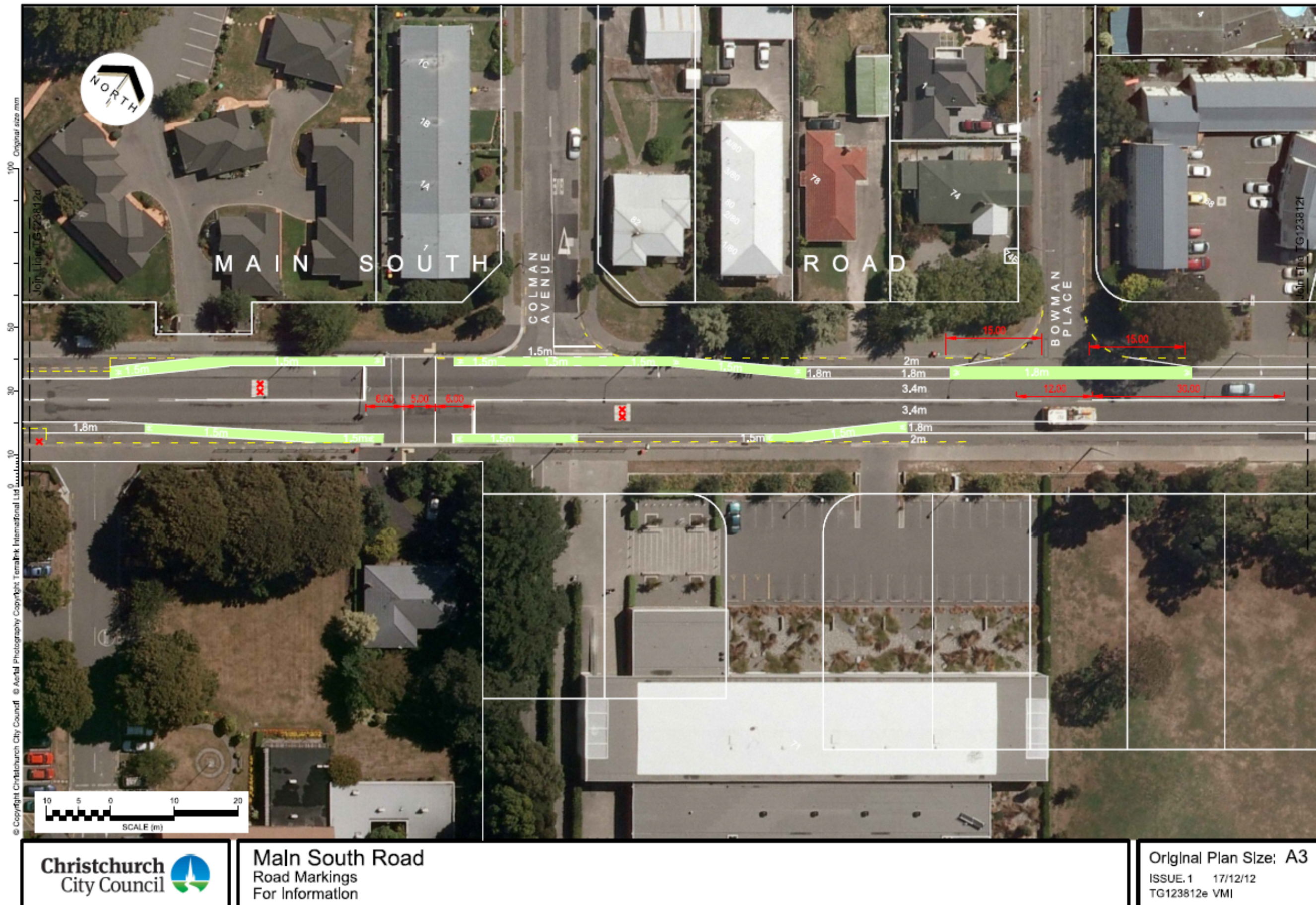


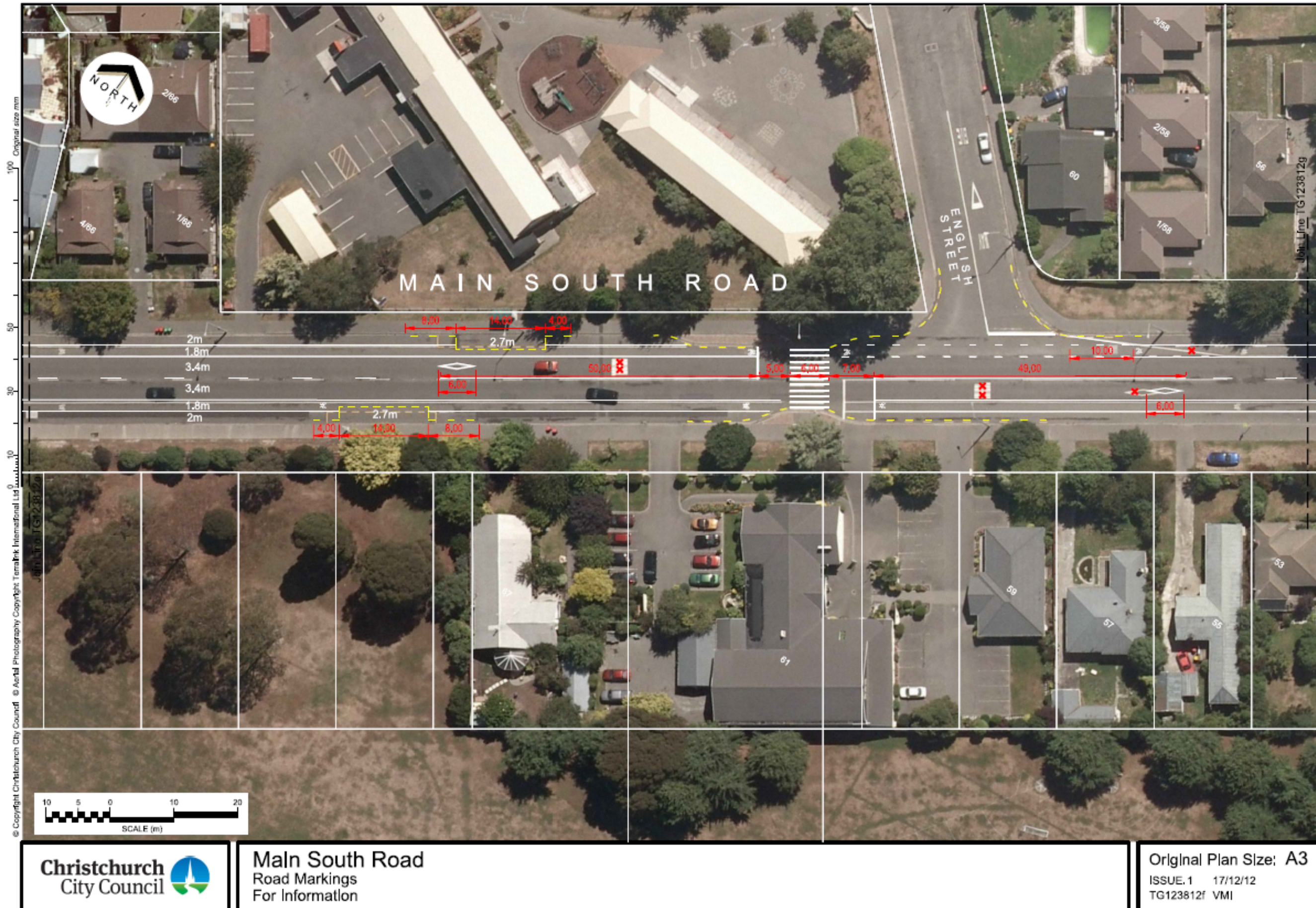


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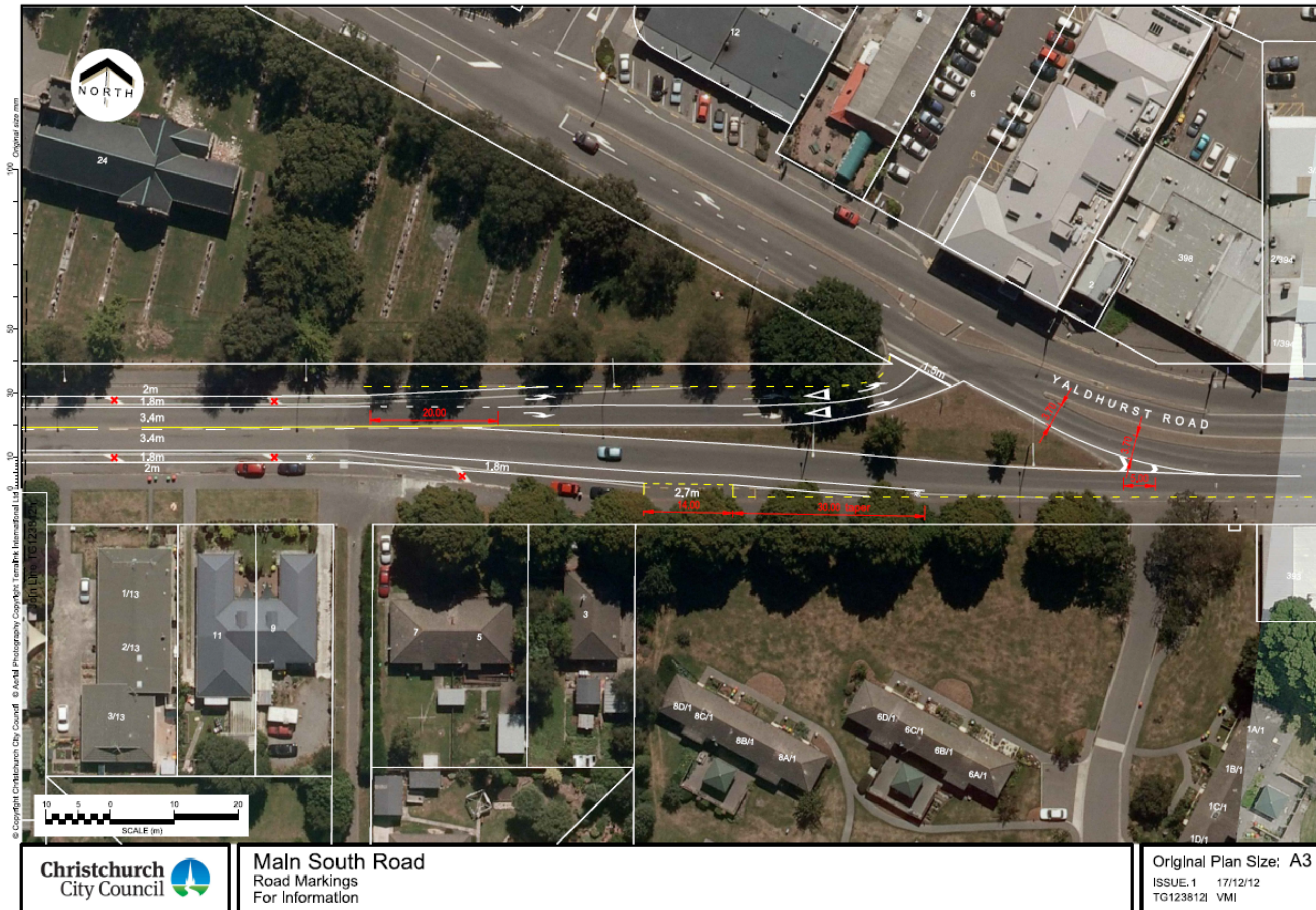
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- 10. COMMUNITY BOARD ADVISER'S UPDATE**
- 11. ELECTED MEMBERS' INFORMATION EXCHANGE**
- 12. MEMBERS' QUESTIONS UNDER STANDING ORDERS**