

## 9. REPORT OF THE ENVIRONMENT AND TRAFFIC COMMITTEE: 23 JUNE 2004

<b>Officer responsible</b> Community Advocate	<b>Author</b> Mary Fraher, Committee Secretary, DDI 941-6624
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The purpose of this report is to submit the following report and recommendations for the Board's consideration.

### **Report of the Environment and Traffic Committee meeting held on 23 June 2004 at 2.00pm in the Boardroom, Linwood Service Centre.**

**Present:** Yani Johanson (Chair), Rod Cameron, Linda Rutland and Bob Todd.

**Apology:** An apology for lateness was received and accepted from Rod Cameron.

Rod Cameron arrived at 2.37pm and was absent for clause 9.1 and part of clause 9.2.

#### **9.1 DEPUTATION: MR TOM BAKER, KEEP CHRISTCHURCH BEAUTIFUL: LITTER COUNTS**

Mr Tom Baker from Keep Christchurch Beautiful addressed the Committee about litter counts. Mr Baker advised that these counts are carried out on behalf of the Council twice a year from 86 different sites throughout the city. He also advised that the statistics show an overall upwards trend regarding litter with paper and plastic having the highest count and with the Hagley and Ferrymead wards having four of the 10 worst sites in the city.

The Chairperson thanked Mr Baker for his presentation.

#### **Committee**

- Recommendation:**
1. That the Board endorse the concept of a litter strategy for dealing with litter issues.
  2. That the Board acknowledge Keep Christchurch Beautiful is fundamental to the litter strategy.
  3. That the Board support the monitoring of sites where litter counts are carried out.

#### **Chairperson's**

**Recommendation:** That the recommendations be adopted.

#### **9.2 ENSORS ROAD RESERVE: SEATING AND ENHANCEMENTS**

<b>Officer Responsible</b> Urban Design and Heritage Team Leader	<b>Author</b> Victoria Lawson, Urban Renewal Planner, DDI 941-8089
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The purpose of this report is to inform the Board about the outcomes of the public consultation on seating and enhancements at Ensors Road Reserve and seek the Board's recommendation on whether to proceed with the seating and enhancements proposal. The Board approved this project to go out to public consultation (with colourful planting) at its meeting on 3 March 2004.

#### **BACKGROUND**

Developing the Charleston Neighbourhood Plan involved extensive public consultation and identified the need to enhance open spaces in Charleston to encourage informal contact between neighbours.

Charleston Residents' Association has requested a seat at the Ensors Road/Isabella Place road reserve. Warwick Scadden, Park and Waterways Area Advocate, has also received similar requests. One neighbour requested a seat before the Neighbourhood Plan was developed but there was no funding at that time.

## RESULTS OF PUBLIC CONSULTATION STAGE

Consultation plans were sent to 22 local neighbours and the residents' association asking if there were any objections. Seven replies were received, with the majority being in favour (including the unanimous support of the residents' association).

The two objectors were primarily concerned about current Council policy to leave grass cuttings behind after mowing; increased litter; and 'undesirables' using the seating area after dark.

To address the two latter concerns, it was explained that the Council has moved away from providing litterbins as these attract household rubbish and fly tipping. The objectors were encouraged to phone the Council regarding litter and to request to have it removed.

Recognition lighting, to light up people's faces, was offered to discourage 'undesirables' from the seating area after dark, as it strips them of their privacy. However, the two neighbours still object to the seating proposal.

## OTHER FEEDBACK FROM THE PUBLIC CONSULTATION STAGE

Some feedback suggested amendments to the proposal. This has been incorporated and the attached plan has altered from the original seen at the March meeting:

### The post and cable fence has been extended

Children play on the sculpture, but they are just metres away from Ensors Road traffic. Therefore it is intended to extend the post and cable fence to form a physical barrier between playing children and the traffic.

### The fence at the turning circle has been replaced

One of the objectors requested this fence to stop traffic reversing onto the grass. She is now not keen on the fence as people sit on its horizontal bars, and it is outside her house. It is intended to replace the existing fencing with the post and cable fence to stop people sitting here.

### Recognition lighting has been added

Recognition lighting has been added to the proposed seating area to discourage 'undesirables' after dark. In addition, it will be fitted with a white light source to make colour identification easier (for seeing the colour of hair, clothing, etc).

### Committee

- Recommendation:**
1. That the seating and enhancements proposal for the Ensors Road Reserve be approved.
  2. That staff be requested to investigate the inclusion of colourful annuals in the planting scheme.

### Chairperson's

**Recommendation:** That the recommendations be adopted.

## 9.3 KINSEY TERRACE STREET RENEWAL

<b>Officer responsible</b> Asset Management Team Leader	<b>Author</b> Alix Newman, Capital Programme Team Leader, DDI 941-8472
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The purpose of this report is to advise the Board on the status of the Kinsey Terrace street renewal project.

## BACKGROUND

In 2002 the Transport and City Streets Unit commenced consultation with the residents of Kinsey Terrace to determine what work should occur on the street as part of the "kerb and channel replacement project" as it was labelled – it is more accurately a drainage control project for asset protection.

Since then a number of issues have been raised and discussed with the residents and members of the Hagley/Ferrymead Community Board, relating to the goals and objectives of the various parties involved (including Transport and City Streets Unit). The process has not resulted in a clear set of agreed goals and objectives, so no capital work has taken place.

At a facilitated meeting between members of the Hagley/Ferrymead Community Board Environment and Traffic Committee, Kinsey Terrace residents and staff from the Transport and City Streets Unit held on 20 April 2004, the residents reiterated a need to have a look at the full range of issues that are relevant to Kinsey Terrace in its context as a historical, residential road on Clifton Hill. They expressed a preference for a landscape architect to lead a review process.

The meeting agreed that such a review process was the preferred approach that would ultimately determine the appropriate objectives for short, medium and long term capital works.

#### **CURRENT STATUS**

The Urban Design Team has recently been asked to take over the management of the review process, partially because the management of a full context review is more effectively managed by that team, but also because the residents expressed a desire for Andrew Craig to lead this process. The review process would look at:

- the historical nature of the area,
- road structure, ie asset management,
- road use and safety,
- parking,
- undergrounding, and
- other issues of relevance.

The aim would be to produce an integrated, prioritised list of works that the Council should then consider for funding (over and above the existing budget for asset management).

It is anticipated that the project manager would conduct appropriate consultation and investigations to establish the agreed list of works. The Transport and City Streets Unit has the capital for Kinsey Terrace (\$600,000) budgeted for 2004/05, but this will be carried over into 2005/06. It is important to note that the Transport and City Streets Unit is also involved in a fairly extensive capital smoothing exercise which may necessitate further movement of the Kinsey Terrace budget.

As the Urban Design Team project manager has not fully scoped the range of tasks, it is not yet possible to advise a timeframe for the review work. The project manager will report to the Committee when the review is initiated, and on the recommended timeframe for the work.

#### **Committee**

**Recommendation:** That the information be received.

#### **Chairperson's**

**Recommendation:** That the recommendation be adopted.

#### **9.4 MADRAS STREET: RESIDENTS' PARKING**

<b>Officer responsible</b> Network Operations Team Leader	<b>Author</b> Barry Cook, Traffic Engineer, DDI 941-8938
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The purpose of this report is to seek the Board's approval for the installation of three additional "residents parking only" restrictions on the east side of Madras Street, between Peterborough Street and Ely Street.

The Council has received requests from the residents at 336, 340 and 354 Madras Street for these extra residents' spaces. Number 336 is in two flats and the existing one car space needs to be extended to accommodate two spaces. Number 340 is a new request. Number 354 is a new request and can be accommodated by extending the existing space for 356. These houses occupy the entire frontage of narrow sections (see attached plan) and there is no opportunity to drive a vehicle wholly onto the property. This is in an area where there is all day commuter parking.

This proposal complies with the Council's policy for residents' parking and the Council's Parking Strategy. The extension of the existing residents parking spaces and the creation of a new space has been discussed with the local residents' association.

**Committee**

- Recommendation:**
1. That the parking of vehicles restricted to “vehicles displaying residents permits only at any time” on the east side of Madras Street commencing at a point 26.5 metres from its intersection with Peterborough Street and extending in a northerly direction for a distance of 6.5 metres be revoked.
  2. That the parking of vehicles be restricted to “vehicles displaying permits only at any time” on the east side of Madras Street commencing at a point 26.5 metres from its intersection with Peterborough Street and extending in a northerly direction for a distance of 11.5 metres.
  3. That the parking of vehicles be restricted to “vehicles displaying permits only at any time” on the east side of Madras Street commencing at a point 51 metres from its intersection with Peterborough Street and extending in a northerly direction for a distance of 5.5 metres.
  4. That the parking of vehicles restricted to “vehicles displaying permits only at any time” on the east side of Madras Street commencing at a point 27 metres from its intersection with Salisbury Street and extending in a northerly direction for a distance of 6.5 metres be revoked.
  5. That the parking of vehicles be restricted to “vehicles displaying permits only at any time” on the east side of Madras Street commencing at a point 20.5 metres, from its intersection with Salisbury Street and extending in a northerly direction for a distance of 13 metres.

**Chairperson’s**

**Recommendation:** That the recommendations be adopted.

**9.5 MAIN ROAD: P10 PARKING RESTRICTION**

<b>Officer responsible</b> Network Operations Team Leader	<b>Author</b> Jeff Owen, Traffic Engineer, DDI 941-8971
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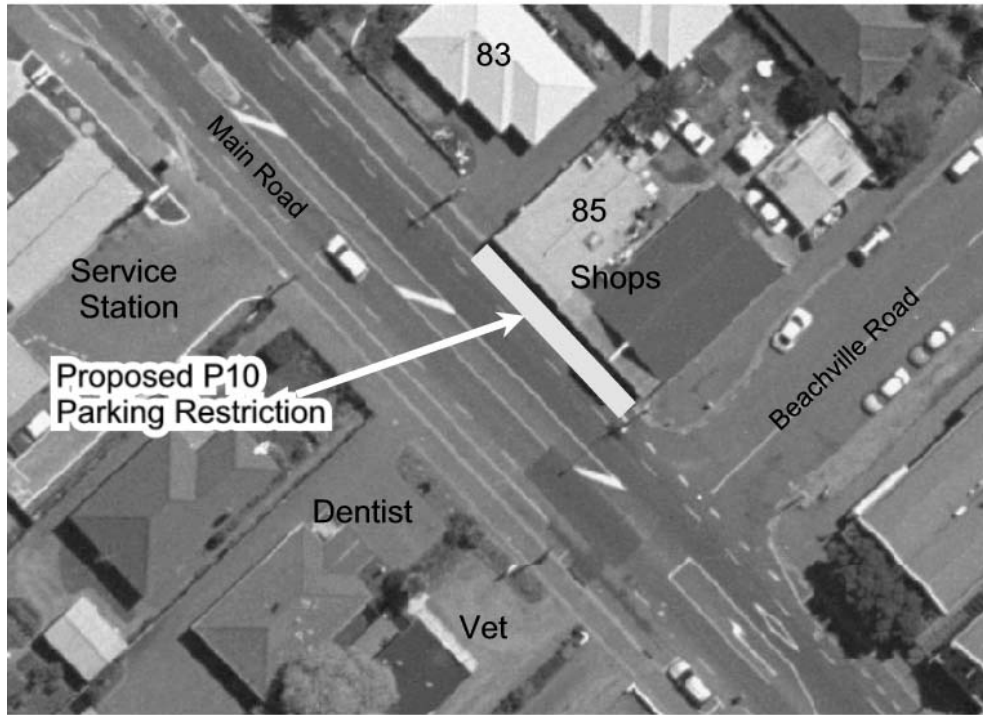
The purpose of this report is to seek the Board’s approval for the installation of P10 parking on Main Road near Beachville Road.

**BACKGROUND**

A request has been received from Mr Brian Jennings, owner of the Redcliffs Butchery at 85 Main Road, for a short term parking restriction outside his shop. The shop is in a block of three on the northwest corner of Main Road and Beachville Road, which comprises the butcher, a take away and a dairy. At present the three kerbside parking spaces in front of these shops are unrestricted. On the opposite side of Main Road there is a dentist, a veterinarian and a medical centre. Some of the clients of these businesses park outside the shops at number 85 Main Road for up to two hours.

**PROPOSAL**

To help solve this problem it is proposed to install time restricted parking of 10 minutes (at any time) to the three car parking spaces outside the shops at number 85 Main Road. All shop owners have agreed to this proposal, which is shown on the plan below.



### Proposed P10 Parking Restriction

The Council’s Parking Strategy provides guidance for the allocation of kerbside parking. Main Road is classified as an ‘Arterial Road’ within the City Plan. For business areas on arterial roads within the City, the policy states in 5.2.3 Kerbspace Parking Priority:

*To allocate kerb space where demand exceeds supply, in general accordance with the Arterial Roads Parking Priority table below:*

<i>ARTERIAL ROADS PARKING PRIORITY</i>	
<i>1</i>	<i>Bus stops</i>
<i>2</i>	<i>Taxi, Limousine and Shuttle services</i>
<i>3</i>	<i>Loading Zones</i>
<i>4</i>	<i>Parking for People with Disabilities</i>
<i>5</i>	<i>Short-stay private vehicle parking for business and retail needs</i>
<i>6</i>	<i>Residents parking</i>
<i>7</i>	<i>Commuter parking</i>

This proposal to install time restricted parking on Main Road fits with the Parking Strategy.

The Redcliffs Residents’ Association endorses this proposal.

### CONCLUSION

The viability of suburban shops is dependent on short-term kerb side parking outside, or as close as possible, to the establishment. In this situation, motorists are parking outside these shops for lengthy periods to access other businesses in the area. To provide customers reasonable access to the shops, short-term kerbside parking should be installed outside their premises.

#### Committee

**Recommendation:** That the parking of vehicles be restricted to a maximum period of 10 minutes (at any time) on the north eastern side of Main Road commencing at a point six metres from its intersection with Beachville Road and extending in a north westerly direction for a distance of 17.5 metres.

#### Chairperson’s

**Recommendation:** That the recommendation be adopted.

## 9.6 SUMNER BEACH: PROVISION OF BEACH ACCESS FOR PEOPLE WITH DISABILITIES

<b>Officer responsible</b> Greenspace Manager	<b>Author</b> Warwick Scadden, Parks and Waterways Area Advocate, DDI 941-6614
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The purpose of this report is to advise the Board of the investigation that has been completed into alternative ways of providing beach access for people with disabilities at Sumner.

### BACKGROUND

Disabled people, particularly those who are reliant upon wheelchairs, are unable to access the beach at Sumner due mainly to:

- (a) the large rocks adjacent to Cave Rock and the associated rock walling;
- (b) the steps and decking by 'On the Beach' café;
- (c) the soft sand coupled with vegetation between the café and the Sumner Surf Club.

### INVESTIGATION OF THE BEACH AREA

The Sumner beach area is constantly changing. From advice given by the Coastal Parks Area Head Ranger, large quantities of sand are moved by the sea and wind to the extent that sand levels rise and fall quite dramatically throughout the beach area.

Currently, in the area between Shag Rock and the Sumner Surf Club, the sea has formed a significant channel near the main road edge of the beach. At high tide there is no dry sand for a large section of the road frontage. Approximately one year ago this area was a favoured beach for walking because of the amount of sand area, even at high tide.

The area from the surf club frontage toward the 'On the Beach' café contains extensive sand which is readily moved by wind. Some plants have become established in this area helping to provide a degree of sand stability. However, it remains somewhat fragile.

Between 'On the Beach' café and Cave Rock, the sand is also readily moved by wind. No sandbinding plants have been established in this area and sand is frequently blown over the stone wall and steps onto the streetside paving.

### OPTIONS FOR PROVIDING ACCESS

1. In 1998, rangers constructed a wooden board walk from the street pavement onto the beach near the junction of the Esplanade with Main Road. This was vulnerable to regular covering with sand, requiring frequent maintenance. In addition, this wooden board walk was twice damaged by fire.

An access for disabled people in this area of the beach, between the surf club and café, would need to extend 80 metres onto the sand in order to reach firm sand. This would be visually intrusive.

2. On the eastern side of 'On the Beach' café, a set of concrete steps exist adjacent to a timber deck. Staff have investigated this location for a ramp but it would be required to extend approximately 60 metres out onto the beach to reach firm sand. At this point of the beach, the sea can intrude significantly during spring tides. Plants have not established in this locality. This area is not considered a suitable option because a ramp could be damaged by the sea during spring tides and would also be visually intrusive.
3. The rocky area on the west side of Cave Rock has been investigated again. This is an area where able-bodied people walk over the rocks to gain access from the promenade to the beach. Firm sand is approximately 35 metres from the end of the promenade at this point and with an appropriate infill between rocks to blend with the natural materials, sufficient width could be provided for wheelchairs.

Of all the options considered by staff, the area adjacent to Cave Rock would provide the most direct and the shortest length required to reach firm sand. It would also be the least intrusive visually and would require a minimum of maintenance.

## **PUBLIC REQUEST**

Correspondence has been received from Mr Zefanja Potgieter as follows:

*"I have been a regular visitor to Sumner Beach for more than seven years now and have regularly enquired about wheelchair access to the beach area. As a wheelchair user myself I am a strong advocate of providing some means of wheelchair access between the paved esplanade and the wet sand area. Many times in the past I have spoken to other wheelchair users on the esplanade and encountered understandable disappointment about the lack of beach access. The absence of suitable access at Sumner is a particular concern also because the "Parks and Waterways Access Policy 2002" recognises and supports the need for such access.*

### **"4. Beach and Waterway Access**

*Access to the beach is essential as Christchurch has a large area of beachfront and there is high demand for wheelchair and pushchair access. The Christchurch City Council should provide at least one accessible entry to a beach in Christchurch onto a firm and stable surface such as wet sand."*

*I have seen the proposal for a concrete pathway directly next to and west of Cave Rock and support it for the following reasons:*

- 1. The design requirements will ensure that it will visually blend with natural rock/beach interface.*
- 2. It provides improved and safer pedestrian access for the general public to and from the beach.*
- 3. The design includes design features to ensure safety of wheelchair users although some part of the gradient will be outside the recommended building standard gradient. This is due to the physical constraints of the site and cannot be helped, and in my opinion, would be acceptable if signage indicates that wheelchair users should be assisted when using the access way.*
- 4. It provides improved and safer access for baby strollers, small children and those with walking restrictions.*

*Seen against the restrictions that the overall Cave Rock site presents, and acknowledging the fact that there will always be some parties who cannot be pleased no matter what is presented, I support the Community Board proceeding with the proposal and urge it not to delay this facility any longer."*

## **SUMMARY**

Staff have thoroughly investigated alternative ways of providing beach access for disabled people at Sumner. The conclusion reached is that the site adjacent to Cave Rock is the most suitable because:

1. It would be the shortest most direct route to firm sand.
2. It would readily harmonise with existing rocks where able-bodied people already access the beach.

## **FINANCIAL IMPLICATIONS**

\$15,000 is available for this project within the Coastcare Capital Budget for 2004/05.

An estimate of \$7,000 for the project has been provided by City Solutions.

### **Staff**

- Recommendation:**
1. That an access for people in wheelchairs be provided adjacent to Cave Rock to allow access from the promenade to firm sand.
  2. That the access be created using a concrete infill between rocks, incorporating an aggregate to harmonise the surface with surrounding rocks.

### **Committee**

- Recommendation:** That because of issues with the timing of this proposed project, that the following options be consulted on:

1. The installation of a rock path using a concrete infill between rocks, incorporating an aggregate to harmonise the surface with surrounding rocks.
2. The installation of a wooden ramp adjacent to Cave Rock.
3. The installation of a stone ramp adjacent to Cave Rock.

**Chairperson's**

**Recommendation:** For discussion.

**9.7 SUMNER PROMENADE: ACCESS OVER THE SEA WALL**

<p><b>Officer responsible</b> Greenspace Manager</p>	<p><b>Author</b> Warwick Scadden, Parks and Waterways Area Advocate, DDI 941-6614</p>
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The purpose of this report is to seek the Board's approval for a ramp to provide access to the promenade over the sea wall at Sumner, to serve the needs of people with disabilities in particular those in wheelchairs.

**BACKGROUND**

The Board has considered a previous proposal to put a cut in the sea wall.

At the Board seminar on 26 February 2004, the Board decided to "abandon the proposal to put a cut in the sea wall, on the basis that the minor social benefits provided by a cut would be outweighed by the environmental and ecological risks".

**INVESTIGATION**

Since the Board's decision not to proceed with a cut in the wall, staff have undertaken further work in an endeavour to meet the needs of handicapped people for access from the Esplanade to the promenade.

**PROPOSAL**

At the junction of Menzies Street and the Esplanade, a set of steps exist for access across the sea wall to the promenade.

This can be converted to provide dual steps and ramp access similar to locations further north along the promenade. A 10 metre long ramp would be required on both sides of the wall to complement the existing steps. Minor adjustments to the existing path across from the Esplanade footpath would also be necessary.

Costs have been calculated by City Solutions structural engineers at \$23,000 for the complete work, inclusive of the access path and surrounding lawn restoration.

**DISCUSSION**

Many requests have been received by the Board to provide access for handicapped people from the Esplanade to the promenade.

At the Scarborough end of the promenade, there is no provision for such access other than by the paddling pool.

The Menzies Street junction is a suitable area due to the proximity of the Edith Cavell Home Hospital and the gentle gradient of the lawn by the proposed ramp.

**FINANCIAL IMPLICATIONS**

While calculations for the cost of this project are \$23,000, there is currently no funding allocation within the Greenspace Unit capital budget. Upon approval of the proposed ramp, funding would need to be sought.



**Committee**

- Recommendation:**
1. That the proposed ramp to provide access over the sea wall at Menzies Street be approved, subject to funding becoming available.
  2. That the matter go out for public consultation.

**Chairperson's**

**Recommendation:** That the recommendations be adopted.

**9.8 DRAFT CHRISTCHURCH ROAD SAFETY STRATEGY**

At its 31 May 2004 meeting, the Board resolved to give the Committee power to act to give feedback on behalf of the Board on the Draft Christchurch Road Safety Strategy document.

The Committee considered the document, reviewing the contents on a detailed basis. Various items were identified for comment by the Committee and inclusion in the Board's feedback.

**Committee**

**Recommendation:** That the information be received.

**Chairperson's**

**Recommendation:** That the recommendation be adopted.

**9.9 STREET TREES ON CANNON HILL CRESCENT**

Warwick Scadden (Parks and Waterways Area Advocate) updated the Committee about tree pruning on Cannon Hill Crescent. The Committee **received** the information.

**Committee**

**Recommendation:** That the information be received.

**Chairperson's**

**Recommendation:** That the information be received.