



Christchurch City Council

SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA

19 APRIL 2005

AT 5.00 PM

IN THE BOARDROOM,
SOUTH LIBRARY, SERVICE CENTRE AND LEARNING CENTRE,
66 COLOMBO STREET, CHRISTCHURCH

Community Board: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Paul de Spa, Chris Mene, Sue Wells and Megan Woods.

Community Board Principal Adviser
Lisa Goodman
DDI: 941-5108
Email: lisa.goodman@ccc.govt.nz

Community Board Secretary
Elaine Greaves
DDI: 941-5105
Email: elaine.greaves@ccc.govt.nz

- PART A - MATTERS REQUIRING A COUNCIL DECISION
- PART B - REPORTS FOR INFORMATION
- PART C - DELEGATED DECISIONS

INDEX

- PART C 1. APOLOGIES
- PART C 2. CONFIRMATION OF REPORT TO COUNCIL: 5 APRIL 2005
- PART C 3. CROYDON STREET /SOUTHAMPTON STREET – NEIGHBOURHOOD IMPROVEMENT PROJECT (NIP)
- PART A 4. BROUGHAM STREET – CONSIDERATION OF FUTURE USE
- PART B 5. UPDATE OF BOARD FUNDS
- PART B 6. BOARD MEMBERS' INFORMATION EXCHANGE
- PART B 7. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER
- PART B 8. QUESTIONS FROM MEMBERS

SEMINAR MEETING – 5.30pm

- 1. ENVIRONMENT CANTERBURY
- 2. ADDINGTON CLUSTER
- 3. OUTDOOR SUBURBAN SWIMMING POOLS REVIEW
- 4. HEATHCOTE RIVER VISION PROJECT

1. APOLOGIES

Apologies for absence have been received from Phil Clearwater and Sue Wells.

2. CONFIRMATION OF REPORT TO COUNCIL: 5 APRIL 2005

The report of the meeting of 5 April 2005 has been circulated under separate cover.

STAFF RECOMMENDATION

That the report to Council of the meeting of 5 April 2005 be confirmed as a true and accurate record of that meeting.

3. CROYDON STREET / SOUTHAMPTON STREET – NEIGHBOURHOOD IMPROVEMENT PROJECT (NIP)

General Manager responsible:	General Manager, City Environment
Officer responsible:	Manager, Transport & City Streets
Author:	Hamish Peacock, DDI 941-8662

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to proceed to final design, tender and construction for the Southampton Street/Croydon Streets Neighbourhood Improvement Project.

EXECUTIVE SUMMARY

2. This project involves altering road markings on Croydon Street and a splitter island with pedestrian facilities. The purpose of this project is to deter drivers cutting the corner at the intersection, performing "doughnuts" and better delineating the intersection.
3. The historical problems at this intersection were vehicles cutting across the head of the Croydon/Southampton Streets intersection when turning right from Southampton Street into Croydon Street. Vehicles are driving into and out of this intersection at higher than expected speeds, which is attributed to the generous kerb-to-kerb width in both streets. Furthermore, some residents have outlined that some hoons perform "doughnuts" in Southampton Street at the head of the intersection because of the additional road width encroaching into Croydon Street.
4. The objectives of the project, as established in October 2004, are to:
 - (i) Investigate, assess and provide solutions to the problems complained of at the intersection of Croydon and Southampton Streets.
 - (ii) Improve safety for pedestrians, cyclists and vehicles.
 - (iii) Provide improved pedestrian/cycle crossing facilities.
 - (iv) Upgrade any inadequate street lighting (location of street lighting to be looked at).
5. Three options were identified and assessed, including the minimum "do nothing" (i.e. the status quo), kerb build-outs on Croydon Street and the recommended option. The proposal is illustrated on the attached plan and described below.
6. The preferred option involves the construction of a 13 metre long splitter island in Croydon Street at the approach of Southampton Street. The island will have a short nose to allow pedestrians to cross as close as practical along the Southampton Street footpath alignment. The tail of the island will be longer to give the island increased visibility and presence. The island will reduce Southampton Street at the head of the intersection to 14 metres in width, thereby reducing the potential for drivers to perform "doughnuts" in Southampton Street at this location.
7. Croydon Street will maintain two 5.5 metre lanes adjacent to the island that is sufficient to cater for vehicles and a two-way bus route through this intersection.

8. The preferred option also includes installation of no stopping (yellow lines) around the kerb and channel of this intersection, including 6 metres on the south and north side of the intersection on Southampton Street; 19 metres on the southern side of Croydon Street and 20 metres on the northern side of Croydon Street. This will prevent vehicles parking at this intersection for these locations. The centre road line markings need will be extended 29 metres along Croydon Street. These road line and lane markings on the approaches and departure of the intersection within Croydon Street will better delineate and make the intersection more visible.
9. The alternative option (do nothing) was considered if the results of consultation did not find that the problem was still apparent.
10. The views of persons affected have been ascertained through individual visits to each household and discussions with landowners/occupiers. A letter advising of the preferred option was also sent to the wider community. The landowners and occupiers views were reviewed by the project team. At its meeting on 4 October 2004, the Spreydon/Heathcote Community Board accepted a staff recommendation that the project proceed to consultation.
11. In relation to the intersection improvements, the views and preferences of persons affected or likely to have an interest have been ascertained through consultation with the owners and occupiers of the properties in the immediate location of the intersection. Eight of the nine properties immediately adjacent to the intersection were contacted. One eluded successful contact.
12. The historical nature of the problems and issues was that vehicles were cutting across the head of the Croydon/Southampton Streets intersection when turning right from Southampton Street into Croydon Street. Also, vehicles are driving through into and out of this intersection at higher than expected speeds, which is attributed to the generous kerb-to-kerb width in both streets. Furthermore, some residents have outlined that some hoons perform "doughnuts" in Southampton Street at the head of the intersection because of the additional road width encroaching into Croydon Street.
13. All of the eight property owners/occupiers contacted favoured the preferred solution. All residents spoken to expressed satisfaction that the Council were (finally) doing something about this intersection because, as they explained, the intersection is subject to not only 'drivers cutting the corner but also hoons at night doing "doughnuts"' in Southampton Street at the intersection. On this basis this has confirmed the problem and confirmed that the project and design is appropriate.
14. It is evaluated that the residents in the surrounding area most directly affected are in support of the plans and are, in fact, pleased that the Council are proactively pursuing solutions to the problems they have experienced.
15. The implications of this work are that the intersection should control (slow) traffic through it, with vehicles not being able to cut the corner. The reduced street width within Southampton Street should deter vehicles attempting to do "doughnuts". Also, the no parking lines on the corners of the intersection will enable greater use of the road carriageway with no parked vehicles inhibiting or taking up space for vehicle movements. The design should reduce traffic speeds, provide a more visible intersection and enable safer pedestrian movements across Croydon Street at this intersection.

FINANCIAL AND LEGAL CONSIDERATIONS

16. The cost estimate for this project is \$6,600. The Transport and City Streets Unit's Neighbourhood Improvement Project works is programmed in the Unit's capital programme, for implementation in 2005/06 financial year, with a total budget of \$760,000. The budget for this project is fully funded within the unit budgets.
17. There are no legal considerations associated with this project's preferred option aside from the resolutions outlined in the recommendations below.

BACKGROUND ON CROYDON STREET/SOUTHAMPTON STREET NEIGHBOURHOOD IMPROVEMENT PROJECT

18. This project is a Neighbourhood Improvement Project. It was originally programmed due to neighbourhood complaints. This project has included investigation about the problems to ensure problems still remained.
19. The historical nature of the problems and issues were that vehicles were cutting across the head of the Croydon/Southampton Streets intersection when turning right from Southampton Street into Croydon Street. Also, vehicles are driving through into and out of this intersection at higher than expected speeds, which is attributed to the generous kerb-to-kerb width in both streets. Furthermore, some residents have outlined that some hoons perform "doughnuts" in Southampton Street at the head of the intersection because of the additional road width encroaching into Croydon Street.
20. The crashes near this intersection have been one crash involving a south-bound car on Southampton Street losing control 20 metres south of Croydon Street. The only other crash occurred at the intersection with a car reversing west-bound along Croydon Street. The nature of the complaints and problems identified at this intersection involve vehicles cutting across the intersection face in Croydon Street and vehicles doing "doughnuts" in Southampton Street, across the face of the Croydon Street intersection. The complaints had come from local residents.
21. This project has been twofold; one of investigation to ensure that the problems still existed and secondly, to provide solutions to the problems. The project confirmed the problems still exist. The consultation process then took the preferred option to the residents and sought their feedback on the project. Their feedback was supportive.

OPTIONS

22. Options for this project include the preferred option (a traffic island), kerb build-outs on Croydon Street, or doing nothing (maintain the status quo).
23. These options are fully assessed in Section 3 of this report.
24. The alternative option to the preferred option was discounted because the higher costs associated with kerb build-outs.
25. The preferred splitter island option includes restricting parking on the corners of the intersection which is a cost effective solution in comparison to the other options.

PREFERRED OPTION

26. The preferred option is a traffic island in Croydon Street. This will have a short nose to allow pedestrians to cross closer to the Southampton Street alignment. The tail of the island will be longer to give the island increased visibility and presence.
27. The position of the island also reduces the amount of road space available for drivers to do "doughnuts".
28. Street lighting has been evaluated. It is proposed to replace the existing outreach arm and fluorescent luminaries at the Southampton Street intersection with a new arm and luminaries.
29. The project has been evaluated in terms of tactile paving by the Foundation for the Blind and their comments relate to pedestrians not being able to cross directly along their continuous path of travel. Unfortunately, this project design cannot achieve the direct line travel and solve the other problems identified.
30. The preferred option is a cost effective and practical solution that recognises the need for pedestrian refuge within the island, and includes no stopping lines on the corners and advance warning "no passing" road markings to better delineate the traffic island.

STAFF RECOMMENDATIONS

It is recommended that the Board approve:

- (a) That the proposed neighbourhood improvement project at the Croydon/Southampton Streets intersection be approved to proceed to final design, tender and construction in accordance with the attached plan labelled "TP169401 MJR".
- (b) That the stopping of vehicles be prohibited at any time on the south side of Croydon Street commencing at a point 25 metres east of its intersection with Southampton Street and on the north side of Croydon Street, extending 26 metres in a westerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be supported.

4. BROUGHAM STREET – CONSIDERATION OF FUTURE USE

General Manager responsible:	General Manager, City Environment
Officer responsible:	Angus Smith, Acting Unit Manager
Author:	Felix Dawson, Property Projects Consultant, DDI 941-8477

PURPOSE OF REPORT

- 1. To consider the future use options for the Council property at Brougham Street (the property) and to seek a resolution to pursue one of the options.

EXECUTIVE SUMMARY

- 2. The property is currently used as a road buffer zone. It is more than is required for this purpose and could be better utilised if it was amalgamated to one of the adjacent properties and developed for medium density housing. Disposal to one of the adjacent owners is recommended.

FINANCIAL AND LEGAL CONSIDERATIONS

- 3. The preferred option proposes sale of the asset with a return of around \$35,000.
- 4. Legal Services have advised that Section 40(4) of the Public Works Act 1981 applies and that because of the size, shape and situation of the land, the Council may offer the property to the adjacent owners without offer back to the previous owner.

Schedule

All that parcel of land containing 280m² or thereabouts being part of Lot 1 DP 56555 and being part of the land contained and described in Certificate of Title 35A/453.

BACKGROUND ON BROUGHAM STREET- CONSIDERATION OF FUTURE USE OPTIONS

- 5. The property is 280m² located in the L-3 zone on the south side of Brougham Street one block away from Colombo Street. It was purchased in 1973 as one of a number of purchases made for the purpose of enabling creation of the Brougham Street expressway. The property was vested as road diversion following completion of survey in 1990.
- 6. The road design provided for a twelve metre wide berm on the south side tapering to 9 metres towards Colombo Street. There are two inconsistencies in the berm width in the stretch of road between Colombo Street and Burlington Road. In both cases small blocks protrude further than the 12 metre berm width. From looking at the survey plan it would appear that this occurred as a matter of convenience in that it avoided surveying off several longer sections and then undertaking a sale process to the neighbours. At the land prices of the time it would not have been cost effective. The berms now contain substantial plantings which provide significant protection from the road for neighbouring properties.

7. A request has been received from a neighbour at 49 Cadogan Street to purchase one of the pieces of land held by Council that is additional to the normal 12 metre berm width. They have expressed an interest in developing their site for medium density use. The property has been processed internally by the Facility Assets Unit in terms of the property decision-making flow chart. There has been no interest in retaining the property expressed by any Unit or the Community Board. The Transport & City Streets Unit has advised that the 12 metre wide berm is sufficient in terms of providing a noise and pollution buffer between the road and neighbouring houses. The Urban Design Team have considered the site and note that because there is no access to the property there is no amenity value over and above the use as a buffer zone to the road. They have advised that allowing sale to one of the adjacent sites would allow a more rational and efficient use of the land for residential purposes which will support the Council's residential consolidation policy. The aim of this policy is to concentrate residential activities in the centre of the city and limit urban sprawl and loss of agricultural soils traffic congestion etc.
8. A registered valuer has estimated the value of the property at \$35,000- \$40,000. Before transfer could be undertaken subdivision of the property would be required at cost of approximately \$5,000. The property currently incurs minimal maintenance cost.

OPTIONS

9. (a) Do nothing and retain for road berm.
(b) Dispose of property at market value by way of sale to one of the adjacent owners.

PREFERRED OPTION

10. Option (b)

The property is smaller than the minimum lot size and so should only be disposed of if amalgamated to an adjacent property. Disposing of the property to an adjacent owner would provide a benefit to the Council in that it would enable greater utilisation of the land for housing purposes. This is supported by Council Policy and planning objectives. A 12 metre berm would still be retained between road and houses and so the cost in terms of the effects from a reduced buffer zone would be minimal. On balance this is an acceptable outcome and the preferred option therefore is to sell to an adjacent owner.

11. The property has been assessed in terms of the Public Works Act 1981. Legal Services have advised that because of the size shape and situation of the land it may be offered to the adjacent owners without being offered back to the previous owner.
12. It is proposed to offer the land to the neighbours for sale at not less than the market price as assessed by an independent registered valuer.

STAFF RECOMMENDATIONS

It is recommended the Council resolve in regard to the property described in the attached schedule that:

- (a) The property be declared surplus and offered for sale to one of the adjacent owners at not less than the current market value as determined by a valuation carried out by an independent registered valuer.
- (b) That Section 40(4) of the Public Works Act 1981 applies and the property may be offered to the adjacent owners without offer back to the previous owner.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be supported.

5. UPDATE OF BOARD FUNDS

Attached are schedules with up-to-date information regarding the Board's 2004/05 Project, Discretionary, SCAP and Youth Development Funds, together with a copy of the Board's Outcomes and Measures.

6. BOARD MEMBERS' INFORMATION EXCHANGE

Board members will have an opportunity to provide updates on community activities/issues.

7. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER

The Community Board Principal Adviser will update the Board on current issues.

8. QUESTIONS FROM MEMBERS (IF ANY HAVE BEEN SUBMITTED IN ACCORDANCE WITH STANDING ORDERS 4.1.1 TO 4.1.5)

SEMINAR MEETING – 5.30PM

1. ENVIRONMENT CANTERBURY

Matthew Noon will provide a general presentation and update the Board on results from changes implemented in June 2004 in line with the Metro Bus Service review.

2. ADDINGTON CLUSTER

Lee Kelly will update the Board on current issues regarding this project.

3. OUTDOOR SUBURBAN SWIMMING POOLS REVIEW

John Filsell, Facilities Manager, will update the Board on key issues and timeframes regarding this review.

4. HEATHCOTE RIVER VISION PROJECT

John de Zwart, Project Manager, will update the Board on key issues and timeframes regarding the above project, with its initial focus being on the stretch of river from Colombo Street to Hansen Park.