



## **FENDALTON/WAIMAIRI COMMUNITY BOARD**

# **WORKS TRAFFIC AND ENVIRONMENT COMMITTEE**

## **AGENDA**

**MONDAY 14 NOVEMBER 2005**

**AT 4.30 PM approximately  
(ie immediately following the conclusion of the 4.00pm  
Extraordinary Board Meeting)**

**MEETING ROOM 1  
CHRISTCHURCH CITY COUNCIL FENDALTON  
CNR JEFFREYS AND CLYDE ROADS**

**Distribution:**

Cheryl Colley (Chairman)  
Sally Buck  
Faimeh Burke  
Val Carter  
Pat Harrow  
Mike Wall (ex officio)  
Andrew Yoon  
Community Board Principal Adviser  
Community Secretary  
Graham Sutherlands (Community Secretary)  
Community Engagement Adviser  
Ken Stevenson (Liaison Officer, Transport & City Streets)  
Michelle Flanagan (Streets Capital Programme, Clause 3)  
Debbie Hunt (Project Coordinator, Clause 4)  
Kirsty Patten (Parks and Waterways Area Advocate, Clause 5)  
Leonie Thompson  
File (plus 2)

**1. APOLOGIES**

**2. DEPUTATIONS BY APPOINTMENT**

**OPERATION NORTHERN**

Ruth Leversedge will be in attendance to outline the "Operation Northern" initiative as part of this years Christchurch Alcohol Action (Road Safety) Project.

**3. DONALD PLACE - KERB AND CHANNEL RENEWAL**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Michelle Flanagan, Streets Capital Programme, DDI 941-8665

**PURPOSE OF REPORT**

1. The purpose of this report is to:
  - (a) Seek the Board's approval for the Donald Place kerb and channel renewal to progress to final design, tender and construction; and
  - (b) Seek the Board's approval for a number of resolutions for traffic restrictions (No Stopping and Parking Restrictions) associated with the kerb and channel renewal in Donald Place.

**EXECUTIVE SUMMARY**

2. Donald Place is local road scheduled for kerb and channel renewal in the 2005/06 financial year. The key objective of the project is to replace the kerb and dish channel with kerb and flat channel. Secondary objectives are to improve access to properties and pedestrian access.
3. An issues based questionnaire was distributed to residents, identifying issues for Donald Place. A concept plan was then developed and distributed for feedback in April 2005. This concept plan included parking bays, landscaping, and a narrowed intersection with St Albans Street. Feedback to this concept plan was mixed with some support and some opposition. There was strong opposition from the St Albans/Merivale Bowling Club in respect of loss of parking spaces and narrowed street and intersection width.
4. A meeting was held with the Bowling Club and members of the Board to discuss the club's concerns. At this meeting it was decided to hold a meeting with the residents of Donald Place. This meeting, held in July, was attended by the Bowling Club, three residents and three Board members. At this meeting a concept plan was agreed which included placing the renewed kerb and channel on the existing alignment, retaining the street and intersection width, and removing the majority of the proposed landscaping. This concept plan was identified as the preferred option based on the feedback at the public meeting.
5. At the meeting of the Fendalton/Waimairi Works Traffic and Environment Committee on 19 September 2005 approval to proceed to final design, tender and construction was sought. A resident of Donald Place and a member of the bowling club also addressed the Committee. The Committee directed that further consultation be undertaken with the residents of Donald Place to see if a compromise solution could be reached.
6. A second public meeting was held on 3 October 2005 with both residents and bowling club members attending. Another concept plan was developed at the meeting. This plan included some additional landscaping, and was the preferred option of the residents. The bowling club opposed the additional landscaping and the loss of one parking space.

**FINANCIAL AND LEGAL CONSIDERATIONS**

7. The estimated total costs for this project is \$112,980 inclusive of all consultation, design and project management.

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8. Donald Place is part of the Street Renewal Programme and is programmed for construction in the 2005/06 year. The annual budget for Street Renewal is approximately \$15 million. Scheme design costs are provided for in the 2004/05 budget and the 2005/06 draft budget provides sufficient funding for detailed design and construction.
9. Without the approval of the resolutions for traffic restrictions, the amended restrictions will not be enforceable upon implementation.

#### **STAFF RECOMMENDATIONS**

It is recommended that the Board approve:

- (a) The Donald Place kerb and channel renewal, as shown in Attachment 2, to proceed to final design, tender and construction.
- (b) The following new traffic restrictions:

#### **New No Stopping**

- (i) That the stopping of vehicles be prohibited at any time on both sides of Donald Place commencing at the northern kerb line of St Albans Street and extending 11 metres in a northerly direction on the east side of the street and 8 metres on the west side of the street.
- (ii) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac on Donald Place, commencing on the west side at a point 90 metres from the northern kerb line of St Albans Street and extending around the head of the cul-de-sac to a point 82 metres from the northern kerb line of St Albans Street.
- (iii) The no stopping of vehicles on the north side of St Albans Street commencing 7 metres west of Donald Place and extending 6 metres in a westerly direction.

#### **P5 Parking Restrictions**

- (i) That the parking of vehicles be restricted to 5 minutes on the east side of Donald Place commencing at the northern kerb line of St Albans Street and extending 82 metres in a northerly direction, except over driveways.

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#### BACKGROUND ON DONALD PLACE KERB AND CHANNEL RENEWAL

10. Donald Place has been scheduled for kerb and channel renewal in the 2005/06 financial year. Donald Place is a short (100m) street off St Albans Street with an existing width of 7.5m. It carries approximately 100 vehicles per day. The eastern side and northern end of Donald Place is residential. The western side is dedicated to the St Albans/Merivale Bowling Club, and a residential property at 1 Donald Place.
11. The principle aim of the project is to renew the kerb and dish channel in Donald Place and replace it with kerb and flat channel. The objectives of the project include:
  - Replace the existing kerb and dish channel with new kerb and flat channel.
  - Improve accessibility to properties on Donald Street.
  - Improve pedestrian safety.
12. In September 2004 a questionnaire was sent to the residents of Donald Place, and the adjoining households on St Albans Street. This questionnaire asked what residents would like and not like to see in their reconstructed street, and whether they had any further comments. 12 questionnaires were returned, and the following feedback received:
  - Residents would like:
    - Underground wiring.
    - Flat kerb and channel.
    - Easier access to properties (wide driveway entrances).
    - Enhanced landscaping.
    - Improved parking.
    - A resurfaced road.
    - Retain the 5 minute parking.
    - Reduce the 5 minute parking.
    - Access maintained to properties during the construction works.
  - Other comments:
    - There is no scope for landscaping.
    - Improve parking on the west side of the street.
    - Do not install speed humps.
    - Can consideration be given to having no parking down the eastern side of the street?
    - Getting out of properties is impossible when the bowling club is in session.
    - Please give the residents prior warning of the construction.
    - The guttering in Donald Place does not need replacing.
    - Parking is a problem - signs and road markings are important.
13. In April 2005 a publicity pamphlet was distributed to approximately 27 households. This pamphlet included an outline of the kerb and channel renewal project, a concept plan, and a feedback form. This concept plan included a 5.5m carriageway with 7.5m sections at parking bays on the western side and landscaping. Eight responses were received to the pamphlet with five indicating support for the project (two with conditions attached), and two indicating opposition to the project, and one not stating a position. The following general issues were raised (refer **Attachment 3** for a summary of the consultation):
  - Strangers driving into Donald Place and then reversing out onto St Albans Street at speed is an issue.
  - People dropping off passengers at the entrance of Donald Place is an accident waiting to happen.
  - Drivers are using vehicle crossings and driveways at the northern end of Donald Place to turn around, and access properties.
  - The concept does not provide for the maximum number of car parks.
  - Retain present intersection and road width - the narrowed width will make it difficult for vehicles to pass each other, and trucks to enter.
  - Plantings at the intersection will suffer from a lack of space and maintenance, and could obstruct the visibility from vehicles and should be left out.
  - Just renew the kerb and channel.
  - Parking at the end of Donald Place restricts access to properties.
  - Increase yellow lines for no parking on St Albans Street to assist with visibility.
  - Wide driveway entrances required.
  - Planting at northern bowling club entrance will prevent vehicles backing out of 22 Donald Place.
  - Looks great.



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22. At the public meeting, a vote (show of hands) was taken as to the inclusion of the landscaping outside the Bowling Club. The Bowling Club were in strong opposition to the provision of additional landscaping outside their club. Two residents also indicated their opposition to landscaping. One resident had contacted the Consultation Leader prior to the meeting advising of their opposition to additional landscaping. Six residents indicated their support for the additional landscaping in the street.
23. At the public meeting, members of the Board questioned whether some apparently redundant poles in the street could be removed. The project team has identified one pole that does not appear to be supporting any services, and will look at removing this pole during the street lighting assessment, undertaken during the detailed design phase. Also, the removal of any other poles found to be redundant during detailed design will be investigated.
24. A letter was also received from the Merivale Combined Probus Club on 16 October 2005 regarding the Donald Place kerb and channel renewal. The Club states that they meet monthly at the Bowling Club and that many of their members are elderly and cannot walk long distances. The Probus Club are concerned that the proposal will reduce parking spaces in close proximity to the Bowling Club and that any reduction will prevent members attending meetings and subsequently limit their social contact.

#### OPTIONS

25. Four options were assessed as part of the Donald Place kerb and channel renewal:
  - (a) Maintenance of the status quo.
  - (b) A 5.5m carriageway with 7.5m sections at parking bays on the western side. Parking would be available on the eastern side of Donald Place and would create one-way sections where cars are parked on both sides of the street. The parking bays would allow opportunities for street trees and landscape planting. This option was distributed for public consultation in April 2005.
  - (c) A 7.5m carriageway with parking available on both sides of Donald Place (P5 on the eastern side and unrestricted parking on the western side) (as developed at the July public meeting - refer Attachment 1).
  - (d) A 7.5m carriage way with parking available on both sides of Donald Place (P5 on the eastern side and unrestricted parking on the western side). Landscape planting on either side of the intersection with St Albans Road, and a kerb build out and landscaping outside the Bowling Club at 5 Donald Place (as developed at the October public meeting - refer **Attachment 2**).

#### PREFERRED OPTION

26. Option (d) is the preferred option as discussed with the Bowling Club and residents who attended the second public meeting. The preferred option (refer Attachment 2) consists of the following features:
  - A Type "B" paved threshold at the St Albans Street intersection.
  - A 7.5 metre wide carriageway with the new kerb and channel following the existing alignment.
  - Provision of nine parking spaces on the western side of the street, and approximately seven P5 parking spaces on the eastern side of Donald Place.
  - No stopping restrictions around the cul-de-sac head of Donald Place.
  - A single street tree and landscaping area on both corners of Donald Place outside 53 St Albans Street and 47 St Albans Street.
  - A kerb build out, street tree and landscaped area outside the Bowling Club at 5 Donald Place.
27. The preferred option (refer Attachment 2) satisfies the project aims and objectives as follows:
  - The existing kerb and dish channel is replaced with kerb and flat channel.
  - Access to properties will be improved through the provision of splayed vehicle crossings, and the installation of yellow no parking lines around the cul-de-sac head of Donald Place (northern end).
  - Pedestrian safety will be maintained through the retention, and surface improvement, of the existing footpath areas.
28. The preferred option (refer Attachment 2) has been selected for the following reasons:
  - It satisfies the aims and objectives of the project.
  - It has support from some of the residents of Donald Place and was developed at a public meeting.

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**ASSESSMENT OF OPTIONS**

**The Preferred Option**

Option (d) - A 7.5m carriageway with the kerb and channel replaced on the existing alignment with landscaping at the intersection with St Albans Street and outside the Bowling Club.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Access to residential properties improved. Residents who attended the public meeting support this option.	Bowling Club is strongly opposed to the landscaping outside their property as it results in the loss of a car park.
<b>Cultural</b>	Option developed at a public meeting in October with both the Bowling Club and residents in attendance.	Bowling Club lose one parking space.
<b>Environmental</b>	Donald Place enhanced by some landscaping	Nil
<b>Economic</b>	Renewal of Council infrastructure asset.	Capital Expenditure.

**Extent to which community outcomes are achieved:**

Primary alignment with community outcome *“Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life”* by providing a high quality transportation network.

Also contributes to *“Our City’s infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability”* by managing all assets to optimise their value and usefulness over the long-term.

**Impact on Council’s capacity and responsibilities:**

No impact.

**Effects on Maori:**

It is considered that there are no effects on Maori.

**Consistency with existing Council policies:**

Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians. Further complies with the Unit’s Asset Management Plan.

**Views and preferences of persons affected or likely to have an interest:**

This option was developed in conjunction with the Bowling Club and the residents who attended a public meeting held in October 2005. The Bowling Club are opposed to the kerb built out and landscaping proposed outside their property at 5 Donald Place. The Probus Club are also in opposition to this landscaping.

**Other relevant matters:**

Nil.

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**Maintain the Status Quo (If Not Preferred Option)**

Option (a) - Status Quo

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Nil.	Access to residential properties remains difficult. Donald Place not enhanced.
<b>Cultural</b>	Nil.	Nil.
<b>Environmental</b>	Nil.	The Donald Place streetscape is not enhanced.
<b>Economic</b>	No capital expenditure.	An infrastructure asset is not renewed - ongoing maintenance expenditure.
<p><b>Extent to which community outcomes are achieved:</b> Maintaining the status quo is not aligned to any Community Outcomes.</p> <p><b>Impact on Council's capacity and responsibilities:</b> No impact.</p> <p><b>Effects on Maori:</b> It is considered that there are no effects on Maori.</p> <p><b>Consistency with existing Council policies:</b> Maintaining the status quo is not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004 and conflicts with the objectives of the Asset Management Plan.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> One respondent suggested that the kerb and channel in Donald Place did not require replacement and was in good condition.</p> <p><b>Other relevant matters:</b> Nil.</p>		



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**Public Consultation Option**

Option (b) - A 5.5m carriageway with 7.5m sections at parking bays on the western side.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Donald Place is enhanced.	Bowling Club in strong opposition to the option. Perceived narrowing of the street and narrowing of the intersection is raised as a concern.
<b>Cultural</b>	Nil.	Maximum number of parking spaces in the street not provided.
<b>Environmental</b>	Donald Place enhanced with landscaping.	Nil
<b>Economic</b>	Renewal of Council infrastructure asset.	Capital Expenditure.

**Extent to which community outcomes are achieved:**

Primary alignment with community outcome *“Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life”* by providing a high quality transportation network.

Also contributes to *“Our City’s infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability”* by managing all assets to optimise their value and usefulness over the long-term.

**Impact on Council’s capacity and responsibilities:**

No impact.

**Effects on Maori:**

It is considered that there are no effects on Maori.

**Consistency with existing Council policies:**

Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians. Further complies with the Unit’s Asset Management Plan.

**Views and preferences of persons affected or likely to have an interest:**

Views on the kerb and channel project were sought using an initial questionnaire and a feedback form. Feedback from the community is included as **Attachment 3**. In summary the issues raised included:

Initial questionnaire:

- Enhance the landscaping.
- More parking on west side of street.
- Underground services.
- Retain property access during and after construction period.

Feedback form:

- Concept does not provide for the maximum number of car parks.
- Retain present intersection and road width.
- Reduced width will make it difficult for vehicles to pass each other.
- Plantings at the intersection will suffer from a lack of space and maintenance and should be left out.
- Just renew the kerb and channel.
- Trees at the corner will prevent pedestrians seeing approaching vehicles.
- Would like wide driveway entrances.
- Looks good.

**Other relevant matters:**

Nil.

**3 Cont'd**

**Option from July Public Meeting**

Option (c) - A 7.5m carriageway with the kerb and channel replaced on the existing alignment.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Access to residential properties improved. Bowling Club and some residents who attended the July public meeting support this option.	Nil.
<b>Cultural</b>	Nil.	Maximum number of parking spaces in the street not provided.
<b>Environmental</b>	Bowling club landscaped enhanced.	Donald Place in general is not enhanced. Some residents requested enhanced landscaping in the initial questionnaire which is not realised.
<b>Economic</b>	Renewal of Council infrastructure asset.	Capital Expenditure.

**Extent to which community outcomes are achieved:**

Primary alignment with community outcome *“Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life”* by providing a high quality transportation network.

Also contributes to *“Our City’s infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability”* by managing all assets to optimise their value and usefulness over the long-term.

**Impact on Council’s capacity and responsibilities:**

No impact.

**Effects on Maori:**

It is considered that there are no effects on Maori.

**Consistency with existing Council policies:**

Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians. Further complies with the Unit’s Asset Management Plan.

**Views and preferences of persons affected or likely to have an interest:**

This option was developed in conjunction with the Bowling Club and three residents who attended a public meeting held in July 2005.

**Other relevant matters:**

Nil.

#### 4. NEW BUS STOP LOCATION

<b>General Manager responsible:</b>	General Manager, City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Debbie Hunt, Project Coordinator, DDI 941-8707

##### PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of new bus stop locations required in the Board's area following Environment Canterbury reviews of bus services. The Board is asked to approve the creation of two new bus stops.

##### BACKGROUND

2. As a result of the Northwest and Southern bus service review, and after extensive public consultation, Environment Canterbury made changes to the service network. These included new routes and extensions/alterations to existing routes.
3. As a result of the changes, the Council is required to provide bus stops to enable the various services to operate in an effective and efficient manner. In order to undertake this, the following proposed bus stops are recommended in this report.

##### BUS STOPS

4. Additional bus stops are required for the altered number 24 route which now travels along a portion of Merrin Street which was not already being serviced by another route. A total of two new stops are required in the Fendalton/Waimairi ward.
5. The stops have been located to maximise access to the surrounding catchment r ara

**5. MILLBROOK RESERVE - PROPOSED ENHANCEMENT**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Greenspace Manager
<b>Author:</b>	Kirsty Patten, Parks and Waterways Area Advocate, DDI 941-5410

**PURPOSE OF REPORT**

1. The purpose of this report is to obtain Board approval for the amended landscaping plan for Millbrook Reserve (see **attachment**).

**EXECUTIVE SUMMARY**

2. The Greenspace Unit Capital budget has funding allocated in the current financial year for landscaping redevelopment at Millbrook Reserve. A concept plan was prepared incorporating enhancement suggestions from the local community, Community Board and the staff project team. Future maintenance requirements were also designed into the plan to enable all development to occur over the same period.
3. The plan suggested:
  - Improving access to the water's edge with low steps and graduated bank edges.
  - Opening up and highlighting Old Mill Race (currently piped into the Avon River).
  - Constructing a new walking path and seating with views of the river.
  - Incorporating a heritage style arbour with seating and photographic information on park history.
  - Enhancing views into and out of the gardens by removing the existing hedge and low shrub gardens at Rossall Street entrance.
  - Renovating existing garden beds with new colourful shrub planting.
4. A draft concept plan was distributed to approximately 450 residents near to Millbrook Reserve, with consultation also carried out with local community interest groups and residents' associations. Project information was posted on an on-site noticeboard for those recreating in the reserve. 107 submissions were received with the majority supporting most aspects of the proposed enhancement plan.

**FINANCIAL AND LEGAL CONSIDERATIONS**

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### BACKGROUND ON THE PROPOSED ENHANCEMENT FOR MILLBROOK RESERVE

7. Millbrook Reserve is one of Christchurch's nine garden parks, bounded by the Avon River on one side and residential housing to the north. Little Hagley Park is adjacent to Millbrook Reserve across the Avon River. Millbrook Reserve is renowned for plantings of azaleas, rhododendrons and camellias and varied species of mature trees. Various garden clubs and trusts administered the gardens for many years before it was handed to the Council in the late 1950s.
8. The enhancement plan for Millbrook Reserve came about from ongoing maintenance issues with the mature trees and shrub borders, and concerns from the community in regard to some secluded and unsafe areas of the reserve. The changes suggested will provide new interest while not diminishing the character of the heritage garden park.
9. A draft concept plan was distributed in March 2005 throughout the local community, to local interest groups and organisations for public comment. There was generally strong support for the initiatives suggested in the plan. Many respondents took the time to suggest improvements to the design details - a summary of the recurring feedback is outlined below:
  - The secluded car park area at the Rossall Street entrance is seen as a concern with frequent vandalism and ongoing noise and litter problems.
  - Ease of access for wheelchairs and for those less mobile should be seen as a priority.
  - Suggestions regarding more appropriate sites for seats were received from people who use the park frequently.
  - There were an equal number of submissions either liking or disliking the low colourful planting at the reserve entrances.
  - The feeling toward using artwork in the reserve was positive.

The suggestion that attracted the strongest reaction was regarding the walkway in Little Hagley Park - to open up sections of the existing native planting for glimpses across the river to Millbrook Reserve. Many respondents had very strong feelings on the safety and suitability of the semi-mature plantings, with an equivalent number refuting the need for any change along this walkway. The proposal for Little Hagley Park has since been superseded by the consultation and development of the wider Hagley Park Management Plan and these comments will be evaluated as part of this strategy.

10. In light of the responses received, project staff propose to modify seat placement and picnicking areas to those suggested as more appropriate for sun and views.

Feedback from adjacent neighbours regarding sightlines, car parking, trees and maintenance will be implemented into this development plan and/or passed to the Greenspace Maintenance Team to action. The garden area surrounding the Rossall Street car park will have existing trees lifted and shrubbery thinned out or replaced to give open views from the road and from the reserve/river walk area.

Ensuring pathway surfaces are appropriate and correctly sloped, with access closer to the river ensured by handrails and some ramped areas will mitigate safety and comfort for those less able.

11. Much of the new development for the 2005/06 financial year falls under waterways budgets. If approved, development work would be concentrated on the Rossall Street entrance with projects such as day-lighting the Old Mill Race, the new boardwalk and pathway, plus new planting. Thinning and lifting vegetation will be completed from maintenance budgets. The optimal time for planting is the autumn season, from April next year, and the development work would be coordinated with this constraint. Completing each area, or group of projects will minimise overall disruption for visitors to Millbrook Reserve.