



## Christchurch City Council

# HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

20 DECEMBER 2006

3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE  
180 SMITH STREET

**Community Board:** Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Yani Johanson, Brenda Lowe-Johnson and Brendan Smith

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**1. APOLOGIES**

Apologies have been received from Anna Crighton and Brendan Smith.

**2. CONFIRMATION OF REPORTS**

The report of the ordinary meeting held on Wednesday 7 December 2006 has been circulated to Board members.

**CHAIRPERSON'S RECOMMENDATION**

That the report of the ordinary meeting held on Wednesday 7 December 2006 be confirmed.

**3. CORRESPONDENCE**

**4. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE**

**4.1 PROJECT/DISCRETIONARY FUNDING 2006/07**

**Attached** is a copy of the report on the above for the period to 27 November 2006.

**4.2 CSR UPDATE JULY-NOVEMBER 2006**

**Attached** for the information of members is a time series showing details of customer service requests for the period July-November 2006 for the Hagley/Ferrymead Community Board.

**4.3 FUNDING ASSESSMENT COMMITTEE MEETING**

**Attached** for the information of members is a copy of the minutes of the Hagley/Ferrymead Community Funding Committee meeting held on 15 November 2006. Public excluded minutes of the meeting will be tabled in the public excluded section of the Board's meeting on 20 December 2006.

**5. QUESTIONS FROM MEMBERS**

Members may at any ordinary meeting put a question to the Chairperson concerning any matter relevant to the role or function of the Community Board concerning any matter that does not appear on the order paper. All questions are subject to Standing Orders 4.1.1 to 4.1.5.

**6. DEPUTATIONS BY APPOINTMENT**

**6.1 MS INGRID GELDOFF**

Speaking rights have been granted to Ms Ingrid Geldoff in respect to item 7 on the agenda, Kinsey Terrace Street Renewal Project.

**6.2 BARBADOES CULTURAL ZONE DEVELOPMENT GROUP**

Speaking rights have been granted to the above Group in respect to item 8 on the agenda, Moorhouse Avenue/Barbadoes Street Intersection.

**7. KINSEY TERRACE: STREET RENEWAL PROJECT**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Manager Transport and Greenspace
<b>Author:</b>	Jeanette Ward, Capital Programme (Transport) Team Leader

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for the Kinsey Terrace street renewal project to proceed to final design, tender and construction.

**EXECUTIVE SUMMARY**

2. Kinsey Terrace is a 'no exit' local road located in the Clifton Hill area of Sumner/Redcliffs, with access from Clifton Terrace. Kinsey Terrace is currently 5.5 to 7.0 metres wide. Due to the age and condition of the existing road construction, Kinsey Terrace has been scheduled for renewal in the 2006/2007 financial year.
3. The Kinsey Terrace project initially began in 2000 as the street was due for renewal in 2002/2003. There was no clear outcome from this process at this time. Community consultation commenced in 2003 to determine the scope of the works. A number of issues were raised and discussed between the Community Board and residents. This process did not result in a clear set of agreed objectives or design decisions.
4. Running in parallel with the Council's involvement has been the residents' "Our Street" project. The residents have held meetings/workshops in local homes, and some of these meetings have been attended by Council staff. In September 2004 it was agreed by the residents, Transport and City Streets Unit, and the Community Advocate that an external consultant would be commissioned to undertake the consultation.
5. The Council commissioned Streets in Sync, a consultant specialising in public consultation and living streets design, to undertake the consultation with stakeholders and prepare a long term plan for Kinsey Terrace.
6. Following an initial workshop with the residents and other stakeholders to agree the objectives, a proposal was developed by Streets in Sync and then presented at a second workshop. Given the feedback from the workshop and consideration of the budget a newsletter was sent to residents outlining the latest proposal. A street barbeque allowed more feedback to be given, with the main issue raised relating to the car parking at the western end of the street. These issues have been considered and some changes made to the proposal.
7. The plan included as **Attachment 1** has been identified as the preferred option for the renewal of Kinsey Terrace and has reasonable support from the community. However, it is acknowledged that the recommended plan does not address all of the issues and concerns raised by residents during the planning exercise.

**FINANCIAL AND LEGAL CONSIDERATIONS**

8. Kinsey Terrace is part of the street renewal programme and is programmed for construction in the 2006/2007 financial year. The project receives limited Land Transport New Zealand subsidy.
9. The estimated cost for this design and construction of this project is \$550,000 inclusive of all consultation, design, and project management. The 2006/07 budget is \$480,000, therefore the project is forecasted to be over budget by \$70,000. Opportunities to minimise the cost and manage the over expenditure within the kerb and channel budget for 2006/07 are limited as the entire programme is looking to be over the total budget due to price increases. This will need to be managed as part of the entire Council budget process.

**STAFF RECOMMENDATIONS**

It is recommended that the Board:

- (a) Approve the Kinsey Terrace street renewal project, as detailed in Attachment 1, to proceed to final design, tender and construction.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

## BACKGROUND

10. Kinsey Terrace is a 'no exit' local road located in the Clifton Hill area of Sumner/Redcliffs, with access from Clifton Terrace. Kinsey Terrace is currently 5.5 to 7.0 metres wide. The street is residential in nature, with many of the driveway accesses, gardens and buildings being constructed using retaining walls due to the sloping nature of the terrain. The carriageway accommodates all road users including pedestrians as there is very little area of defined footpath.
11. The street is approximately 400 metres long and connects to Mulgans Track, a pedestrian only track at the western end of the street. The street is considered to be of historical significance to the city due to the connection between Mr Kinsey and Shackleton.
12. The road alignment is generally constrained by the surrounding terrain. At the western end of the street there are eight garages on road reserve that are subject to leases between the Christchurch City Council and the garage owner.
13. Due to the age and condition of the existing carriageway construction and the dish channels, the street has been scheduled for renewal in the 2006/2007 financial year.
14. The principal aim of the project is to reconstruct the carriageway and provide suitable drainage control on Kinsey Terrace. The objectives, which were agreed at the first consultation workshop, include:
  - **To create a balance in the uses and functions of the road space.**  
Give consideration to the many uses that the road space fulfils ie walking, sitting, watching, playing, parking and driving.
  - **To ensure that any physical work implemented is in harmony with an overall holistic improvement plan.**  
Any physical construction identified in the immediate term should not compromise the ability to implement a longer term opportunity identified in the overall plan.
  - **To preserve and enhance the unique historic and geographical character of the Terrace.**  
Recognising that the Terrace has a unique character incorporating 'soft margins' and any improvements need to reflect, preserve and enhance this.
  - **To enhance the safety of the Terrace for all users.**  
Give consideration to road safety from multiple perspectives recognising that safety is a product of many factors. A safe road environment may not mean the separation of users into defined channels.
  - **To preserve and enhance the provision of car parking and manoeuvring to meet the needs of residents particularly at the western end of the Terrace.**  
Given the terrain, the provision of car parking off the street is not always practicable. Thus, on street parking is at a premium and it needs to be carefully managed in a way that reflects the needs of users while not compromising other objectives.

## CONSULTATION AND SCHEME PLANNING

### Past Consultation

15. The Kinsey Terrace project initially began community engagement in 2000 as the street was due for renewal in 2002/2003. There was no clear outcome from this process at this time. Community consultation commenced in 2003 to determine the scope of the works. A number of issues were raised and discussed between the Community Board and residents. This process did not result in a clear set of agreed objectives or design decisions.
16. Running in parallel with the Councils' involvement over the years has been the residents "Our Street" project. This process has brought the residents together to discuss the various issues. The meetings/workshops have been held in local homes and some have been attended by Council staff.
17. Following the consultation with residents over a number of years and the failure in arriving at an acceptable solution it was agreed in 2004 by the residents, the then Transport and City Streets Unit, and the Community Advocate that an external consultant would be commissioned to undertake the consultation.

18. The Council commissioned Streets in Sync, a consultant specialising in public consultation and living streets design, to undertake the consultation with stakeholders and prepare a long term plan for Kinsey Terrace.

#### **The 2006 Workshops**

19. The consultation involved two workshops, which were very well attended by the residents in the Terrace, and individual discussions with residents where necessary.
20. The first community workshop facilitated by Streets in Sync was held in February 2006. This workshop provided a further opportunity for the community to express their issues and ideas for the Terrace. From this, a number of objectives were developed and were agreed upon by those in attendance.
21. Streets in Sync then used all the information they had gathered to prepare some options for the Terrace. The street was divided into six zones that correlated with their landscape character. The ideas for each zone were then presented to the community at the second workshop in March 2006. The response was generally supportive for the ideas in Zones 2-6. Zone 1, the western end still remained unresolved. The idea of wooden platforms to provide additional parking and allow a seven metre wide roadway in this Zone did not appear to be supported by those attending.

#### **Scheme Issues - The Western End**

22. Due to the limited space at the western end, options for development remain limited. The potential to provide additional parking on the north side of the Terrace adjacent to 36 and 38 Kinsey Terrace was preferred by those attending the meeting. This would involve the creation of a retaining structure to gain extra width alongside the road and would provide four spaces for parking. Unfortunately the cost of this structure cannot be accommodated within the street renewal budget.
23. This edge of the road (outside 36 and 38 Kinsey Terrace) has been the subject of concern for residents for some years as it is an informal stacked rock wall and its stability is questioned. As part of the project a geotechnical consultant was commissioned to provide an opinion on the wall. The outcome was that although the wall would be unlikely to meet current loading codes for retaining structures, there is limited evidence of existing instability on the outer edge of the carriageway. It was suggested by Streets In Sync that the edge of this part of the Terrace be delineated with low stone bollards to ensure vehicles do not travel too close to the edge of the road.
24. Allowing for vehicle turning manoeuvres in the western zone is likely to remain an issue; more warning of the restrained space ahead may help drivers venturing into new territory. It was suggested that an older single garage in this zone be removed to increase the space. The license is currently being reviewed and if it is no longer complying the process to the revoke the license will be initiated.
25. There is a proposal to site a new garage partially on road reserve at 40 Kinsey Terrace. The owner has applied for a Structure on Street Licence, however, this has been declined pending the outcome of this renewal project. If the garage goes ahead some on-street parking for other residents will be lost as it is illegal to park in front of someone else's garage. However the turning area in this western end would be increased if there were no cars parking in front of the garage.
26. There are no magic solutions to the problems in this western zone without significant expenditure which the Council cannot currently justify.

#### **Scheme Ideas – General**

27. Streets In Sync identified some areas where viewing platforms/seating areas could be accommodated at a future date. The creation of rock bollards that look like 'cairns' and match the many rock structures in the street would enhance the historic nature of the Terrace have been suggested as another project for the future.

28. The steps at the eastern end of the street are quite steep, however, they are not required to be replaced. Better delineation of the road versus the remaining sealed area could allow pedestrians an alternative.
29. Generally pedestrians use the road on their journey and residents in the Terrace are aware of this arrangement. There is insufficient space for footpaths adjacent to the road, however, in some areas there is an informal footpath network that allows access between some of the properties and this will remain.
30. It was acknowledged from the outset that the process undertaken by Streets In Sync would result in a plan that should be considered a 'long term plan'. Implementation of this entire plan would not be possible with the current budget. The important thing to note is that the additional features suggested by Streets In Sync are not compromised by the work that will be undertaken as part of the upgrade proposed in Attachment 1.

### The Final Phase of Consultation

31. Following the feedback given at the second workshop, a consultation newsletter was compiled presenting both the long term plan that Streets In Sync had prepared and the concept plan that was achievable within the budget. This newsletter was distributed to residents and home owners in July 2006. Residents were given the opportunity to attend a street barbeque, which was held in Kinsey Terrace on 23 July 2006, to discuss the plans. Most respondents were supportive of the proposed renewal in general, however, many also had concerns over various aspects of the proposal. A summary of the key issues raised throughout this phase of the consultation is included in **Attachment 3**.
32. The common issues and changes requested were:
  - Bollards alongside the road at 36 and 38 Kinsey Terrace not to be too high.
  - Suggestion that the plan include indented car parks outside 31 Kinsey Terrace.
  - 4.5 metre wide section of road too narrow.
  - Do not delay construction while houses are being built, that will mean nothing will ever happen.
  - Parking at the western end of street needs to allow for emergency vehicles to have ready access.
  - Concern over further developments that would eliminate any car parks on the road.
  - Footpath on hair-pin bend is not needed.
  - Do not include a parking bay outside 50 Clifton Terrace as it eliminates the possibility of swinging out to see oncoming traffic.
  - Do not waste money on threshold treatments, spend it on functional items.
  - Existing garage (and deck) at 44 Kinsey Terrace reduce on-street parking.
  - Concern over the proposed garage at 40 Kinsey Terrace.
  - The Council should be spending more money on this project.
33. Given the feedback to the plan the following changes have been made and are reflected in the final plan that has been sent to residents in an updated newsletter prior to this meeting:
  - Replace the low bollards outside 36 and 38 Kinsey Terrace with raised pavement markers (of the domed variety).
  - Add an indented two-car parking bay outside 31 Kinsey Terrace.
  - Extended the parking bay outside 25 Kinsey Terrace by removing the rock garden; this will also remove the 4.5 metre narrow point.
  - Remove the on-road footpath area in the s-bend.
  - Remove the parking bay outside 50 Clifton Terrace.
34. It is acknowledged that the recommended plan does not address all of the issues and concerns raised by residents during the planning exercise. This is because there is insufficient budget to fully address the issues at the western end. If the work detailed in this report is not undertaken now there is limited opportunity to continue the renewal project apart from necessary maintenance work.

## OPTIONS

35. Three options were assessed as part of the Kinsey Terrace street renewal project.

### Option 1: Maintain the Status Quo

36. The road environment would remain as it currently exists and only necessary maintenance work would be undertaken using the available budget.

### Option 2: Five metre Carriageway with Defined Car Parking Areas (see Attachment 1)

37. This option proposes a five metre wide carriageway. Car parking areas are defined adjacent to the road wherever possible along the Terrace; the drainage channel provides a defining line between the road and the parking areas. The road cross section will be shaped so surface water flows to the south side of the road to a concrete drainage channel. The channel would carry the water to sumps at each end of the Terrace.

38. Threshold treatments are to be installed at three locations to demarcate the narrower section and the western end of the Terrace. The construction of the thresholds will be stone blocks installed almost flush with the road surface.

39. Improvements to the s-bend will involve the removal of part of the rock wall. Repairs will be undertaken in rock to retain the character of the existing wall. The roadway will be defined with some form of separation to allow the outside of the bend to be utilised by pedestrians.

40. New planting will be provided in small pocket areas disturbed or modified during the construction works. A more extensive landscape plan is not possible within the budget.

### Option 3: Turning Head at the Western End (Attachment 2)

41. This option is the same as Option 2, however, a turning circle is provided at the western end. This option was not identified by Streets In Sync as part of their work on the project. The turning circle is presented as an option that was investigated in 2004 as part of the scheme development that was undertaken by Council staff, this illustrates that the objective related to providing parking and manoeuvring cannot be met entirely.

## PREFERRED OPTION

42. The preferred option for the renewal of Kinsey Terrace is Option 2.

## ASSESSMENT OF OPTIONS

### Option 1: Maintain the Status Quo

43. Option 1 is not recommended, as it does not achieve the principal aim of the project of renewing the old dish channel and road construction. Maintaining the status quo is also not consistent with the objectives of the Council's Asset Management Plan.

### Option 2: Five metre Carriageway with Defined Car Parking Areas

44. The compliance with the objectives of the project as discussed as follows:

- **To create a balance in the uses and functions of the road space.**  
Functions such as walking, sitting, watching, playing, parking and driving are catered for within this plan.
- **To ensure that any physical work implemented is in harmony with an overall holistic improvement plan.**  
The additional features suggested by Streets In Sync are not compromised by the work that will be undertaken as part of the upgrade proposed in Attachment 1.

- **To preserve and enhance the unique historic and geographical character of the Terrace.**

The 'soft margins' that currently exist are maintained. Any opportunity to enhance the historic and geographical character of the Terrace has not been achieved within the current budget. Potential future projects to install viewing platforms etc. will help meet this objective.

- **To enhance the safety of the Terrace for all users.**

Give consideration to road safety from multiple perspectives recognising that safety is a product of many factors. A safe road environment may not mean the separation of users into defined channels, which has been incorporated into the concept plan. The access for emergency vehicles in the western end of the street is achievable as long as there is no illegal parking. The bank outside 36 Kinsey Terrace which has caused concern for the Fire Service is clearly identified by the pavement markers and the width is provided for fire engines to access the western end.

- **To preserve and enhance the provision of car parking and manoeuvring to meet the needs of residents particularly at the western end of the Terrace.**

Parking has been formalised in the approach to the western end in the hope that parking will be managed better by the road users ie the current practice of illegal parking will be reduced. The number of car parks has not been decreased, but in fact the provision of the parking bay outside 31 Kinsey Terrace will increase the parking slightly. There is no provision for full turning movements, three point turns will still be necessary, essentially the turning situation remains as it is currently.

### **Option 3: Turning Head at the Western End (Attachment 2)**

45. The compliance with the objectives of the project as discussed as follows:

- **To create a balance in the uses and functions of the road space.**

Functions such as walking, sitting, watching, playing, parking and driving are catered for within this plan.

- **To ensure that any physical work implemented is in harmony with an overall holistic improvement plan.**

The additional features suggested by Streets In Sync are not compromised by the work that will be undertaken as part of the upgrade proposed in Attachment 1.

- **To preserve and enhance the unique historic and geographical character of the Terrace.**

The 'soft margins' that currently exist are maintained. Any opportunity to enhance the historic and geographical character of the Terrace has not been achieved within the current budget. Potential future projects to install viewing platforms etc. will help meet this objective.

- **To enhance the safety of the Terrace for all users.**

Give consideration to road safety from multiple perspectives recognising that safety is a product of many factors. A safe road environment may not mean the separation of users into defined channels, which has been incorporated into the concept plan. The access for emergency vehicles in the western end of the street is achievable as long as there is no illegal parking. The bank outside 36 Kinsey Terrace which has caused concern for the Fire Service is clearly identified by the pavement markers and the width is provided for fire engines to access the western end.

- **To preserve and enhance the provision of car parking and manoeuvring to meet the needs of residents particularly at the western end of the Terrace.**

Parking has been formalised in the approach to the western end in the hope that parking will be managed better by the road users ie the current practice of illegal parking will be reduced. The number of car parks has not been decreased, but in fact the provision of the parking bay outside 31 Kinsey Terrace will increase the parking slightly. Parking in the cul-de-sac is not permitted. This would not be acceptable to the residents of Kinsey Terrace. There is provision for full turning movements for cars, trucks will still be required to make three point turns. A turning circle for trucks would require a larger radius which cannot be accommodated within the space available.



8. **MOORHOUSE AVENUE/BARBADOES STREET INTERSECTION**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Manager Transport and Greenspace
<b>Author:</b>	Jeanette Ward, Capital Programme (Transport) Team Leader

**PURPOSE OF REPORT**

1. The purpose of this report is to seek Board support and recommendation to the Council that the Moorhouse Avenue/Barbadoes Street intersection project proceed to implementation and for new traffic restrictions, associated with the Moorhouse Avenue/Barbadoes Street intersection project.

**EXECUTIVE SUMMARY**

2. This project was initially developed and progressed to consultation in conjunction with other intersection projects identified along Moorhouse Avenue. However, due to issues raised during consultation this intersection was removed from the Moorhouse cluster of projects, so that further options could be investigated without holding up the entire project.
3. The Moorhouse cluster includes Moorhouse Avenue from Barbadoes Street to Hagley Avenue and was supported by the Board in March 2006. However, the project did not gain approval from Council earlier this year. The Council has now indicated it is supportive of the project and if the Board supports this Moorhouse Avenue/Barbadoes Street intersection report it will be submitted to the Council in the New Year.
4. The study area relating to this report includes the Barbadoes Street/Waltham Road/Moorhouse Avenue intersection and the Barbadoes Street approach between Ferry Road and Moorhouse Avenue.
5. The project was initiated as a result of a crash reduction study undertaken in 2003, which identified the Moorhouse Avenue/Barbadoes Street intersection as an area requiring remedial safety work. Upgrading the intersection to improve safety also provided the Council with an opportunity to improve the cycle facilities and efficiency of the intersection.
6. Consultation has included two seminars with the Board in 2005, one-on-one consultation with major stakeholders and informative consultation with the surrounding community in January 2006.
7. There are three main community groups from which feedback has been received in regard to the Barbadoes Street proposal:
  - (a) **Barbadoes Street Cultural Zone Development Group**  
 This group has recently been developed (in response to this project) and would like to see the project put on hold until a longer term plan is developed by the Council for the area as a cultural zone, or, at the very least, that the current project is altered to support the area as a cultural zone rather than moving further away from the desired outcome for the area.
  - (b) **Cycling Advocates**  
 Twelve submissions were received in support of the proposal, in particular the improved cycling facilities, including eleven from individual cycling advocates and one from Spokes Canterbury Inc.
  - (c) **CPIT**  
 The CPIT is in support of the proposal and is keen to see the cycle facilities improve. However, it is also keen to see the area develop as a cultural zone, but understand this is outside the scope of this project and is a long term plan.
8. As a result of this feedback a number of additional options were investigated, three of which, including the status quo, are presented in this report.

9. The preferred option, Option B (**Attachment 1**), is similar to that presented in the publicity, except that the on-road cycleway on the western side terminates at Coventry Street and that an indentation on the eastern side is not required to accommodate parking. The recommended option includes:
  - (a) Three lanes on Barbadoes Street at Ferry Road, one left/through lane, one through lane and one right turn lane, which diverges into two right turn lanes 80 metres before the junction.
  - (b) On-road cycle lanes along the eastern side of Barbadoes Street between Ferry Road and Moorhouse Avenue and on the western side between Ferry Road and Coventry Street.
  - (c) Changing an existing footpath to a 'shared use' path on the west side of Barbadoes Street between Moorhouse Avenue and Coventry Street.
  - (d) Twenty car parks, restricted to a maximum parking period of 120 minutes, are proposed along the eastern side of Barbadoes Street. Six car parks currently available on the eastern side will be lost as part of this proposal.
10. The preferred option will improve the safety and efficiency of the Moorhouse Avenue/Barbadoes Street/Waltham Road intersection, decrease the queuing along Barbadoes Street and provide improved cycle facilities. Six car parks will need to be removed on the eastern side of Barbadoes Street; these car parks have been unable to be accommodated by other options while still achieving the project objectives.
11. The project team recognises that the project does not fulfil all the issues raised during consultation. However, the team is confident that the proposed option meets the aims and objectives of the project and is the best compromise between the views of the various stakeholder groups.

#### **FINANCIAL AND LEGAL CONSIDERATIONS**

12. The estimated total cost for the Moorhouse Avenue/Barbadoes Street intersection project is approximately \$137,000, inclusive of all consultation, design, construction and project management.
13. The Moorhouse Avenue project is part of the Safety Improvement Programme and Cycleway Programme and is programmed for construction in the 2006/2007 financial year. The combined budgets will allow funding for this project.
14. Without the approval of the resolutions for traffic restrictions, the restrictions will not be enforceable upon implementation.

#### **STAFF RECOMMENDATIONS**

That the Board support and recommend that the Council:

- (a) Approve the Moorhouse Avenue/Barbadoes Street intersection project to proceed to implementation (as detailed in **Attachment 1 (Option B)**).
- (b) Approve the following resolutions for new traffic restrictions associated with the Moorhouse Avenue/Barbadoes Street intersection project.

##### **New No Stopping**

- (i) That the stopping of vehicles be prohibited at any time on the east side of Barbadoes Street commencing at a point 87 metres north of its intersection with Moorhouse Avenue and extending 46 metres in a northerly direction.

##### **New P120 Parking Restriction**

- (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Barbadoes Street commencing at a point 133 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 55.5 metres.

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- (iii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Barbadoes Street commencing at a point 201.5 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 73.5 metres.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

## BACKGROUND

### PROJECT INITIATION AND DEVELOPMENT

15. In 2003 the Council funded a Crash Reduction Study to identify, investigate and recommend remedial traffic engineering treatments at urban sites in the city that had a higher than average crash rate.
16. The study identified a number of intersections along Moorhouse Avenue as areas requiring remedial safety work, one of which was the Moorhouse Avenue/Barbadoes Street intersection. The study indicated that installing overhead signal mast arm poles would improve the visibility of the signals for motorists and result in a decrease in crashes.
17. Upgrading the intersection to improve safety also provided the Council with an opportunity to improve the cycle facilities and efficiency of the intersection.
18. This project was initially developed and progressed to consultation in conjunction with other intersection projects identified along Moorhouse Avenue ie the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' project. However, due to issues raised during consultation this intersection was removed from the overall Moorhouse Avenue project, so that further options could be investigated without holding up the entire project.
19. It should be noted that the proposed modifications on the Moorhouse Avenue and Waltham Road approaches to the Moorhouse Avenue/Barbadoes Street/Waltham Road intersection, including the build-outs, lane markings and cycle lanes were approved by the Board on 22 March 2006. This report is specifically in relation to the proposal for the Barbadoes Street approach to this intersection.
20. As mentioned above, the Moorhouse Avenue (Hagley Avenue to Barbadoes Street) section of the project was supported by the Board in March this year. It was also supported by the adjoining Spreydon/Heathcote Community Board. The report was forwarded to the Council on 6 April 2006 for final approval, however, the Council sought a seminar to allow more consideration of the project. This seminar was held on 2 May 2006 and a number of issues were raised primarily in relation to the appropriateness of cycle lanes on this arterial road and the desire to see more trees planted in Moorhouse Avenue. These issues have been investigated and will be reported on fully in the overall Moorhouse Avenue report that will be submitted to Council, including this section of the project, which requires Community Board support. A Council cycleway workshop held on 21 November 2006 showed that the Council was supportive of the project and willing to have the report re-submitted for consideration in the New Year.

### DESCRIPTION OF SITE

21. The study area relating to this report includes the Barbadoes Street/Waltham Road/Moorhouse Avenue intersection and Barbadoes Street approach between Ferry Road and Moorhouse Avenue.
22. Moorhouse Avenue is a six-lane, median-divided arterial route and Barbadoes Street is a three-lane, one-way arterial route. In the morning and evening peak hours Barbadoes Street has a demand of 1,000 and 1,500 vehicles respectively.
23. The current layout of Barbadoes Street includes three lanes at Ferry Road; one through lane, one through and right lane and one right turn lane. A left turn lane commences 80 metres before the junction.
24. Accident records show 31 reported crashes at this intersection for the five-year period 2000 to 2004, of which three were serious injury and four minor injury.
25. There is currently significant queuing at this intersection, with on-site observations showing queues past Ferry Road to St Asaph Street.
26. The surrounding area at the intersection consists of the Washington Reserve, including a skate board park, the Christchurch Polytechnic Institute of Technology (CPIT), Catholic Cathedral College, Catholic Cathedral and Christchurch School of Music.

## CONSULTATION

27. Objectives identified for the Barbadoes Street/Moorhouse Avenue intersection were to:
- Improve the visibility of traffic signals for traffic on Moorhouse Avenue.
  - Improve lane marking and signal phasing at the Moorhouse Avenue/ Barbadoes Street/Waltham Road intersection.
  - Improve the safety of cyclists.
  - Maintain the capacity of Moorhouse Avenue and its intersections, including all bus movements.
28. Once the draft preferred scheme options were developed, consultation was undertaken with the surrounding community and interested stakeholders. The aim of the consultation was to implement an 'inform' consultation, that is, to provide interested and affected groups in the community with information about the project and to ensure that due consideration is given to any concerns raised, albeit, within a project that has set engineering requirements. It was also proposed that one-on-one consultation be undertaken with business operators and property owners within the proposed area that are directly affected by the proposal before the proposal was delivered to the wider community.
29. The scheme plan and consultation plan for the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' project was presented in a seminar to the Board on 24 August 2005.
30. Following the Board seminar consultation was undertaken directly with those stakeholders who were potentially affected by the proposed loss of parking. Feedback received during this time showed significant concern regarding the on-street parks proposed to be removed from adjacent to the Catholic Cathedral in Barbadoes Street.
31. Consequently, these issues raised were considered and the Barbadoes Street plan was amended prior to wider community consultation. The amended plan included the indentation of the kerb adjacent to the Catholic Cathedral to accommodate an additional four car parks. The updated plan was then presented to the Board in October 2005, prior to being delivered to the community for formal consultation.
32. Formal consultation was undertaken in January 2006 with the release of the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' booklet. The formal publicity was delivered to every business along Moorhouse Avenue from Lincoln Road to Ferry Road and to the Music Centre, the Catholic Cathedral School, the Catholic Diocese and the CPIT in Barbadoes Street.

## FEEDBACK FROM CONSULTATION

33. There are three main community groups from which feedback was received in regard to the Barbadoes Street proposal; two in support and one in objection to the proposed scheme.
34. **Barbadoes Street Cultural Zone Development Group**
- This group has recently been established (in response to this project) and it is their wish to see that the current status of this part of the City, designated by the City Council as a Cultural Zone, is supported, maintained and enhanced. The group includes representatives from: Catholic Diocese, Cathedral Musical Director, Christchurch Music Centre, Christchurch School of Music, Catholic Cathedral College and Christchurch Polytechnic Institute of Technology (CPIT). Feedback was also received from five individuals reinforcing the views presented by the Barbadoes Street Cultural Zone Development Group.
35. Initially the group's objections regarding Barbadoes Street related to the removal of on-street parks adjacent to the Cathedral but this has now widened to include an objection to the use of Barbadoes Street, specifically the section between Ferry Road and Moorhouse Avenue, as an arterial route. In particular, the group is concerned that the reduction in parking will result in a negative impact on the acoustic environment, religious visitors and tourist visitors and believes that the proposal will compromise potential future proposals for the area.

36. While the Barbadoes Street Cultural Zone Development Group acknowledge that their aspirations may be outside the objectives of this proposal, they wish to see either a hold placed on the Barbadoes Street part of the project, until a longer term plan is developed by the Council for the area, or, at the very least, that the current project is altered to support the area as a cultural zone rather than moving further away from the desired outcome for the area.

37. **Cycling Advocates**

Twelve individual submissions and one from Spokes Canterbury Inc, were received in support of the proposal. These submissions gave particular support for the proposed improvement to cycle facilities.

38. **CPIT**

The CPIT's response is that it is in support of the proposal and is keen to see the cycle facilities improved. The proposal complements the cycling facilities' improvements that have recently made on-site. CPIT also agrees, and has a representative on the 'Barbadoes Street Cultural Zone Development Group', that they would like to see the area developed as a cultural zone. However, they understand this is outside the scope of this project and is a long- term plan. They would not like to see the project put on hold while this wider issue is resolved.

**RESPONSE TO FEEDBACK**

39. The project team took the feedback into consideration and further option investigation was undertaken, including intersection analysis. The response to the specific concerns raised during consultation is detailed below.

**Minimising Removal of Parking**

40. The project team recognises the Barbadoes Street Cultural Zone Development Group's concern regarding the reduction in on-street parking and the effect this will have on visitors to the Cathedral. Hence a number of alternative options have been investigated to minimise the requirement to remove car parks. However, the Barbadoes Development Group has informed us that they are not in favour of any proposal including parking on the western side. Additionally CPIT has welcomed the use of its car park by visitors to the Cathedral outside Polytechnic hours, but the Barbadoes Development Group do not favour this option.

41. There are no options, except for the status quo, which allow all parks on the eastern side to be retained while achieving the project's objectives. In particular, the objectives to improve efficiency at the Moorhouse Avenue/Barbadoes Street/Waltham Road intersection and improve safety of cyclists.

**Acoustic Concerns**

42. The project team has also considered the Barbadoes Development Group's concern regarding the potential effect that removing six on-street car parks, as proposed in the recommended option (Option B), will have on increased traffic noise affecting the acoustics of the Cathedral and Music Centre. The project team recognises that noise barriers can effectively reduce noise levels associated with traffic. However, for noise barriers to be successful they need to be continuous and of sufficient height and length. (See extract below). Hence, in relation to the Barbadoes Street project, the existing car parking adjacent to the Cathedral is not considered an effective traffic noise barrier. Consequently, commissioning a noise report was not considered relevant or necessary for this project, as suggested by the Barbadoes Development Group.

43. *"Significant noise reductions are possible from the adoption of roadside screens or barriers. The reduction of propagated noise depends on the height and length of the barrier. The sound shadow can be increased by increasing the effective dimensions of the obstruction or by moving it closer to the noise source. Barriers will not be effective where the line of the barrier is broken with vehicle and pedestrian openings. The barrier must be continuous (over 10's of metres) to provide significant noise reductions"* (Ref Noise Impacts of Land Transport-Stage 3, Malcolm Hunt Associates June 2004<sup>1</sup>).

44. In fact, by improving the efficiency of the Moorhouse Avenue/Barbadoes Street/Waltham Road intersection, our proposed option (Option B) will potentially contribute towards reducing traffic noise and improving the acoustic environment. This is achieved by improved intersection efficiency of the intersection resulting in reduced queuing immediately adjacent to the Cathedral and a reduction in the number of vehicle stop/starts required. The use of effective traffic management as an effective noise reduction measure is confirmed in transport literature as stated below:
45. *“There appears to be some advantage in lowering noise impact by addressing (reducing) congestion. The aim of making the road network more efficient would hold benefits for noise, as well as other policy goals of better managing the air pollution from motor vehicles and encouraging greater fuel efficiency”* (Ref: Noise Impacts of Land Transport-Stage 3, Malcolm Hunt Associates, Noise & Environmental Consultants, June 2004. This report provided information on possible policy options to address noise from land transport activities in New Zealand by way of preliminary recommendations for methods to manage the impact of this noise).
46. *Managing traffic can sometimes reduce noise problems...Traffic lights can be changed to smooth out the flow of traffic and eliminate the need for frequent stops and starts.”* (Ref Highway Traffic Noise, US Department of Transportation, Federal Highway Administration).

#### **Future Cultural Zone Development**

47. The project team notes the long-term issues raised by the Barbadoes Development Group, with respect to the future development of the area as a cultural zone. During option development the team has considered these issues and does not see the recommended scheme compromising future development options. The development of a scheme to fully address these long-term issues is outside the scope of the current project. The group was therefore informed that the Long Term Council Community Plan (LTCCP) submission process was the appropriate way for them to engage with Council. A submission was made and an opportunity to speak to Council was taken up by the Group. It was acknowledged that the area east of Colombo Street was identified as a key focus as part of the central city revitalisation strategy. The Turners and Growers development would provide the impetus for further development of this area.

#### **OPTIONS**

48. Three options discussed in this report include:
  - (a) Option B: The preferred option (**Attachment 1**), which includes improved lane arrangement and intersection phasing, partial on-road cycle facilities and a shared use path.
  - (b) Option C: An alternative to Option B (**Attachment 2**), which includes improved lane arrangement and intersection phasing, full on-road cycle facilities and a shared use path. This option also requires a kerb indentation to accommodate five parking spaces.
  - (c) Option A: Retain the status quo.

#### **Preferred Option Assessment**

##### **Option B – Recommended Option**

49. This option is the recommended option and is detailed in Attachment 1. The option consists of the following elements:
  - (a) Lane arrangement: Three lanes are proposed on Barbadoes Street at Ferry Road, one left/through lane, one through lane and one right turn lane. The right turn lane then diverges into two right turn lanes 80 metres before the junction.
  - (b) Cycle Lanes: A cycle lane is proposed on the eastern side of Barbadoes Street between Ferry Road and Moorhouse Avenue. A cycle lane is also proposed on the western side between Ferry Road and Coventry Street, at which point cyclists would use the shared cycleway facility.

- (c) **Shared Path:** The existing footpath on the western side of Barbadoes Street between Moorhouse Avenue and Coventry Street will become a contra-flow (travel in both directions) shared cycle/pedestrian path. Signage and pavement markings will clearly designate the path as shared. The width of the shared path is 2.8 metres except where it reduces to 2 metres for a length of 50 metres at the southern end of Barbadoes Street. The design guidelines (Ref: Austroads Part 14, Guide to Engineering Practice, Bicycles) for cycle facilities recommend an acceptable width range of between 2 and 3.5 metres for a path of this nature. They acknowledge that the minimum width of 2 metres is acceptable where significant constraints limit the opportunities for a wider path. The existing brick fence on the boundary and the existing kerb line do limit the width available at this location. The design guidelines also recommend shared paths be designated with a separation line, particularly in high volume situations. The usage of the path will be monitored after implementation of the scheme and if the volumes are high the separation line will be installed. During consultation with various stakeholders, including the Royal NZ Foundation for the Blind, no issues of concern were raised regarding the shared path facility.
- (d) **Parking:** This option includes 20 P120 car parks along the eastern side of Barbadoes Street. Six car parks will be lost on the eastern side as part of this proposal.
50. This option will fulfil the shortcomings identified through the 2003 Crash Reduction Study and will result in the following social and economic benefits:
- (a) **Social:** Improvement to safety for all road users, including pedestrians and cyclists.
- (b) **Economic:** Vehicle operating savings and travel time savings due to improved efficiency of the Barbadoes Street/Moorhouse Avenue intersection and resulting decrease in vehicle queues.
51. This option will result in the loss of six car parks on the eastern side of Barbadoes Street. However, it does retain 20 car parks along the eastern side and does not require any alteration to the kerb alignment to achieve this, as required in Option C.

### Alternative Options Assessment

#### Option C – Alternative Option

52. This option is an alternative to the recommended option and is detailed in **Attachment 2**. The option consists of the following elements:
- (a) **Lane Arrangement:** The same lane arrangement is proposed as Option B.
- (b) **Cycle Lanes:** A cycle lane is proposed on the eastside of Barbadoes Street between Ferry Road and Moorhouse Avenue. A cycle lane is also proposed on the western side, terminating south of Coventry Street, approximately 50 metres north of Moorhouse Avenue, at which point cyclists have the option to use the shared cycle/pedestrian path or the central cycle lane to turn right.
- (c) **Shared Path:** The existing footpath on the western side of Barbadoes Street between Moorhouse Avenue and Coventry Street will become a contra-flow (travel in both directions) shared cycle/pedestrian path in accordance with the design guidelines as proposed in Option B.
- (d) **Parking:** This option includes 20 P120 car parks along the eastern side of Barbadoes Street. However, a kerb indentation is required to accommodate four of these parks. Six car parks will be lost on the eastern side as part of this proposal.
53. This option will fulfil the shortcomings identified through the 2003 Crash Reduction Study and will result in the following social and economic benefits:
- (a) **Social:** Improvement to safety for all road users, including pedestrians and cyclists. This option also maximises safety and right turn options for cyclists.
- (b) **Economic:** Vehicle operating savings and travel time savings due to improved efficiency of the Barbadoes/Moorhouse intersection and resulting decrease in vehicle queues.



54. These social and economic savings are expected to be greater than those resulting from Option B, since more cyclists are likely to use the on-road cycle lane as opposed to the shared cycle way to turn right. Hence, this option will result in a decreased pedestrian/cycle crossing demand and increased green time dedicated to the right turn movement, resulting in a safer and more efficient intersection than Option B. This option is also considered safer for both cyclists and pedestrians, due to the decrease in potential contra flow on the shared footpath, which ranges in width from 2 metres to 2.8 metres wide.
55. This option will result in the loss of six car parks on the eastern side of Barbadoes Street, as required by Option B. However, to accommodate six of the remaining 20 parks a kerb indentation is required. This indentation will result in a footpath width of 1.8m at the narrowest point.

#### **Option A – The Status Quo Alternative Option**

56. Maintaining the status quo, will result in no changes to the Barbadoes Street approach between Ferry Road and Moorhouse Avenue. However, modifications will be made at the Moorhouse Avenue/Barbadoes Street/Waltham Road intersection as part of the Moorhouse Avenue corridor project, supported by the Board on 22 March 2006. These modifications include changes to the Moorhouse Avenue and Waltham Road approaches, including buildouts, lane markings and cycle lanes.
57. Maintaining the status quo will not result in any social, environmental or economic benefits. Additionally, it is inconsistent with the Council's Road Safety Strategy, Parking Strategy or Cycling Strategy.
58. Maintaining the status quo will result in some safety benefits at the intersection (due to the buildouts and markings being installed as part of the Moorhouse Avenue corridor project), but no travel time or vehicle operating cost benefits will be gained. Consequentially, this project will not achieve a positive Benefit/Cost Ratio (BCR) and there will be Land Transport NZ funding consequences for the project.

#### **PREFERRED OPTION**

59. Option B has been selected as the preferred option, as outlined in Attachment 1 and detailed in Section 47 of this report. In summary, this option includes lane marking alterations to incorporate improved lane arrangements, partial on-road cycle facilities and a shared cycle/pedestrian path and no alterations to the kerb alignment on Barbadoes Street.
60. The preferred option has been selected because:
  - (a) It best satisfies the project's aims and objectives from the options considered, while best balancing the views of the stakeholders.
  - (b) The option will fulfil the shortcomings identified through the 2003 Crash Reduction Study and meet the objectives set out in the Council's Road Safety Strategy, Parking Strategy and Cycling Strategy.
  - (c) Option B will improve the efficiency of the intersection and reduce queuing, providing economical benefits in accident savings, travel time savings and vehicle operating savings. The option will also contribute to reduced vehicle noise as a result of reducing the number of effective vehicle stops.
  - (d) Although, six car parks will need to be removed on the eastern side of Barbadoes Street, these parks have been unable to be accommodated by any other scheme while meeting the project objectives.
  - (e) During option development the project team has taken into consideration the long-term issues raised by the Barbadoes Street Cultural Zone Development Group, in particular the future development of the area with regard to its current designation as a cultural zone. Consequently, the proposed scheme is one which will not impede the adjacent footpath or frontage of the Catholic Cathedral or Music School. The scheme simply proposes lane marking alterations along Barbadoes Street, as an interim measure to address the current intersection efficiency, safety and cycling issues. Hence, the option does not compromise the area as a cultural zone or compromise any future development options.
61. The development of a scheme to fully address the long-term issues is outside the scope of the current project. However, these issues have been conveyed to the Central City planning team, who are taking them into consideration in their long-term inner city plan developments.

## 9. CHESTER STREET WEST – ONE-WAY STREET PROPOSAL AND CHANGES TO EXISTING 10 MINUTE PARKING RESTRICTION

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Manager Transport and Greenspace
<b>Author:</b>	Barry Cook, Network Operations and Traffic Systems Team Leader Paul Burden, Traffic Engineer

### PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of the findings of the investigation into the possible conversion of part of Chester Street West (Park Terrace to Cranmer Square) to a one-way street and to seek the Board's approval to change the operative days of the existing 10 minute parking restriction in Chester Street West.

### EXECUTIVE SUMMARY

2. At the request of the Board the Transport and Greenspace Unit commissioned an investigation into the possible conversion of part of Chester Street West between Park Terrace and Cranmer Square to a one-way street. The proposal was aimed at mitigating the current problems of car parking shortages and congestion that occur during peak student arrival and departure periods associated with the Cathedral Grammar School. This investigation was carried out by Streets in Sync Ltd (refer Report "Chester Street West – One Way Street", **Attachment 1**) and examined the advantages, disadvantage and operational issues associated with this concept including the following:
  - The existing traffic environment including current traffic volumes, capacity, safety and parking.
  - The existing travel patterns associated with the main traffic generator in the street being The Cathedral Grammar School.
  - The application of one-way street scenarios including any advantages and/or disadvantages over the current situation.
3. The Streets in Sync Ltd report concludes that creating a short length of one way street in Chester Street together with 45° angle parking will result in a small number of additional car parking spaces, but will not help the congestion. It is likely to create other problems and could reduce safety.
4. However, there is a need to resolve the discrepancies between the 'pedestrian mall' signs and the parking signs so that they both operate on 'school days only'.

### FINANCIAL AND LEGAL CONSIDERATIONS

#### Cost

5. Installation of signs, markings and posts is within existing budgets.

#### Legal

6. The Land Transport Rules provide for the installation of parking restrictions.

### STAFF RECOMMENDATIONS

That the Board resolve:

- (a) To receive the information in this report and attached documentation and agree not to pursue the option of creating a 'one way' section of Chester Street between Park Terrace and Cranmer Square.
- (b) That the parking of vehicles be limited to 10 minutes maximum, 8.00-9.30 am and 2.00–4.00 pm, Monday to Friday, School Days Only on the north side of Chester Street West from a point 39 metres east of the Park Terrace intersection and extending in an easterly direction for a distance of 88 metres.

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- (c) That the parking of vehicles be limited to 10 minutes maximum, 8.00–9.30 am and 2.00–4.00 pm, Monday to Fridays, School Days Only on the south side of Chester Street West from a point 39 metres east of the Park Terrace intersection and extending in an easterly direction for a distance of 66.5 metres.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

## BACKGROUND

7. In May 2005 the Council was approached by the Cathedral Grammar School with a request to provide additional short term parking for student drop off/pick up on the western side of Cranmer Square outside the Junior and Preschool. Ultimately this request was not supported by the Board, however, the Board did request that converting the street to function in a "one-way" fashion be investigated to mitigate the current problems of car parking shortages and congestion that occurs during peak arrival and departure periods. This investigation was carried out in April 2006 by Streets in Sync Ltd (Report "Chester Street West – One Way Street") and examined the advantages, disadvantage and operational issues associated with this concept.
8. Chester Street West is classified as a "local" road in the City Plan. Traffic volumes are modest and generally the street performs its intended function of providing access. For a portion of the school day the majority of the street becomes a "Pedestrian Mall" and is closed to vehicular traffic (between 9.30 am–2.00 pm, Monday to Friday, School Days Only). During peak arrival and departure times, however, there is a much greater vehicle activity resulting in car parking shortages and congestion.
9. A number of possible scenarios regarding the conversion to a one-way street were considered including making the street either one-way east bound or one-way west bound over the entire length of the street or between the existing gates (refer Options, paragraphs 14/15/16).
10. Currently the present situation is resulting in car parking shortages and congestion problems around the peak student arrival and departure periods. Parking and occupancy surveys conducted during the investigation revealed that the general parking capacity of the street (outside the two peaks) was seldom exceeded, however, of note was the occurrence of illegal parking. Observations revealed that parking illegally seemed to be preferred over searching for a legal space once the street reached high occupancy levels. This is attributed to the perception when entering the street that there are no legal spaces available and the inconvenience associated with searching for a space amidst congested traffic conditions. The most common occurrence of illegal parking was "double parking" within the gated area. In operational terms this caused very few problems and enabled more vehicles to congregate in this area. Motorists tended to double park on one or both sides of the road but due to the ample roadway width a single traffic lane was generally available for other vehicles to progress along the street at slow speeds. The threat to the safety of children walking between the parked vehicles was significantly mitigated by the very low operating speeds of traffic caused by the congested conditions and single functioning traffic lane.
11. Advantages of converting Chester Street West to a one-way street include the potential to optimise the number of car parking spaces within the gated area where the roadway width is wide enough to accommodate 45° parking. This would produce an increase of approximately 8 spaces above the existing parallel parking situation. While increasing the number of spaces appears advantageous it is important to consider that the 45° car parking design also relieves the likelihood of double parking. This is because the design confines the useable through traffic lane and stopping in the aisle would effectively block any through traffic movement. From a road safety perspective this is positive, however, there is no evidence from the survey data in the Report that suggest double parking in the present layout poses a significant threat to the current level of road safety. The 45° angle parking does, however, introduce a further safety issue regarding motorist exiting the parking spaces reversing into the traffic flow and threatening the safety of pedestrians crossing the road, particularly small children who may be difficult to see by motorists.
12. No formal consultation was conducted while investigating this proposal, however, informal discussions with parents and staff revealed little support for a one-way street option. While most conceded that the current situation was not "ideal" it was accepted that the periods of intense activity were reasonably short lived and that vehicle speeds were low.
13. The report concludes that any advantages resulting from converting Chester Street West to a one-way street are limited to a minor increase in the capacity of complying car parking spaces. However, this needs to be balanced by the fact that the efficiencies of the parking in general will not increase and that vehicle speeds may well increase. Also a significant number of existing vehicle trips would be disrupted regardless of which direction of flow is favoured, however, a west bound one-way flow would produce greater disadvantages associated with right turns onto Park Terrace. In this situation parents are likely to favour Cranmer Square for dropping

off/picking up children resulting in a migration of the illegal parking and general congestion. This will have a greater impact on the wider community. The congestion in Chester Street generally only affects drivers who are dropping off or picking up students at Cathedral Grammar.

14. As a result the report recommends that the status quo remain. However, should a one-way operation proceed then it is important that it only applies over the gated section which will allow the balance of road space at either end of the street to be used for manoeuvring including drop off and pick up. Maintaining the status quo with respect to the car parking layout is also recommended as the current situation provides greater flexibility for motorists entering the street and looking for a car parking space. Conversion to 45° parking may create greater congestion as motorists block the central aisle waiting for vehicles to reverse out of spaces and is generally not a very adaptable design for periods of very intense parking.
15. Currently a 10 minute parking restriction (8.00–9.30 am and 2.00–4.00 pm, Monday to Friday) is operative within the gated area and on the north side of Chester Street West between the eastern gates and the Cranmer Square intersection. On street parking on the south side of Chester Street West between the eastern gates and the Cranmer Square intersection is currently unrestricted and is typically full with commuter parking throughout much of the day. On street parking between the western gates and the Park Terrace intersection is restricted to 30 minutes. The “*Pedestrian Mall*” in Chester Street West is operative between 9.30 am–2.00 pm, Monday to Friday, School Days Only. School staff have expressed concern over the ambiguous wording of the 10 minute parking restriction compared with the wording of the “*Pedestrian Mall*”; the Pedestrian Mall is operative Monday to Friday, School Days Only, however, the P10 restriction is operative Monday to Friday and is **not currently restricted to school days**. Visitors to the school on non “*school days*” have assumed the restriction only applied on “*school days*” and have been issued with infringement notices.
16. This situation can be resolved through the existing 10 minute parking restriction being changed so that it is operative on “*School Days Only*” and therefore is consistent with the “*Pedestrian Mall*” restriction eliminating the possibility of confusion.

#### OPTIONS

17. One-way west bound – this option was not favoured in the report (“Chester Street West – One Way Street) as it would result in disruption to the most number of vehicle movements. Access from the north would become circuitous in that motorists would be required to travel further south along Park Terrace before turning left into Armagh Street, left into Cranmer Square then left into Chester Street. All north bound vehicles departing Chester Street West would either have to turn right onto Park Terrace (already difficult) or travel a circuitous route involving a left turn onto Park Terrace, left onto Armagh, left onto Cranmer Square, left onto Kilmore Street before turning right onto Park Terrace through the traffic signals. This situation is likely to result in parents of school pupils choosing to park and/or drop children in Cranmer Square and Park Terrace rather than enter Chester Street West itself. Also when the gates are shut having the one-way situation apply to the entire length would effectively “trap” motorists from entering from either end.
18. One-way east bound – with reference to the survey results in the Report most trips involved vehicles travelling the entire length of Chester Street West in an east bound direction. This option would therefore disrupt the least number of vehicle movements, with no increase in travel distance for any approach or departure route and would reinforce the “loop” circuit utilising Kilmore Street for departure to the north. However, motorists arriving and departing from the east may choose to travel further along either Armagh or Kilmore Streets before turning into Park Terrace and Chester Street West. The alternative is to turn from either Kilmore Street or Armagh Street into Cranmer Square and then attempt to park in Cranmer Square where there are seldom any vacant spaces due to commuter parking. This may result in higher levels of illegal parking and manoeuvring. In this situation it is more likely that the forecast increase in activity will extend further into Cranmer Square causing congestion over a much broader areas that that which currently occurs. Also when the gates are shut having the one-way situation apply to the entire length would effectively “trap” motorists from entering from either end.
19. One-way within the gated area only – this option would allow motorists to utilise the end sections of Chester Street West (between the gated areas and the Park Terrace and Cranmer Square intersections). These sections between the gates and the intersections are likely to be focal points for vehicle activity under a one-way scenario. Some motorists are likely to choose not to

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enter the street and will drop off/pick up and attempt to park at either end of the street in preference of being required to enter and exit the street by a particular direction. It follows that the intersections will experience a greater concentration of vehicle activity. The accommodation of this activity would be assisted if motorists were able to utilise the end sections of Chester Street West in both directions thereby assisting turning and manoeuvring.

**10. MOORHOUSE AVENUE/MONTREAL STREET INTERSECTION**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Manager Transport and Greenspace
<b>Author:</b>	Jeanette Ward, Capital Programme (Transport) Team Leader

**PURPOSE OF REPORT**

1. The purpose of this report is to seek Board support and recommendation to the Council, for the Moorhouse Avenue/Montreal Street intersection project to proceed to implementation and for the new traffic restrictions associated with the Moorhouse Avenue/Montreal Street intersection project.

**EXECUTIVE SUMMARY**

2. The study area relating to this report includes a section on the northern side of Moorhouse Avenue between St David Street and Montreal Street, specifically in relation to the on-street parking options proposed outside 179 Moorhouse Avenue.
3. The project was initiated as a result of a crash reduction study undertaken in 2003, which identified intersections along Moorhouse Avenue requiring remedial safety work. Upgrading the intersection to improve safety also provided the Council with an opportunity to improve the cycle facilities and efficiency of the intersection.
4. This project was initially developed and progressed to consultation in conjunction with other intersection projects identified along Moorhouse Avenue. However, in presenting the Moorhouse Avenue project to the Board on the 22 March 2006, a deputation was made with respect to on-street parking at 179 Moorhouse Avenue, to which the Community Board sought further investigation
5. The proposal presented at this meeting (22 March 2006) was to remove two parking spaces to allow the development of an extended left turn lane along Moorhouse Avenue from Montreal Street. The longer lane allowed for improved intersection capacity at peak times, and improvements to intersection safety by improved lane discipline of queued vehicles.
6. To facilitate a compromise with the business operator at 179 Moorhouse Avenue an alternative preferred option has been proposed in this report. The preferred option, as outlined in **Attachment 1**, proposes that the two car parks currently located outside 179 Moorhouse Avenue, be restricted to no parking Monday to Friday and P60 parking on weekends, with the left turn lane at this location extended from 43 to 60 metres.

**FINANCIAL AND LEGAL CONSIDERATIONS**

7. The estimated total cost for the Moorhouse Avenue/Montreal Street intersection project is approximately \$25,000 inclusive of all consultation, design, construction and project management.
8. The Moorhouse Avenue project is part of the Safety Improvement Programme and Cycleway Programme and is programmed for construction in the 2006/2007 financial year.
9. Without the approval of the resolutions for traffic restrictions, the restrictions will not be enforceable upon implementation.

**STAFF RECOMMENDATIONS**

It is recommended that the Board support and recommend that the Council:

- (a) Approve the Moorhouse Avenue/Montreal Street intersection project to proceed to implementation (as detailed in Attachment 1).
- (b) Approve the following resolutions for new traffic restrictions associated with the Moorhouse Avenue/Montreal Street intersection project:

**Remove Existing Parking Restriction**

- (i) That the existing parking restriction removed from the north side of Moorhouse Avenue at its present position commencing at a point 49.5 metres west of the intersection with Montreal Street and extending 12 metres in a westerly direction.

**New No Stopping**

- (ii) That the stopping of vehicles be prohibited on Monday to Friday on the north side of Moorhouse Avenue commencing at a point 49.5 metres west of its intersection with Montreal Street and extending in a westerly direction for a distance of 12 metres.

**New parking restriction**

- (iii) That the parking of vehicles be restricted to a maximum period of 60 minutes on Saturday and Sunday on the north side of Moorhouse Avenue commencing at a point 49.5 metres west of its intersection with Montreal Street and extending in a westerly direction for a distance of 12 metres.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.



## BACKGROUND

### PROJECT INITIATION AND DEVELOPMENT

10. In 2003 the Council funded a crash reduction study to identify, investigate and recommend remedial traffic engineering treatments at urban sites in the City that had a higher than average crash rate.
11. The study identified a number of intersections along Moorhouse Avenue as areas requiring remedial safety work. Upgrading the intersections to improve safety also provided the Council with an opportunity to improve the cycle facilities and efficiency of the intersections.
12. The improvements at the Moorhouse Avenue/Montreal Street intersection were initially developed in conjunction with other intersection projects identified along Moorhouse Avenue ie the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' project.
13. The Moorhouse Avenue project went to the Board on 22 March 2006 for their support, prior to being presented to Council for approval. The following deputation was made at the Board meeting:

*"Arnold Kremer, Popular Cars Ltd, was in attendance to speak about the above matter. Operating a business from 179 Moorhouse Avenue, Mr Kremer had requested that the current three on-street parking spaces be retained (the Transport and City Streets Unit has sought to remove two of these so as to provide an extended left-turn lane on Moorhouse Avenue into Montreal Street)."*

14. Consequently the Board recommended the following in regard to the Moorhouse project:

*"The Board agreed with staff recommendations with the exception of 1 (ii) that related to a deputation to the Board [Mr Kremer] in respect of the on-street parking at 179 Moorhouse Avenue, to which the Board has sought further investigation."*

15. Hence, this report is specifically in relation to the options proposed at the westbound Moorhouse Avenue approach to Montreal Street. The delay in presenting this report was due to the overall Moorhouse Avenue project not gaining approval from Council in April 2006. A Council cycleway workshop held on 21 November 2006 showed that the Council was now supportive of the project and willing to have the report re-submitted for consideration in the New Year.

### DESCRIPTION OF SITE

16. The study area relating to this report includes a section on the northern side of Moorhouse Avenue between St David Street and Montreal Street.
17. Moorhouse Avenue is a six-lane, median-divided arterial route. At the Moorhouse Avenue/Montreal Street intersection, the Moorhouse Avenue westbound approach traffic volumes are approximately 1,560, 1,650 and 1,980 vehicles per hour in the morning peak, interpeak and evening peak respectively.
18. The section of road between Montreal Street and St David Street is 100 metres in length, consisting of three through lanes, one right turn lane (70 metres in length) and one left turn lane (43 metres in length)
19. The surrounding area includes two car dealers - Wheeler Motor Company at 171 and 175 Moorhouse Avenue and Popular Cars at 179 Moorhouse Avenue. There are currently seven on-street car parks located outside these businesses, which are restricted at all times to P60 parking.

### CONSULTATION

20. Draft preferred scheme options were developed based on the project objectives. The objectives identified for the Moorhouse Avenue project, which are relevant to the Moorhouse Avenue/Montreal Street intersection include to:

- Improve the visibility of traffic signals for traffic on Moorhouse Avenue.
  - Improve the safety of cyclists.
  - Maintain the capacity of Moorhouse Avenue and its intersections, including all bus movements.
21. Prior to formal consultation on the preferred schemes, one-on-one consultation was undertaken with business operators and property owners where the proposal included the removal of parking.
  22. At this stage, feedback was received from the business operator at 179 Moorhouse Avenue, about the removal of three car parks outside this property. In response to this, a video survey was requested to confirm the traffic and parking demand at this intersection. To ensure all views were considered, it was proposed that the results from the survey be discussed in conjunction with feedback received from formal consultation. Hence, no changes were made to the preferred option at this location prior to formal consultation.
  23. Formal consultation was implemented in January 2006 with the release of the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' booklet.

**FEEDBACK FROM CONSULTATION**

24. With respect to the lane configuration at the Moorhouse Avenue/Montreal Street intersection the following submissions were made:
  - Thirteen written submissions were made from cyclists supporting the proposed cycle lanes along the length of Moorhouse Avenue.
  - One written submission was received from the business operator at 179 Moorhouse Avenue (Popular Cars) requesting that all three on-street parks proposed to be removed to provide an extended left turn lane on Moorhouse Avenue into Montreal Street, be retained.
25. In response to this request the project team agreed to reinstate one of these three parks. This decision was based on the results of a video survey undertaken in November 2005 (as summarised below). Analysis confirmed that during the weekday there were queuing issues at this intersection and that parking demand was relatively low in comparison to current parking capacity. However, it was concluded that the western most car park could be reinstated without a significant negative effect on queuing.

Options	Car park Capacity (# car parks)	Left Turn Lane Length (m)	Traffic Peak: 0800-0900		Parking Peak: 1200-1300
			Time Car park Capacity is full (mins) %	% Red Lights Queue Formed	Time Car park Capacity is full (mins) %
Existing	7	43	(0 min) 0%	50%	(0 min) 0%
Remove Three Parks	4	67	(0 min) 0%	20%	(20 min)33%
Remove Two Parks	5	60	(0 min) 0%	27%	(10 min)17%

26. The option recommended to the Board on 22 March 2006, therefore included the removal of two car parks outside 179 Moorhouse Avenue to allow the left hand turn lane to be extended from 43 to 60 metres. However, the business operator at 179 Moorhouse Avenue was not satisfied with this compromise and made a deputation to the Board that all three parks remain, or alternatively a clear way be established for these two parks during the weekday morning peak traffic.
27. Consequently, the Board requested that a decision regarding the on-street parking at 179 Moorhouse Avenue be put on hold until further investigation, in particular weekend traffic counts, be undertaken.

28. In response to this request the preferred option was reinvestigated and an alternative preferred option is now proposed as outlined in the subsequent section.

#### **OPTIONS**

29. Three options discussed in this report include:
- (a) Option A: The preferred option (Attachment 1), for P60 parking on Weekends Only and no parking during the week for the two eastern most car parks outside 179 Moorhouse Avenue.
  - (b) Option B: Retain the status quo.
  - (c) Option C: Remove the two eastern most car parks outside 179 Moorhouse Avenue permanently.

#### **Preferred Option Assessment**

##### **Recommended Option: Option A**

30. This option is the recommended option and is detailed in Attachment 1. The option consists of the following elements:
- (a) Restricting the two car parks currently located outside 179 Moorhouse Avenue to no parking Monday to Friday and P60 parking on weekends. (The third car park originally proposed for removal during initial consultation will remain P60 at all times).
  - (b) Extending the left turn lane, on the Moorhouse Avenue westbound approach to Montreal Street from 43 to 60 metres.
31. This option will result in the following social and economic benefits:
- (a) **Social:** The current on-street parking capacity will remain during weekends, when parking demand is highest.
  - (b) **Economic:** Vehicle operating savings and travel time savings will result due to improved efficiency of the Montreal/Moorhouse intersection and resulting decrease in vehicle queues.

#### **Alternative Options Assessment**

##### **Alternative Option: Option B Status Quo**

32. Maintaining the status quo will result in no changes to the on-street parks or lane approaches to the Moorhouse Avenue westbound approach to Montreal Street.
33. Maintaining the status quo will not result in any social, environmental or economic benefits.
34. Additionally, maintaining the status quo is inconsistent with the Council's Parking Strategy:
35. On an arterial road the strategy aims *"To give priority to the safe and efficient and sustainable movement of people and goods over the provision of parking. The primary function of arterial roads is the safe and efficient movement of people and goods. Where there is conflict between parking and the flow of traffic on arterial roads, parking may be restricted or removed"*. Option B is in conflict with this strategic aim as it gives priority to parking over that for efficient transportation.

##### **Alternative Option: Option C**

36. This option is the same as that proposed to the Board as part of the overall Moorhouse Avenue project in 22 March 2006. The option consists of the following elements:
- (a) Removing the two car parks currently located outside 179 Moorhouse Avenue. (The third car park originally proposed for removal during initial consultation will remain P60 at all times).

- (b) Extending the left turn lane, on the Moorhouse Avenue westbound approach to Montreal Street from 43 to 60 metres.
- 37. This option will result in the economic benefits of improved vehicle operating savings and travel time savings, due to improved efficiency of the Montreal Street/Moorhouse Avenue intersection and resulting decrease in vehicle queues.
- 38. However, this option will result in decreased parking capacity during the weekdays and weekends.

**PREFERRED OPTION**

- 39. Option A has been selected as the preferred option, as outlined in Attachment 1. The option proposes that the two car parks currently located outside 179 Moorhouse Avenue, be restricted to no parking Monday to Friday and P60 parking on weekends, with the left turn lane at this location extended from 43 to 60 metres.
- 40. The preferred option has been selected because:
  - (a) It best satisfies the project's aims and objectives from the options considered, while best balancing the views of the stakeholders.
  - (b) The option will fulfil the objectives set out in the Council's Parking Strategy.
  - (c) Option A will improve the efficiency of the intersection and reduce queuing, providing economical benefits in travel time savings and vehicle operating savings.

**11. PETERBOROUGH STREET – ADDITIONAL METERED PARKING SPACES**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Manager Transport and Greenspace
<b>Author:</b>	Paul Burden, Traffic Engineer Malcolm Taylor, Traffic Engineer - Community

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's support to a proposal to add three metered parking spaces on the north side of Peterborough Street between Victoria Street and Montreal Street (refer attached).

**EXECUTIVE SUMMARY**

2. Renovations have recently been completed to the business of Belle Interiors located at 83 Victoria Street on the Victoria Street/Peterborough Street intersection. One alteration was that a vehicle entrance located in Peterborough Street, previously used for inwards and outward goods, has now been converted to a window rendering the entranceway servicing it redundant.
3. As part of the rationalisation of parking spaces in association with the introduction of "Pay and Display" two adjacent spaces previously controlled by parking meters in isolation to other spaces were converted to a P5 restriction. The removal of the vehicle entrance now provides the ability to convert this space in conjunction with the P5 restriction into 3 metered spaces.
4. The land use is a mixture of commercial and residential therefore a demand exists for on street parking.
5. Consultation has been carried out with Belle Interiors, the only persons affected by this change and their support has been forthcoming.

**FINANCIAL AND LEGAL CONSIDERATIONS****Cost**

6. The installation of one additional "Pay and Display" meter is within operational budgets.

**Legal**

7. The Land Transport Rules provide for the installation of parking meters. As this area is outside the area of the Board's delegations for roading this matter needs to be referred to the Council for a final decision.

**STAFF RECOMMENDATIONS**

That the Board recommend to the Council:

- (a) That the parking of vehicles for five minutes maximum on the north side of Peterborough Street from a point 56.5 meters east of the Montreal Street intersection and extending 11 metres in an easterly direction be revoked.
- (b) That the following parking areas be controlled through the use of "Pay and Display" meters (P60 Monday-Thursday 9.00am-5.00pm, Friday 9.00am-8.30pm, Saturday 9.00am-5.00pm) on the north side of Peterborough Street:
  - (i) Commencing at a point 56.5 metres east of the Montreal Street intersection and extending 11 metres in an easterly direction.
  - (ii) Commencing at a point 40 metres east of the Montreal Street intersection and extending 6.5 metres in an easterly direction.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

## 12. ROAD NAMING - HEATHCOTE AND CENTRAL CITY

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941-8549
<b>Officer responsible:</b>	Manager Environmental Policy and Approvals
<b>Author:</b>	Bob Pritchard, Subdivisions Officer

**PURPOSE OF REPORT**

1. The purpose of this report is to obtain the Board's approval to change one road name suffix, approve one private right of way name in Heathcote, and two names for Central City Lanes.

**EXECUTIVE SUMMARY**

2. The approval of proposed road and right of way names is delegated to Community Boards.
3. The Subdivision Officer has checked all proposed names against the Council's road name database to ensure they will not be confused with names currently in use. The names have also been discussed with staff at Land Information NZ who act on behalf of the emergency services in respect to road naming.

**(a) Lock Place to Lock Crescent - Rookwood Holdings**

Lock Place was approved by the Board on 2 April 2002. At that time, a new cul-de-sac had been constructed off Chapmans Road. The road has now been extended to continue out to Chapmans Road, now creating a "Crescent". The developer and the three existing businesses in Lock Place have requested that the name be changed to **Lock Crescent**, to reflect the physical change to the road (**see Attachment 1**).

**(b) 118 Port Hills Road - Horncastle Homes Limited**

This subdivision creates 17 new allotments to be served by an access lot. The developers have been requested to supply a name for some time and have now agreed to place the following name before the Board for approval. The "Tors" is the name given to a cluster of high rocks behind Castle Rock. It is proposed to name the access lot simply, **"The Tors"** (**see Attachment 2**).

**(c) Struthers Lane**

Between the Civic Offices and Manchester Street, a development is under construction which is creating a new small square and a lane through to Lichfield Street. A dozen new businesses will be occupying the new premises, ranging from restaurants, hotels, nightclubs and living accommodation. The lane running between Struthers Lane and Lichfield Street and alongside His Lordships Hotel, is proposed to be named **His Lordships Lane**. The new square is proposed to be named **SOL Square** (the development is called **South Of Lichfield**, hence SOL Square). This is similar to the naming of the lane behind the **Old Government Building** in Worcester Street as **OGB Lane** several years ago (**see Attachment 3**).

**FINANCIAL AND LEGAL CONSIDERATIONS**

4. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plates is charged to the developer. There is no financial cost to the Council. Local Authorities have a statutory responsibility to approve road names.

**STAFF RECOMMENDATIONS**

That the Board consider and approve the new names "The Tors", "His Lordships Lane" and "SOL Square", and to approve the change of "Lock Place" to "Lock Crescent".

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

## 13. ROAD NAMING - PORT HILLS ROAD AND JUBILEE STREET

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941-8549
<b>Officer responsible:</b>	Manager Environmental Policy and Approvals
<b>Author:</b>	Bob Pritchard, Subdivisions Officer

**PURPOSE OF REPORT**

1. The purpose of this report is to obtain the Board's approval to names for two new formed and sealed rights of way and to report back with additional information relating to these as requested at the 24 May 2006 meeting of the Board.

**EXECUTIVE SUMMARY**

2. The approval of proposed road and right of way names is delegated to Community Boards.
3. The Subdivision Officer has checked all proposed names against the Council's road name database to ensure they will not be confused with names currently in use. The names have also been discussed with staff at Land Information NZ who act on behalf of the emergency services in respect to road naming.
4. At the meeting of the Board on 24 May 2006 the Board resolved that:
  2. *A decision on the proposed name "Romar Lane" for 110 Port Hills Road - Texco Developments Ltd be deferred and that staff report to the Board with further information as to the significance of the proposed name.*
  3. *A decision as to the proposed name "Shadbolt Boulevard" for Broad and Jubilee Streets – Independent Fisheries Ltd be deferred and that staff report to the Board with further information as to whether there is any significance in the prior name, "Staunton Street".*

The additional information requested by the Board, as supplied by the Subdivisions Officer, is detailed below and this matter is accordingly now referred back to the Board for a decision.

*"Staunton Street was legally stopped as a road in 1998, and is now part of the Independent Fisheries land holding. With the stopping of the road, the name Staunton Street was no longer in use. While the roads are legally stopped, they are physically still in place and are used for access within Independent Fisheries property.*

*The management of the company wish to honour the founder of their company, Mr Howard Leslie Shadbolt, who managed the company for 40 years from 1959-1999.*

*Staunton Street, while it was still a legal road (pre 1998) was named after Cora Bessie Staunton, the Matron of the North Canterbury Hospital Board's Jubilee Home for 10 years from 1938-1948.*

**Romar Lane.** *The Board also wanted some background to this name.*

*This is a small private right of way serving 10 properties. I am advised that the name Romar is a combination of the developer's wife's parents names, Ron and Margaret.*

*Both Shadbolt and Romar are private, and their maintenance and upkeep will be paid for by the registered users and not by the ratepayers of Christchurch. We do have numerous names in Christchurch created over the years using a combination of names to create a street name, usually restricted to private rights of way and private roads. Colman Street for example was named after a pilot killed in the second world war. His name was **Colin Bowman**. His father, who developed the subdivision, called the road Colman to commemorate his son in 1955. DeeJay Lane in Hoon Hay was named after a D J Soper. Betwin Avenue was named after the developer's wife and mother, Betty and Winifred in 1957. There are many more similar examples throughout Christchurch."*

5. **New Street Names**

- (a) 110 Port Hills Road - Texco Developments Ltd

This subdivision creates 10 new residential allotments to be served by a fully formed and sealed right of way. The proposed name for the right of way is **Romar Lane**.

- (b) **Broad and Jubilee Streets - Independent Fisheries Ltd**

This is a private road, formerly known as Staunton Street. It has been stopped and purchased by Independent Fisheries Ltd who have also acquired the former Jubilee Hospital Site. The applicant company wish to name the carriageway **Shadbolt Boulevard**, after Mr H L Shadbolt, the founder of the company in 1959. Under his guidance, the company expanded to the extent that it was employing 400 people in the 1980s.

**FINANCIAL AND LEGAL CONSIDERATIONS**

6. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plates is charged to the developer. There is no financial cost to the Council. Local Authorities have a statutory responsibility to approve road names.

**STAFF RECOMMENDATION**

That the Board consider the proposed names above and approve them if deemed suitable.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.



14. **CHRISTMAS BREAK: EMERGENCY DECISION MAKING**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941-8549
<b>Officer responsible:</b>	Secretariat Manager
<b>Author:</b>	Kevin Roche, Community Secretary

**PURPOSE OF REPORT**

1. The purpose of this report is to arrange for emergency issues to be dealt with by the Board over the 2006/07 Christmas period.

**EXECUTIVE SUMMARY**

2. There is a long break between Board meetings over the Christmas period. It is recommended that as usual therefore, an Emergency Committee with power to act be appointed to deal with any emergency issue that would otherwise go to the Board for decision.

In past years, it has been normal practice for the Board to give delegated authority to the Emergency Committee (that is, a quorum of the Chairperson and at least two members) to make decisions on its behalf.

**STAFF RECOMMENDATION**

That the Board establish an Emergency Committee with power to act to make emergency decisions on behalf of the Board for the period following its 20 December 2006 meeting, up until the Board resumes normal business proposed to commence on 14 February 2007; with any such decisions to be made in the presence of the Community Board Principal Adviser.

That the Committee comprise the Chairperson plus any two available members of the Board.

That any decisions made be reported to the first Board meeting in 2007.

That a notice of any Emergency Committee meeting be forwarded to all Board members.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

**15. YOUTH DEVELOPMENT FUND APPLICATION - PENNY SLADE**

<b>General Manager responsible:</b>	General Manager Human Resources, DDI 941-8548
<b>Officer responsible:</b>	Manager Recreation and Sport Unit
<b>Author:</b>	Diana Saxton, Community Recreation Adviser

**PURPOSE OF REPORT**

1. The purpose of this report is to seek Board approval for an application for funding from the 2006/07 Youth Development Scheme.

**EXECUTIVE SUMMARY**

2. The applicant, Penny Slade, is a 16 year old Linwood College student of Belleview Terrace, Mt Pleasant. Penny has been selected to take part on a ten day Spirit of Adventure voyage that brings together 40 teenagers from around New Zealand to develop independence, leadership, team work and communication skills. The voyage will take place from 9-18 January 2007.
3. This is the first time the applicant has approached the Board for funding support.

**FINANCIAL AND LEGAL CONSIDERATIONS**

4. There are no legal issues to be considered. The following table details trip expenses and funding requested.

<b>EXPENSES</b>	<b>Cost (\$)</b>
Cost of berth	1,000.00
<b>Total Cost</b>	<b>1,000.00</b>
Amount being raised by applicant	600.00
<b>Amount being requested from Community Board</b>	<b>400.00</b>

**STAFF RECOMMENDATION**

It is recommended that the Board allocate \$300.00 to Penny Slade to assist with the costs of participating in the Spirit of Adventure development voyage from 9-18 January 2007.

**CHAIRPERSON'S RECOMMENDATION**

Not seen by Chairperson.

**BACKGROUND**

5. The Spirit of Adventure Trust was established to provide the youth of New Zealand access to a character development programme through sail training. During the course of each voyage, the Trust aims to give young New Zealanders an equal opportunity to learn and develop from each other qualities of independence, understanding and community spirit through the medium of the sea.
6. Penny has attended Linwood College since 2003 and has been awarded Top Student in Year 12 for 2006. She has been chosen to travel on the Spirit of Adventure because of her love of the outdoors, sport and school achievements.
7. Penny has used her initiative to raise the funds required through selling ice creams at school, getting a job, seeking sponsorship from local businesses and applying to service organisations. She has done so within a very short timeframe given she was only notified of her place prior to starting exams in November.
8. On completion of the Spirit of Adventure voyage, Penny is very happy to share her experience with the community and to organisations who have provided funding. For instance Penny could be available as a guest speaker at the Phillipstown Leisure Club.

**16. RESOLUTION TO EXCLUDE THE PUBLIC**

**Attached.**