



Christchurch City Council

SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA

TUESDAY 5 DECEMBER 2006

AT 5.00PM

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

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

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

Community Secretary
Bridget Clarke
DDI: 941-5105
Email: bridget.clarke@ccc.govt.nz

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1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 21 NOVEMBER 2006

The report of the ordinary meeting of the 21 November 2006 has been separately circulated.

CHAIRPERSON'S RECOMMENDATION

That the report of the Board's Ordinary meeting of 21 November 2006 be confirmed.

3. DEPUTATIONS BY APPOINTMENT

4. CORRESPONDENCE

5. PETITIONS

6. NOTICES OF MOTION

7. BOARD MEMBERS' INFORMATION EXCHANGE

7.1 INFORMATION EXCHANGE

Board members to provide updates on community/Council issues.

7.2 NEW ZEALAND WALKING CONFERENCE, 3 & 4 NOVEMBER

Paul de Spa to update the Board on the conference.

7.3 BOARD SUBMISSIONS ON DRAFT COUNCIL STRATEGIES

Individual Board members to advise progress on identifying submissions on issues for draft Council strategies.

8. SPORT & RECREATION FUNDING APPLICATIONS

General Manager responsible:	General Manager Community Services, DDI 941-8534
Officer responsible:	Recreation and Sport Unit Manager
Author:	Loren Sampson, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present applications for funding to the Spreydon/Heathcote Community Board.

EXECUTIVE SUMMARY

2. At the 2006/07 final project funding allocation meeting, the Spreydon/Heathcote Community Board declined a bid put forward by staff to support a Sport & Recreation Fund.
3. The Board indicated they would remain open to receiving and considering applications via the Board Discretionary Fund during the year.

8 Cont'd

4. A number of applications have been received by the Community Recreation Advisor. The applications presented in the body of this report are from metropolitan groups whose members come from all over Christchurch. As there is currently no Metropolitan Sport & Recreation Fund, the Community Recreation Advisors Team agreed to present the Metropolitan applications to their respective funding assessment committees for consideration.
5. This is the first time applications for funding for sport and recreation projects have been presented to the Community Board in the current financial year.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The Board currently has a balance of approximately \$40,000 in its Discretionary Fund.

Group	Project/Funding requested for	Total Amount of Project	Total Amount requested per ward	Amount Recommended
NZ National Tai Chi Chillan Association	Seeking funds to develop teaching skills plus purchase of uniforms and equipment.	\$2,000	\$333	\$266
Surf Lifesaving Canterbury Inc.	Winter Surf Alive Programme to provide training and development opportunity for young lifeguards.	\$19,215	\$333	\$300
Shahin Volleyball Team – United Afghan Association	Seeking funds for equipment and a playing strip.	\$2,500	\$333	\$210
Union Rowing Club	To upgrade and purchase safety equipment, 2 CB radios, 3 life jackets and 2 fire extinguishers.	\$1,250	\$250	\$250
Polish Association in Christchurch Inc.	Purchase equipment to foster the growth of a Polish soccer league in Christchurch.	\$2,131.71	\$250	\$250
Canterbury Nordic Walking Trainers (CNNT)	Establish a new Nordic Walking group in the Cashmere area. Purchase poles and train one volunteer to teach new club members.	\$3,459	\$1,859	\$1,704
Total request				\$2,980

BACKGROUND ON SPORT & RECREATION FUNDING APPLICATIONS**NZ National Tai Chi Chillan Association**

7. This is a metropolitan application; therefore this application will be split over six wards. The funding has been requested towards the cost of training and developing new instructors and purchasing new uniforms and equipment.
8. This organisation works with 2,000 plus people throughout the year, of mixed age groups but predominantly older adults. There is a shortage of Tai Chi instructors in Christchurch, hence this funding will assist to train new instructors.

Surf Life Saving Canterbury Inc.

9. This is a metropolitan application; therefore this application will be split over six wards. The funding has been requested towards training costs for young lifeguards to complete the Surf Alive training programme.
10. The club is within the Burwood/Pegasus ward boundaries, however, lifeguards come from all over Christchurch. This training programme is managed on behalf of all the Surf Life Saving Clubs in the Canterbury region – this way everyone comes out with standardised qualifications. The whole community benefits from the work of Christchurch's surf lifesavers.

8 Cont'd

11. Burwood/Pegasus was the first funding assessment committee to receive this application and funded \$500. The total funding requested in this application was \$2000, hence the remaining \$1,500 has been split amongst the five other wards.

Shahin Volleyball Team – United Afghan Association

12. Members of this team come from all over Christchurch, therefore this application has been split over six ward areas. The United Afghan Association has recently established this team. They use the facilities at Hagley High School. The team is seeking funds to purchase equipment and a playing strip.
13. All equipment will remain the property of the Association not the players. The funding of uniforms is an item that some funding assessment committees support but not others. Financial information for this group has not been supplied.

Union Rowing Club

14. This club is a metropolitan club with members coming from all over Christchurch, therefore this application is being split over six wards. This club is seeking financial assistance to upgrade and acquire new safety equipment. This equipment is essential to safeguard members, both current and prospective.
15. This club has substantial funds on hand with the majority being tagged for the upgrade of their existing club facilities. Quotes for anticipated equipment purchases have not been sighted.

Polish Association in Christchurch Inc.

16. This is a metropolitan group, therefore this application is being split over six wards. This group is seeking \$1,500 funding towards the costs of purchasing a team uniform and gear bags to foster the growth of a Polish soccer league in Christchurch. One third of the soccer team resides in the Spreydon/Heathcote ward area.
17. This team was established in 1999 and competes in the Summer Soccer League, Ethnic Soccer Festival and Masters Games. The team has no strip of its own and is seeking funds to purchase a strip that provides cultural identity for the team.

Canterbury Nordic Walking Trainers (CNNT)

18. This is a new group wanting to establish in the Spreydon/Heathcote Ward. This group is also setting up in other areas of Christchurch. There are currently two groups operating, one in Sumner and one in Hagley Park.
19. Nordic Walking allows for the same total body workout as cross country skiing without having to be on the snow. Nordic Walking builds cardiovascular fitness, strengthens legs, glutes and the upper body. Nordic walking is most suitable for older adults, people with disabilities and is the most suitable sport for rehabilitation after sports injuries.
20. The cost of setting up a group in this area is approximately \$3,459. This cost comprises advertising costs, volunteer reimbursements, equipment costs (10 sets of poles to remain with the club as permanent equipment), and training costs for an instructor to become certified with the National Nordic Walking Association.

STAFF RECOMMENDATIONS

It is recommended that the Board approve the following the applications for funding:

(a)	NZ National Tai Chi Chillan Association	\$ 266
(b)	Surf Lifesaving Canterbury Inc	\$ 300
(c)	Shahin Volleyball Team – United Afghan Association	\$ 210
(d)	Union Rowing Club	\$ 250

8 Cont'd

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|-----|---|---------|
| (e) | Polish Association in Christchurch Inc | \$ 250 |
| (f) | Canterbury Nordic Walking Trainers (CNNT) | \$1,704 |

CHAIRPERSON'S RECOMMENDATION

For discussion.

9. FAMILY AND COMMUNITY DIVISION OF ANGLICAN CARE - APPLICATION FOR FUNDING

General Manager responsible:	General Manager Community Services, DDI: 941-8534
Officer responsible:	Community Support Unit Manager
Author:	Ingrid de Meyer, Community Development Advisor

PURPOSE OF REPORT

1. The purpose of this report is to present to the Spreydon/Heathcote Community Board a request from the Family and Community Division of Anglican Care for funding assistance of \$7,500 towards the salary top-up of the Community Development Worker based at Manuka Cottage, Addington.

EXECUTIVE SUMMARY

2. In partnership with the Christchurch City Council, the Family and Community Division of Anglican Care employs a community development worker at Manuka Cottage in Addington. This position is currently funded by Lotteries and Anglican Care (Family and Community Division). Project administration costs and worker salary levels have increased significantly over the past five years, which has meant the project is now in deficit. This is the first time a request for salary funding for the community development worker at Manuka Cottage has been received.
3. The Family and Community Division is the community development division of Anglican Care. It supports and oversees a number of community development workers based in cottages around the city. These include; Addington, Hei Hei/Broomfield, Sydenham, Linwood, North New Brighton and St Lukes (an inner city project). The division has a management/oversight role with these workers and community development projects in association with Council staff. In addition, the division trains students on field work placements, and also undertakes community needs assessments.
4. Manuka Cottage has been operating since 1993 with the main purpose of facilitating community development in Addington. The cottage activities include: drop-in, weekly activities (healthy living, walking group, play group, women's craft group, Men's group, shared lunch, mobility exercises), and monthly activities (poetry, elders outing, community outings). Five community events in partnership with St Mary's Church are held and additional community cottage events. Manuka Cottage is a community development project and as such a number of key and significant projects have developed out of the cottage around identified needs. These include; (Family & Community development worker, Addington After school & holiday programme, Strickland Street Community Garden's). Manuka Cottage is also the umbrella organisation for the Rowley Oscar programme.
5. Funding has been requested to top-up the salary of the community development worker based at Manuka Cottage. The position is 30 hours per week. This is the first time funding has been requested for the community development worker salary from the Board or Christchurch City Council. Lottery Welfare and Anglican Care have been providing the ongoing funding for this role since it began in 1993. Anglican Care are now unable to continue to provide this level of funding for the worker at Addington. The funding requested totals \$7,500.

9 Cont'd

6. The community development position at Manuka Cottage is a key role in the Addington community, part of which includes continually assessing the needs of the community as they present and facilitating the process of developing appropriate responses. This role now also extends to co-ordinating a number of successful projects that have developed out of the community as already noted above in paragraph 4.

FINANCIAL AND LEGAL CONSIDERATIONS

7. There are no legal considerations. Family and Community Division of Anglican Care have requested \$7,500 from the Council, with the total cost of the position at \$28,779 (this includes training, supervision & administration). Funding has been received from Lotteries \$9,000 and \$4,000 from COGs. The other remaining amount will be funded through Anglican Care.
8. Manuka Cottage has received funding for key projects and activities either through the SCAP Committee, the Board's project funding, or the Community Development Scheme. The Council pay for the annual rent of the cottage which since October 2006 is \$9,360 per annum (however none of these requests have been towards salary for the community development worker based at the cottage).
9. The Addington Cottage cost report and the Anglican Care Annual report have been sighted.

BACKGROUND ON FAMILY AND COMMUNITY DIVISION OF ANGLICAN CARE – APPLICATION FOR FUNDING

10. The Family and Community Division of Anglican Care initiated the community development project in Addington in 1990 as a means to address social isolation. Addington is a lower income suburb, with high needs. The community worker Jan Rodgers was employed to assist residents to identify their needs, and to develop self help strategies to meet these needs. The worker's role over time has changed to include a co-ordinating role of the cottage activities and key projects.
11. Resourcing of the project has been through the following: Anglican Care provided the salary for the position, and provided training and administrative support. The salary has been subsidised by Lotteries. Project expenses, including project worker salaries, volunteer expenses, running costs of the cottage, resources for groups, programmes and activities have been raised by the project itself. Funding sources have included the Christchurch City Council, the Spreydon/Heathcote Community Board, Community Trust, COGs, and fundraising events.
12. Anglican Care have contributed significantly to the project over the past 16 years in terms of the community development worker salary, supervision and administrative support. This long term funding has allowed this project to develop and has been a major strength. Anglican Care remain committed to the project but are now unable to continue to provide the same level of funding contribution to the salary of the community development worker at Manuka Cottage, Addington. The funds they have had available in the past have reduced significantly.

OPTIONS

13. The Spreydon/Heathcote Community Board agree to fund the top-up salary contribution of \$7,500.
14. The Spreydon/Heathcote Community Board agree to part fund the top-up salary contribution.
15. The Spreydon/Heathcote Community Board decline the application for funding.

PREFERRED OPTION

16. The preferred option is that the Spreydon/Heathcote Community Board fund the top-up salary of \$7,500 for the community development worker at Manuka Cottage, Addington. This is a key role in the Addington Community and an essential role in the running of the cottage activities, and co-ordination of community projects. The professional and administrative support they now provide for a number of outreach initiatives is significant. Board members will be aware that one such project is in the process of developing it's own legal entity.

9 Cont'd

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board allocates \$7,500 from its 2006/07 Discretionary Fund to top up the community development worker's salary at Manuka Cottage, Addington.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be supported.

10. REFERRED APPLICATIONS FROM SPREYDON/HEATHCOTE COMMUNITY DEVELOPMENT FUND – APPLICATION FOR FUNDING

General Manager responsible:	General Manager Community Services, DDI: 941-8534
Officer responsible:	Community Support Unit Manager
Authors:	Erin Eyles and Ingrid de Meyer, Community Development Advisors

PURPOSE OF REPORT

1. The purpose of this report is to present to the Spreydon/Heathcote Community Board a request from the Spreydon/Heathcote Community Development Funding Committee for consideration of applications from the 2006/07 round of the Community Development Scheme.

EXECUTIVE SUMMARY

2. The Spreydon/Heathcote Community Development Funding Committee (SHCDFC) met on 9 November 2006 to consider the Community Development applications for the 2006/07 funding year. A total of 53 applications were received requesting \$136 028. The Committee had a total of \$32,860 to allocate. Due to the number and quality of applications, funds were allocated to priority one and priority two projects with recommendations resulting in an overspend of \$16,800. Subsequently no priority three applications could be supported. As a result, the SHCDFC resolved to forward \$13,700 of the overspend to the Community Board Discretionary Fund and \$3,100 to SCAP Committee for consideration.
3. Those referred to the SCAP Committee were new initiatives which the SHCDFC considered worthwhile and relevant for consideration under SCAP funding criteria. They link directly to SCAP aims particularly with social isolation and early intervention priorities.
4. Those referred to the Spreydon/Heathcote Community Board Discretionary Fund were considered quality projects, many aligning directly to the Community Board's Objectives.

FINANCIAL AND LEGAL CONSIDERATIONS

5. There are no legal considerations. The total recommended for consideration from the Discretionary Fund is \$13,700.
6. The following table illustrates the groups, their project, how much was requested and the SHCDFC's recommendations made in relation to the Community Development Scheme Guidelines.

Group	Purpose	Amount Req	Amount Rec
Manuka Cottage	Strickland Street Community Gardens – Manager Salary top-up	\$ 5,000	\$ 3,500
Rowley Resource Centre	Older Persons Events	\$ 1,500	\$ 1,000
Te Whare Roopu o Oterepo	Seniors Group	\$ 1,200	\$ 1,200
Christchurch South Toy Library	Librarian wages	\$ 4,000	\$ 2,000
Spreydon Youth Community Trust (SYC)	Youth Camps	\$ 3,000	\$ 1,500

10 Cont'd

Group	Purpose	Amount Req	Amount Rec
ToughLOVE Hoon Hay	Group check-ins	\$ 3,120	\$ 2,000
Cross-Over Trust	Client care costs, family activities and 4 X 4 project costs.	\$ 2,600	\$ 1,500
St Martins Friendship	Social outings	\$ 1,500	\$ 500
St Martins/Opawa Ladies Probus	Annual operating costs	\$10,108	\$ 500
Total Recommended		\$32,028	\$13,700

7. Financial statements for these groups have been sighted.

BACKGROUND ON REFERRED APPLICATIONS FROM SPREYDON/HEATHCOTE COMMUNITY DEVELOPMENT FUND – APPLICATION FOR FUNDING

8. The following groups projects fit within the Spreydon/Heathcote Objective 7 (The integrated needs of older people in the Spreydon/Heathcote ward are understood by planners, and progress is made to meet those needs):
- Rowley Resource Centre.
 - Te Whare Roopu o Oterepo.
 - St Martins Friendship.
 - St Martins/Opawa Ladies Probus.
9. Manuka Cottage, Strickland Street Community Gardens project links directly to the Spreydon/Heathcote Community Board Objective 4 (Great community awareness of the value of extensive planted areas, using both native and exotic species), with milestone for the ongoing support for Strickland Street Community Gardens.
10. The following groups projects fit within the Spreydon/Heathcote Objectives 5 (Improve social well-being in Spreydon/Heathcote) and Objective 6 (Empower communities and community groups to deliver services that contribute towards achievement of the Community Outcomes):
- Christchurch South Toy Library.
 - Spreydon Youth Community Trust (SYC).
 - ToughLOVE Hoon Hay.
 - Cross-Over Trust.
11. These groups contribute to the following LTCCP Community Outcomes:
- A Safe City.
 - A City of Lifelong Learning.
 - A City of Inclusive and Diverse Communities.
 - A City for Recreation, Fun and Creativity.

OPTIONS

12. That the Board agree to fund (or a proportion) the requests.
13. That the Board decline funding requests.

PREFERRED OPTION

14. The most appropriate option for consideration would be that Spreydon/Heathcote Community Board allocate a total of \$13,700 to the Community Development Scheme for allocation as per the above table. This would mean the applications would be included in the community development database, providing a true picture of demand and quality of applications for the scheme. It would also mean that the scheme's accountability processes would be followed.

10 Cont'd

15. In conclusion the demand on the Community Development Scheme exceeds what is available. Subsequently the Community Development Funding Committee has requested that the Board consider the shortfall. In addition these projects and requests align with the Board's Objectives, and link with the LTCCP Community outcomes and therefore it would be appropriate to receive this assistance from the Board's Discretionary fund.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board allocates \$13,700 from its 2006/07 Discretionary Fund for the projects referred from the Community Development Funding Scheme.

CHAIRPERSON'S RECOMMENDATION

For discussion.

11. BARRINGTON STREET AT BARRINGTON PARK – SAFETY IMPROVEMENT PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Kirsty Ferguson, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Spreydon/Heathcote Community Board to proceed to final design, tender and construction of the safety improvement works on Barrington Street at Barrington Park, as shown in the Plan for Board Approval in **Attachment 1**.

EXECUTIVE SUMMARY

2. This project was initiated as a result of the issues arising from the Christchurch South Intermediate school bubble project, the introduction of the Orbiter bus route, and community issues arising along Barrington Street as a whole. As traffic volumes have increased along Barrington Street, it has become more and more difficult for cyclists and pedestrians to safely cross the road.
3. This project runs for a length of approximately 200 metres from 319 Barrington Street to the intersection with Sefton Place. This area is generally residential, although the project is located adjacent to Barrington Park, which has a variety of leisure facilities and clubs operating from it. Spreydon Library and Barrington Mall are located approximately 300 metres to the south of the project site.
4. This section of Barrington Street is a bus route, and a pair of bus stops is located close to the existing Barrington Park entrance. The bus services (No. 19 route and Orbiter), combined with the cycle path through the Park, footpaths, and other park facilities, all create a strong crossing desire line at this location.
5. An initial survey was carried out with the residents in the immediate area in March 2005, through a door-knocking exercise to investigate whether there is a safety issue associated with crossing Barrington Street at Barrington Park, and if so, what would these residents like to see implemented. A total of nine properties were visited, and seven responses were received. All respondents considered there was a problem.
6. The aim of this project is therefore to provide a safer crossing point across Barrington Street for pedestrians and cyclists, with the following objectives:
- To minimise the loss of on-street car parking along Barrington Street.
 - To ensure the existing pedestrian crossing and bus stop locations are optimised for safety and efficiency.

11 Cont'd

- (c) To ensure adequate street lighting is provided.
 - (d) To ensure consistency with the Barrington Street Traffic Management Plan.
7. A consultation newsletter, incorporating a description of the project, a concept plan and outline of the consultation process, was delivered to landowners/occupiers, as well as key stakeholders, on 26 October 2006. Seminars were held with the Spreydon/Heathcote Community Board on 7 and 15 August 2006, and a memo was sent to the Community Board via the Principal Adviser on 12 October 2006, prior to the delivery of the consultation newsletter to the community.
 8. Twenty five responses were received on the concept design included in a consultation newsletter by the closing date of 6 November 2006. Sixteen respondents were in support of the proposed concept plan, five were in opposition, and four stated no preference. A summary of the submissions received, and an evaluation of the issues raised is shown in **Attachment 2**.
 9. In response to the submissions received, the bus stop outside 319 Barrington Street has been extended to the south, and a Give Way sign will be placed against Wychbury Street. A letter was sent to all submitters summarising the issues raised, with the project team's evaluation of these issues, together with a copy of the Plan for Board Approval.

FINANCIAL AND LEGAL CONSIDERATIONS

10. The safety improvement works on Barrington Street at Barrington Park are programmed in the Transport and Greenspace capital programme for implementation in the 2006/07 financial year. The cost estimate for this project is \$67,500. The budget for this project is \$34,475; any cost overruns will be managed within the overall safety improvement budget.
11. There are notable or heritage trees shown in the City Plan for Barrington Street, however, these are located outside the road reserve in the vicinity of the Spreydon Public Library and Barrington Park. Any resource consent requirements will be determined during the detailed design phase, when site measurements are taken from the kerb build-out location to the known protected trees.
12. There do not appear to be any legal implications for this project, however, Community Board resolutions are required to approve the "No Stopping" restrictions.

BACKGROUND ON BARRINGTON STREET AT BARRINGTON PARK - SAFETY IMPROVEMENT PROJECT

13. This project was initiated as a result of the issues arising from the Christchurch South Intermediate school bubble project, the introduction of the Orbiter bus route, and community issues arising along Barrington Street as a whole. As traffic volumes have increased along Barrington Street, it has become more and more difficult for cyclists and pedestrians to safely cross the road.
14. Barrington Street is classified as a minor arterial road in the Council's roading hierarchy, and is located in the Spreydon Ward, which falls within the jurisdiction of the Spreydon/Heathcote Community Board.
15. Barrington Street is between 13.5 and 14.0 metres wide from kerb to kerb. This project runs for a length of approximately 200 metres from 319 Barrington Street to the intersection with Sefton Place. This area is generally residential, although the project is located adjacent to Barrington Park, which has a variety of leisure facilities and clubs operating from it. Spreydon Library and Barrington Mall are located approximately 300 metres to the east of the project site.
16. This section of Barrington Street lies on the Orbiter bus route, and a pair of bus stops is located close to the existing Barrington Park entrance. The bus services (No. 19 route and Orbiter) combined with the existing cycleway, footpaths, and other park facilities, all create a strong crossing desire line at this location.

11 Cont'd

17. The Land Transport NZ Crash Analysis System shows there have been five crashes recorded for the five-year period between 2001 and 2006 in the immediate project area.
18. Internal Council consultation was undertaken in February 2005, which identified various issues related to existing cycle routes across Barrington Street, strategic development of cycle facilities along Barrington Street, support for disabled access at all pedestrian crossing treatments, bus facilities, and use of this section of Barrington Street by the Orbiter. Council staff also noted that Barrington Park is used by a high number of sporting codes, which can lead to parking pressures, particularly on Saturdays. There is no off-street parking available at Barrington Park. Pedestrian islands are considered to be desirable and are required for crossing Barrington Street, as many Park users are elderly.
19. A separate project is being carried out to review the layout of the Barrington Mall entrance, under the Mall's existing resource consent conditions.
20. An initial survey was carried out with the residents in the immediate area in March 2005, through a door-knocking exercise to investigate whether there is a safety issue associated with crossing Barrington Street at Barrington Park, and if so, what would these residents like to see implemented. A total of nine properties were visited, and seven responses were received. All respondents considered there was a problem.
21. The main issues identified from the March 2005 survey were:
 - Traffic volume and speed make it difficult to cross the road in one go.
 - A pedestrian refuge island would be good.
 - A flush median along the entire frontage of the Park and cycle lanes would be good.
 - Suggested extension of no stopping at corners, as motorists park very close and this blocks visibility along Barrington Street when trying to turn right.
 - There is a problem crossing Barrington Street at this location.
 - A pedestrian crossing, refuge island or any improvements supported.
 - Support for pedestrian crossing; would prefer pedestrian island with build-out.
 - There is a problem; prefer zebra crossing or lights.
22. The aim of this project is therefore to provide a safer crossing point across Barrington Street for pedestrians and cyclists, with the following objectives:
 - To minimise the loss of on-street car parking along Barrington Street.
 - To ensure the existing pedestrian crossing and bus stop locations are optimised for safety and efficiency.
 - To ensure adequate street lighting is provided.
 - To ensure consistency with the Barrington Street Traffic Management Plan.
23. A consultation newsletter, incorporating a description of the project, a concept plan and outline of the consultation process, was delivered to landowners/occupiers, as well as key stakeholders, on 26 October 2006. Seminars were held with the Spreydon/Heathcote Community Board on 7 and 15 August 2006, and a memo was sent to the Community Board via the Principal Adviser on 12 October 2006, prior to the delivery of the consultation newsletter to the community.
24. 25 responses were received by the closing date of 6 November 2006, of which 16 were in support of the proposed concept plan, five were in opposition, and four stated no preference. A summary of the submissions received, and an evaluation of the issues raised is shown in **Attachment 2**.
25. The key issues raised during the consultation phase related to parking, visibility, bus stops, access and design issues. In particular:
 - Concerns about the loss of parking and the number of vehicles that park over driveways.
 - A concern that vehicles exiting Wychbury Street will cause a hazard at times.
 - A concern that the proposal will slow traffic on a busy road.

11 Cont'd

- A concern that the proposal will create a bottleneck at peak times.
- A query as to the length of the new bus stop.
- A query as to whether the bus stop could be moved closer to the playground or Sefton Place.
- A suggestion to place a splitter island in Wychbury Street.
- Mall access issues were raised.
- Include tactile pavers to give direction to disabled users.
- A query as to why cycle lanes were not included.
- The proposal will congest the area and make it dangerous for cyclists.
- Cycle movements in and out of the park are not catered for in the proposal.

26. In response to the submissions received, the bus stop outside 319 Barrington Street has been extended to the south to a total length of 17 metres, and a Give Way sign will be placed against Wychbury Street. Tactile paving will be placed outside 301 Barrington Street and on the east side of Barrington Street, where the kerb is built out at Barrington Park. A holding rail will be placed on the east side of Barrington Street, at the kerb build-out. The project team's response to each of the issues raised is detailed in **Attachment 2**. A letter was sent to all submitters, summarising the issues raised, and the project team's evaluation of these issues, together with a copy of the Plan for Board Approval.

OPTIONS

27. Three options were considered by the project team as part of the concept design development process, which are:
- (a) Do Nothing.
 - (b) Barrington Street Traffic Management Plan.
 - (c) Barrington Street at Barrington Park.

Barrington Street Traffic Management Plan

28. The purpose of developing overall Traffic Management Plan options was to ensure that localised projects would fit with the options developed. There were two basic options developed for comparison, as part of an overall Traffic Management Plan for Barrington Street (i.e. between Lincoln Road and Athelstan Street), where one option maintained parking on both sides of Barrington Street, and the other option introduced a flush median, which resulted in the loss of parking along one side of the road. Both of the options provided for cycle lanes.
29. The first option had a flush median and parking on one side of the road only, with cycle lanes provided. The cross section allows for the placement of pedestrian islands in the flush median and safe areas for motorists to stop in order to turn right into side street or driveways. Parking can be provided on alternating sides of the road, with the transition area not having any parking provided. The transition areas were best placed across a side street.
30. The second option maintained the existing centre line and parking along both sides of the road, with cycle lanes provided. Where pedestrian islands are required, a localised flush median needs to be provided, with parking locally to be banned on one side (if the flush median is offset from centre), or both sides (if the pedestrian island is to be placed centrally in the carriageway). Thus the parking loss is a function of the number of pedestrian islands provided, and how these islands are placed laterally in the carriageway.
31. For both options, bus stops can either be placed in the parking lane or within the kerb side cycle lane. If bus stops are to be within the parking lane only, then bus stop pairs will have to be located in adjacent sections of roads, with a transition area in between where parking swaps from one side of the road to the other.
32. The potentially contentious issues raised as part of the Traffic Management Plan development included loss of parking, placement of pedestrian islands and kerb extensions, and relocation of bus stops. The preferred Barrington Street Traffic Management Plan incorporates the flush median along the full length of the road.

11 Cont'd

Barrington Street at Barrington Park

33. The Barrington Street at Barrington Park project introduces a kerb extension and island at 311 Barrington Street. The island is placed in a short flush median, which also allows for right turning traffic into Wychbury Street to be clear of southbound through traffic. The option is a localised subset of the preferred Barrington Street Traffic Management Plan. Given the available budget, this is the preferred option, as it provides a safe crossing point to Barrington Park and the bus stops.

PREFERRED OPTION

34. The preferred option is shown in the Plan for Board Approval in **Attachment 1**. The key features of this option are:
- (a) Implementing a two-metre wide centralised flush median along Barrington Street from the bus stop outside 319 Barrington Street along to the Barrington Street/Sefton Place intersection.
 - (b) Installation of a nine-metre long pedestrian island in the middle of the flush median between 311 Barrington Street and Barrington Park, just south of Wychbury Street.
 - (c) Installation of a kerb build-out on the eastern side of Barrington Street adjacent to Barrington Park and opposite 311 Barrington Street, to assist pedestrian and driver line-of-sight, in relation to the pedestrian island and crossing position. Three car parks are lost along the south-east side, due to a kerb build-out on the eastern side of Barrington Street.
 - (d) Tactile paving is situated on both sides of Barrington Street, with a holding rail placed on the east side of the street in the kerb build-out.
 - (e) Shifting of the bus stop from the Barrington Park entrance, to opposite 301 Barrington Street, which is just south of the kerb build-out.
 - (f) Lengthening of the existing bus stop at 319 Barrington Street to 17 metres.
 - (g) Placement of a "Give Way" sign against Wychbury Street at its intersection with Barrington Street.
 - (h) Implementation of "no stopping" restrictions on the south-west side of Barrington Street from 293 Barrington Street to 317 Barrington Street. There will be approximately ten car parks lost along the south-west side of Barrington Street.
 - (i) No change is proposed to the existing carriageway width.

ASSESSMENT OF OPTIONS

Maintain the Status Quo (If Not Preferred Option)

35. The option to maintain the status quo essentially means to undertake no capital works Barrington Street at Barrington Park. This would retain the existing road environment, and its associated safety issues.
36. This option would be inconsistent with the Community Outcomes outlined in "Our Community Plan", and would be inconsistent with Council strategies, particularly the Pedestrian Strategy, Parking Strategy and Road Safety Strategy, as well as the Council's asset management plan.
37. It would also ignore the concerns raised as part of the school bubble project and Barrington Street Traffic Management Plan feasibility study.

11 Cont'd

38. Therefore, it is considered that it is inappropriate to maintain the status quo because of the opportunity to contribute to an efficient, safe and sustainable transport system within this area of the City, whilst providing for all modes of transportation.

Alternative Options

39. The disadvantage of Option 1 under the Traffic Management Plan is the loss of parking along a significant stretch of Barrington Street. This reduces the level of service for those motorists who want to park along this stretch of the road. However, this option does improve safety for cyclists, pedestrians and vehicles, including addressing many of the mid-block crashes that have occurred along Barrington Street as a whole.
40. The second option under the Traffic Management Plan only partially improves safety for cyclists, pedestrians and vehicles, and also results in a loss of parking, although this is to a lesser extent than Option 1.
41. While Option 1 was the preferred option of the project team, the Barrington Street Traffic Management Plan was not progressed further in its entirety, due to the budget constraints of the capital programme. However, the individual capital projects along Barrington Street could be developed in a consistent manner with Option 1 of the Traffic Management Plan. This Traffic Management Plan will be reviewed when planning commences for the cycleway project in 2008/2009 along Barrington Street (i.e. between Lincoln Road and Studholme Street).

The Preferred Option

42. The preferred option is described in paragraph 34 above, and meets the aim and objectives of the project as follows:

Minimise the loss of on-street car parking along Barrington Street

43. The installation of the kerb build-out and pedestrian island, as well as the implementation of "no stopping" restrictions along the south-west side of Barrington Street, will result in the loss of ten parking spaces on the south-west side and the loss of three spaces on the east side. The flush median is located to the south-west side of the centre line, which requires no parking along this side of the street to ensure safety for all road users. The "no stopping" restrictions along this side of Barrington Street will improve the visibility for residents exiting their properties.

Ensure the existing pedestrian crossing and bus stop locations are optimised for safety and efficiency

44. There is no existing pedestrian crossing point in the project area. Therefore a kerb build-out and pedestrian island is proposed for installation just south of the Wychbury Street intersection and adjacent to Barrington Park to enable pedestrians to cross Barrington Street safely. These measures combined with the flush median will help to ensure that vehicles do not travel through this section of Barrington Street at high speeds. The pedestrian island is located to the right hand side of the approaching intersection to ensure that left hand turning traffic from Wychbury Street will not turn into the path of crossing pedestrians.
45. The location of the pedestrian island and associated kerb build-out has been a consideration in the rationalisation of bus stops along Barrington Street. There are no squeeze points between the bus stops along this section of Barrington Street and the pedestrian island.

Ensure adequate street lighting is provided

46. A street lighting upgrade is required for the pedestrian island and kerb build-out just south of Wychbury Street, where three G600 150W HPS luminaries will need to be upgraded to 250W.

11 Cont'd

Ensure consistency with the Barrington Street Traffic Management Plan

47. This project has been developed so that it connects into the overall Barrington Street Traffic Management Plan, which may be implemented in full in the future. It should be noted that the design caters for cyclists by providing sufficient traffic lane width. The cycle space has not been separately marked at this stage. A cycle project programmed for Barrington Street in 2008/09 will review the cycle facilities.

STAFF RECOMMENDATIONS

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the safety improvement works for Barrington Street at Barrington Park to proceed to final design, tender and construction, as shown in the Plan for Board Approval in **Attachment 1**.
- (b) Approve the following "No Stopping" restrictions, bus stop relocation and extension, and "Give Way" sign:

New "No Stopping"

- (i) That the stopping of vehicles be prohibited at any time on the west side of Barrington Street commencing at a point 13 metres north from its intersection with the northern side of Sefton Place and extending 74 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Barrington Street commencing at a point 11 metres north from its intersection with the northern side of Wychbury Street and extending 17 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Barrington Street commencing at a point five metres south from its intersection with the southern side of Wychbury Street and extending 19 metres in a southerly direction.

Move existing bus stop to new location

- (iv) That the existing bus stop be revoked from the east side of Barrington Street at its present position commencing 30 metres north of the intersection with the northern side of Wychbury Street and extending 17 metres in a northerly direction, and reinstated on the eastern side of Barrington Street commencing at a point 24 metres south of the intersection with the southern side of Wychbury Street and extending 17 metres in a southerly direction.

Extending existing bus stop

- (v) That the existing bus stop on the west side of Barrington Street commencing at a point 36 metres north from the intersection with the northern side of Wychbury Street and extending ten metres in a northerly direction, be extended seven metres in a southerly direction.

"Give Way" sign

- (vi) That a "Give Way" sign be placed against Wychbury Street at its intersection with Barrington Street.

CHAIRPERSON'S RECOMMENDATION

For discussion.

12. BARRINGTON STREET/HOWARD STREET – NEIGHBOURHOOD IMPROVEMENT PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Kirsty Ferguson, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Spreydon/Heathcote Community Board to proceed to final design, tender and construction of the neighbourhood improvement works at Barrington Street/Howard Street, as shown in the Plan for Board Approval in **Attachment 1**.

EXECUTIVE SUMMARY

2. This project was initiated as a result of the issues arising from the Christchurch South Intermediate school bubble project, the introduction of the Orbiter bus route, and community issues arising along Barrington Street as a whole. As traffic volumes have increased along Barrington Street, it has become more and more difficult for cyclists and pedestrians to safely cross the road.
3. This project runs for a length of 300 metres from 350 Barrington Street to 413 Barrington Street. It is located in an area that is generally residential and zoned L2 in the City Plan, apart from a few businesses on Bewdley Street, which are zoned B1. These businesses currently consist of a video store, dog groomer, hairdresser, newsprint services and takeaway shop. The Spreydon Presbyterian Church is located on the corner of Bewdley Street and Barrington Street. There is also a screen printing business operating from a residential property located at 370 Barrington Street.
4. This section of Barrington Street lies on the Orbiter bus route, while the No. 19 bus service uses the Barrington Street/Howard Street intersection. There are three bus stops on Barrington Street in close proximity to this intersection. The bus services, combined with the existing footpaths, Church, and shopping facilities, create a strong crossing desire line at this location.
5. An initial survey was carried out with the immediate community in January 2005, through a door-knocking exercise to investigate whether there is a safety issue at the intersection of Barrington Street and Howard Street, and if so, what would they like to see implemented. A total of 21 properties were visited, and 15 responses were received. Of the 15 responses received, four considered that there is no problem at the intersection, one had no opinion, and ten considered that there is a problem.
6. The aim of this project was therefore defined to improve safety at the intersection of Barrington Street and Howard Street, with the following objectives:
 - To enhance safety at the intersection of Barrington Street and Howard Street for pedestrian and other road users.
 - To ensure bus stop locations are optimised for safety and efficiency.
 - To maintain the existing level of service.
 - To minimise the loss of on-street car parking along Barrington Street.
 - To provide an improved pedestrian crossing location on Barrington Street just south of the intersection with Bewdley Street.
7. A consultation newsletter, incorporating a description of the project, a concept plan and outline of the consultation process, was delivered to landowners/occupiers in the vicinity of the intersection, as well as key stakeholders on 26 October 2006. Seminars were held with the Spreydon/Heathcote Community Board on 7 and 15 August 2006, and a memo was sent to the Community Board via the Principal Adviser on 12 October 2006, prior to the consultation newsletter being presented to the community.
8. Twenty eight responses were received by the closing date of 6 November 2006, of which 12 were in support of the proposed concept plan, seven were in opposition, and nine stated no preference. A summary of the submissions received, and an evaluation of the issues raised is shown in **Attachment 2**.

12 Cont'd

9. As a result of the feedback received, the pedestrian island on Howard Street was shortened to 12 metres, which provided the residents on both corners of the intersection of Howard Street and Barrington Street with ample space to access their properties. In addition, one car park space was added outside 392 Barrington Street on their Howard Street frontage. A letter was sent to all submitters summarising the issues raised, and the project team's evaluation of these issues, together with a copy of the Plan for Board Approval.

FINANCIAL AND LEGAL CONSIDERATIONS

10. The neighbourhood improvement works at Barrington Street/Howard Street are programmed in the Transport and Greenspace capital programme for implementation in the 2006/07 financial year. The cost estimate for this project is \$67,600. The budget for this project is \$68,428.
11. There do not appear to be any legal implications for this project, however, Community Board resolutions are required to approve the "No Stopping" restrictions.

BACKGROUND ON BARRINGTON STREET/HOWARD STREET - NEIGHBOURHOOD IMPROVEMENT PROJECT

12. This project was initiated as a result of the issues arising from the Christchurch South Intermediate school bubble project, the introduction of the Orbiter bus route, and community issues arising along Barrington Street as a whole. As traffic volumes have increased along Barrington Street, it has become more and more difficult for cyclists and pedestrians to safely cross the road.
13. Barrington Street is classified as a minor arterial road, and Howard Street is classified as a local road in the Council's roading hierarchy. Both of these streets are located in the Spreydon Ward, which falls within the jurisdiction of the Spreydon/Heathcote Community Board.
14. This project runs for a length of 300 metres from 350 Barrington Street to 413 Barrington Street. It is located in an area that is generally residential and zoned L2 in the City Plan, apart from a few businesses on Bewdley Street, which are zoned B1. These businesses currently consist of a video store, dog groomer, hairdresser, newsprint services and takeaway shop. The Spreydon Presbyterian Church is located on the corner of Bewdley Street and Barrington Street. There is also a screen printing business operating from a residential property located at 370 Barrington Street.
15. The Barrington Street/Howard Street intersection is currently uncontrolled. The carriageway of both of these roads is between 13.5 and 14.0 metres wide from kerb to kerb.
16. This section of Barrington Street lies on the Orbiter bus route, while the No. 19 bus service uses the Barrington Street/Howard Street intersection. There are three bus stops in close proximity to this intersection, along Barrington Street. The bus services, combined with the existing footpaths, Church, and shopping facilities, create a strong crossing desire line at this location.
17. The Land Transport NZ Crash Analysis System shows there has been one reported crash at the Barrington Street intersection with Howard Street during the five-year period between 2001-2006.
18. Internal Council consultation was undertaken in February 2005, which identified various issues related to existing cycle routes across Barrington Street, the strategic development of cycle facilities along Barrington Street, support for disabled access at all pedestrian crossing treatments, bus facilities, and use of this section of Barrington Street by the Orbiter.
19. A separate project is being carried out to review the layout of the Barrington Mall entrance, under the Mall's existing resource consent conditions.

12 Cont'd

20. An initial survey was carried out with the immediate community in January 2005, through a door-knocking exercise to investigate whether there is a safety issue at the intersection of Barrington Street and Howard Street, and if so, what would they like to see implemented. A total of 21 properties were visited, and 15 responses were received. Of the 15 responses received, four considered that there is no problem at the intersection, one had no opinion, and ten considered that there is a problem.
21. The main issues identified were:
 - Vehicles, including buses, cutting the corner, when travelling north-bound up Barrington Street and turning right into Howard Street.
 - Difficulty for vehicles turning right out of Howard Street due to the speed and volume of traffic using Barrington Street.
 - Request for pedestrian facilities across Barrington Street.
 - Vehicles travelling across Barrington Street between Bewdley Street and Howard Street are cutting across rather than travelling along Barrington Street.
 - Priority of these works over the problems at the Mall was questioned.
 - Speed and volume of traffic on Barrington Street.
22. The aim of the project was therefore defined to improve safety at the intersection of Barrington Street and Howard Street, with the following objectives:
 - To enhance safety at the intersection of Barrington Street and Howard Street for pedestrian and other road users.
 - To ensure bus stop locations are optimised for safety and efficiency.
 - To maintain the existing level of service.
 - To minimise the loss of on-street car parking along Barrington Street.
 - To provide an improved pedestrian crossing location on Barrington Street just south of the intersection with Bewdley Street.
23. A consultation newsletter, incorporating a description of the project, a concept plan and outline of the consultation process, was delivered to landowners/occupiers in the vicinity of the intersection, as well as key stakeholders on 26 October 2006. Seminars were held with the Spreydon/Heathcote Community Board on 7 and 15 August 2006, and a memo was sent to the Community Board via the Principal Adviser on 12 October 2006, prior to the consultation newsletter being presented to the community.
24. 28 responses were received by the closing date of 6 November 2006, of which 12 were in support of the proposed concept plan, seven were in opposition, and nine stated no preference. A summary of the submissions received, and an evaluation of the issues raised is shown at **Attachment 2**.
25. The key issues raised during the consultation phase related to parking, visibility, bus stops, access and design issues. In particular:
 - Concern about the loss of parking at the corner of Bewdley Street, Barrington Street and Howard Street. It was felt that this would cause major congestion on the side streets.
 - A request for the median strip at Cobham Street to be shortened.
 - Concern that the moving of the bus stop closer to the intersection will limit visibility for vehicles exiting Bewdley Street.
 - Concern that there will be poor visibility for exiting properties on Barrington Street with vehicles parked outside properties due to customers visiting local businesses.
 - Questions were raised on lengthening of the bus stop and access into and out of it. Also whether the No. 19 bus would be able to turn from the new position into Howard Street.
 - Concern that the bus stop shelter was to be moved and would interfere with new signage for the Church on the corner of Bewdley Street.
 - Maintain access at all times.

12 Cont'd

- Concern that the Howard Street splitter island will restrict access to corner properties, especially with a trailer.
 - Concern that the lamppost in the footpath restricts access to corner properties.
 - A query as to whether the proposal fits with the overall plan for Barrington Street
 - Mall entrance access issues were raised
 - A request for reflectors on the kerb face of the island and handrails.
 - A request to include tactile pavers to give direction to disabled users
26. As a result of the feedback received, the pedestrian island on Howard Street was shortened to 12 metres, which provides the residents on both corners of the intersection of Howard Street and Barrington Street with ample space to access their properties. In addition, one car park space was added outside 392 Barrington Street on their Howard Street frontage. Tactile paving has been added outside 382 Barrington Street, and on the west side of Barrington Street, where the kerb build-out is located. A holding rail will also be placed at the kerb build-out on the west side of Barrington Street. The project team's response to each of the issues raised is detailed in **Attachment 2**. A letter was sent to all submitters summarising the issues raised, and the project team's evaluation of these issues, together with a copy of the Plan for Board Approval.

OPTIONS

27. Three options were considered by the project team as part of the concept design development process, which are:
- (a) Do Nothing.
 - (b) Barrington Street Traffic Management Plan.
 - (c) Barrington Street/Howard Street Intersection.

Barrington Street Traffic Management Plan

28. The purpose of developing overall Traffic Management Plan options was to ensure that localised projects would fit with the options developed. There were two basic options developed for comparison, as part of the Traffic Management Plan for Barrington Street (i.e. between Lincoln Road and Athelstan Street), where one option maintained parking on both sides of Barrington Street, and the other option introduced a flush median, which resulted in the loss of parking along one side of the road. Both of the options provided for cycle lanes.
29. The first option had a flush median and parking on one side of the road only, with cycle lanes provided. The cross section allows for the placement of pedestrian islands in the flush median and safe areas for motorists to stop in order to turn right into side streets or driveways. Parking can be provided on alternating sides of the road, with the transition area not having any parking provided. The transition areas were best placed across a side street.
30. The second option maintained the existing centre line and parking along both sides of the road, with cycle lanes provided. Where pedestrian islands are required, a localised flush median needs to be provided, with parking locally to be banned on one side (if the flush median is offset from centre), or both sides (if the pedestrian island is to be placed centrally in the carriageway). Thus the parking loss is a function of the number of pedestrian islands provided, and how these islands are placed laterally in the carriageway.
31. For both options, bus stops can either be placed in the parking lane or within the kerb side cycle lane. If bus stops are to be within the parking lane only, then bus stop pairs will have to be located in adjacent sections of roads, with a transition area in between where parking swaps from one side of the road to the other.
32. The potentially contentious issues raised as part of the Traffic Management Plan development included loss of parking, placement of pedestrian islands and kerb extensions, and relocation of bus stops. The preferred Barrington Street Traffic Management Plan incorporates the flush median along the full length of the road.

12 Cont'd

Barrington Street/Howard Street Intersection

33. The Barrington Street/Howard Street project introduces a kerb extension and island at 382 Barrington Street. The island is placed in a flush median, which also allows for right turning traffic into Howard Street, Bewdley Street and Cobham Street to be clear of through traffic on Barrington Street. This option is a localised subset of the preferred Barrington Street Traffic Management Plan. Given the available budget, this is the preferred option, as it provides a safe crossing point.

PREFERRED OPTION

34. The preferred option is shown in the Plan for Board Approval in **Attachment 1**. The key features of this option are:
- (a) A centralised two-metre wide flush median along Barrington Street from 8 Fieldstone Lane to 354 Barrington Street (i.e. approximately 50 metres south of Cobham Street).
 - (b) Installation of a 12 metre long splitter island on Howard Street before the intersection with Barrington Street.
 - (c) Installation of a nine-metre long pedestrian island in the middle of the painted flush median between 382 Barrington Street and 46 Bewdley Street (i.e. outside the Spreydon Presbyterian Church). Tactile paving to be situated on both sides of Barrington Street, and a holding rail installed on the west side of the street in the kerb build-out.
 - (d) Installation of a kerb build-out on the western side of Barrington Street, adjacent to 46 Bewdley Street to assist pedestrian and driver line-of-sight, with regard to the pedestrian island and crossing position.
 - (e) Relocation of the bus stop from outside the Church at 46 Bewdley Street to north of the kerb build-out (i.e. closer to the corner of Bewdley Street and Barrington Street). The bus stops are both in a kerb-side position.
 - (f) Placement of a "Give Way" sign against Howard Street at its intersection with Barrington Street.
 - (g) Implementation of "no stopping" restrictions from 404G Barrington Street along the north-eastern side of Barrington Street to 356 Barrington Street, and on both sides at the intersection of Howard Street with Barrington Street. There will be approximately four car parks lost on Howard Street, and twenty-eight car parks lost along Barrington Street.
 - (h) No change is proposed to the existing carriageway width of between 13.5 and 14.0 metres on both streets.

ASSESSMENT OF OPTIONS

Maintain the Status Quo

35. The option to maintain the status quo essentially means to undertake no capital works in the vicinity of Howard Street and Barrington Street. This would retain the existing road environment, and its associated network and safety issues.
36. This option would be inconsistent with the Community Outcomes outlined in "Our Community Plan", and would be inconsistent with Council strategies, particularly the Pedestrian Strategy, Parking Strategy and Road Safety Strategy, as well as the Council's asset management plan.
37. It would also ignore the concerns raised as part of the school bubble project and Barrington Street TMP feasibility study.
38. Therefore, it is considered that it is inappropriate to maintain the status quo because of the opportunity to contribute to an efficient, safe and sustainable transport system within this area of the City, whilst providing for all modes of transportation.

12 Cont'd

Barrington Street Traffic Management Plan

39. The disadvantage of Option 1 under the Traffic Management Plan is the loss of parking along a significant stretch of Barrington Street. This reduces the level of service for those motorists who want to park along this stretch of the road. However, this option does improve safety for cyclists, pedestrians and vehicles, including addressing many of the mid-block crashes that have occurred along Barrington Street as a whole.
40. The second option under the Traffic Management Plan only partially improves safety for cyclists, pedestrians and vehicles, and also results in a loss of parking, although this is to a lesser extent than Option 1.
41. While Option 1 was the preferred option of the project team, the Barrington Street Traffic Management Plan was not progressed further in its entirety, due to the budget constraints of the capital programme. However, the individual capital projects along Barrington Street could be developed in a consistent manner with Option 1 of the Traffic Management Plan. This Traffic Management Plan will be reviewed when planning commences for the cycleway project in 2008/09 along Barrington Street (i.e. between Lincoln Road and Studholme Street).

The Preferred Option

42. The preferred option is described in paragraph 34 above, and meets the aim and objectives of the project as follows:

To enhance safety at the intersection of Barrington Street and Howard Street for pedestrian and other road users.

43. The intersection of Barrington Street and Howard Street will have a 12 metre long splitter island on the Howard Street approach. This island has been designed for the approach to ensure that pedestrians crossing Howard Street have a continuous path of travel along the Barrington Street footpaths. There will be a central cut through the island to make it safer to cross here for pedestrians and traffic. The tail of the island will be 12 metres long giving good definition and delineation for approaching drivers.
44. As Howard Street lies on the No. 19 bus route, a Simpath analysis has been carried out to ensure that buses can turn into and out of Howard Street without problems.
45. The design caters for cyclists by providing sufficient traffic lane width. The cycle space has not been separately marked at this stage. A cycle project programmed for Barrington Street in 2008/09 will review the cycle facilities.

To ensure bus stop locations are optimised for safety and efficiency.

46. The location of the pedestrian island and associated kerb build-out on Barrington Street has been a consideration in the rationalisation of the bus stop.

To maintain the existing level of service.

47. The project will increase the level of service to traffic along Barrington Street with removal of parking along the north-east side of Barrington Street. It will also increase the level of service for pedestrians wanting to cross Barrington Street and Howard Street.

To minimise the loss of on-street car parking along Barrington Street.

48. Parking has been removed from the north-east side of Barrington Street between 8 Fieldstone Lane and 354 Barrington Street (i.e. along the length of the flush median), which is consistent with the overall traffic management plan for Barrington Street, and the Council's Parking Strategy.

12 Cont'd

To provide an improved pedestrian crossing location on Barrington Street just south of the intersection with Bewdley Street

49. The pedestrian island with associated kerb build-out on Barrington Street just south of the intersection with Bewdley Street, together with the flush median will ensure that vehicles cannot travel through this area at high speeds. The pedestrian island is located on the right hand side of the approaching intersection (i.e. Bewdley Street), which ensures that left turning traffic does not turn into pedestrians crossing the road.

STAFF RECOMMENDATIONS

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the improvement works for Barrington Street/Howard Street to proceed to final design, tender and construction, as shown in the Plan for Board Approval at **Attachment 1**.
- (b) Approve the following "No Stopping" restrictions, relocation and extension of a bus stop, and new "Give Way" sign:

New "No Stopping"

- (i) That the stopping of vehicles be prohibited at any time on the west side of Barrington Street commencing at a point seven metres north from its intersection with the northern side of Cobham Street and extending eight metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Barrington Street commencing at a point 83 metres north from its intersection with the northern side of Cobham Street and extending 20 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Barrington Street commencing at a point six metres north from its intersection with the northern side of Bewdley Street and extending eight metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Barrington Street commencing at a point 31 metres south from its intersection with the southern side of Cobham Street and extending 118 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Barrington Street commencing at a point ten metres south from its intersection with the southern side of Howard Street and extending 55 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Barrington Street commencing at a point 11 metres from its intersection with the northern side of Howard Street and extending 44 metres in a northerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Howard Street commencing at a point six metres east from its intersection with the eastern side of Barrington Street and extending 13 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Howard Street commencing at a point nine metres east from its intersection with the eastern side of Barrington Street and extending 14 metres in an easterly direction.

Move existing bus stop to new location

- (ix) That the existing bus stop be revoked from the west side of Barrington Street at its present position commencing at a point 40 metres south from the intersection with the south side of Bewdley Street and extending 12 metres in a northerly direction to Bewdley Street, and reinstated on the western side of Barrington Street commencing at a point 20 metres south from the intersection with the south side of Bewdley Street and extending 12 metres in a northerly direction.

12 Cont'd**“Give Way” signs**

- (x) That a “Give Way” sign be placed against Howard Street at its intersection with Barrington Street.

CHAIRPERSON’S RECOMMENDATION

For discussion.

13. SPARKS ROAD AND HOON HAY ROAD – SCHOOL ROAD SAFETY CONCERNS

General Manager responsible:	General Manager City Environment Group, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Michael Thomson, Transport Planner

PURPOSE OF REPORT

1. The purpose of this report is to advise the Board regarding road safety concerns raised by Our Lady of Assumption school, and to provide information requested by the Board at its 5 September 2006 meeting.

EXECUTIVE SUMMARY**Sparks Road**

2. Any of the options that give a priority road crossing at OLA School would result in that school not having to have a staff member put themselves at risk in the middle of the roadway, waving flags to assist children crossing the road. If a priority pedestrian crossing (school patrol) at OLA School is deemed a safe traffic control device, then the appropriate position for the crossing is considered to be on the north east side of the Rydal intersection. This would overcome the left turn out of Rydal Street versus crossing pedestrian conflict or the right turn into Rydal queue versus crossing pedestrian conflict, as has been observed at the existing OLA informal crossing point on the south west side (Hoon Hay School side) of Rydal street.
4. Following discussion at a meeting held in August with representatives from Hoon Hay School, OLA School and other stakeholder organisations, option 4 (a kea crossing school patrol at both Hoon Hay School and OLA School) was identified as the preferred option. This option was considered to provide the greatest level of convenience for both schools, provide children from both schools with a choice of crossing facilities, help both schools to co-ordinate start and finish times, and provide consistent traffic management along this section of Sparks Road.
5. Council officers advised the schools that now a preferred option has been identified, that an in depth investigation by Council officers into the feasibility of option 4 would occur. Advice received from Land Transport New Zealand is that two school patrols of the same format (in this case – two kea crossings), can operate within the separation distance of 160 metres.
6. A similar situation exists at Innes Road where two school patrols operate within 190 metres of each other and have a 40 km/hr school zone operating at school travel times. This preferred option is subject (like any other capital works project) to the resolution of any issues that arise from the community consultation process. Further advice given was in regard to the financial implications of option 4.

Hoon Hay Road

7. Staff of the Transport & Greenspace Unit advise that a comprehensive traffic management plan needs to be developed for this section of Hoon Hay Road. This is to ensure that any new road crossing facility is safe and convenient for the school community, and does not compromise the safety, convenience and operational requirements of other road users, ie: adjacent bus stops, through traffic, cyclists, church/school parking areas or adjacent service station entrance

13 Cont'd

manoeuvres. The traffic management plan will also need to take into account the proposal to replace the Hoon Hay/Sparks roundabout with traffic signals in 2009/10. While traffic signals will include signalised pedestrian crossing facilities, the distance between these facilities and a facility provided at the road crossing desire line at the school entrance, needs to be assessed in terms of whether pedestrians will be prepared to walk the extra distance.

PROCESS LOOKING FORWARD

8. A traffic management plan for Hoon Hay Road outside OLA School will be completed by Council staff by the end of this current financial year. Implementation of the plan will occur in the Council's 2007/08 financial year. Implementation of the Sparks Road project outside OLA and Hoon Hay schools will also occur in the 2007/08 year. Both of these projects will be subject to the resolution of any issues arising from the consultation process with the wider community.

FINANCIAL AND LEGAL CONSIDERATIONS

Financial

9. The existing Council financial year's budget for pedestrian safety initiatives/road safety at schools is committed to projects already underway.
10. The school frontages on Sparks Road and Hoon Hay Road had been identified by staff prior to the meeting held with school representatives, as a priority for traffic safety improvements in the 2007/08 Council financial year. Subject to wider community consultation, the school's agreed option has been programmed for completion in the financial year, commencing 1 July 2007.

Legal

11. Before operation of one new school patrol and one modified school patrol can commence on Sparks Road, the Community Board will receive a report for recommendation to the Council that, pursuant to the Local Government Act 2002 and the Land Transport – Traffic Control Devices Rule 2004, these Sparks Road school patrols are approved.

BACKGROUND ON SPARKS ROAD AND HOON HAY ROAD – SCHOOL ROAD SAFETY CONCERNS

Sparks Road

12. OLA School has raised concerns to the Council regarding safety for students wishing to arrive/leave the school via Hoon Hay Road and Sparks Road.
13. On 30 August 2006, a meeting was held to discuss the issues on Sparks Road. Those attending were:
 - Principal - Our Lady of Assumption School.
 - Principal - Hoon Hay School.
 - Police Education Officer.
 - School Parent & Community Board member.
 - CCC Schools Coordinator.
 - CCC Transportation Planner - Cycling & Pedestrian.
14. Hoon Hay School currently has a zebra pedestrian crossing with extended kerbs located adjacent to its main entrance on Sparks Road. A school patrol is operated by Hoon Hay School on this zebra crossing at school travel times to further assist pedestrians crossing the roadway. OLA School's main entrance is also on Sparks Road, located opposite the Rydal Street T intersection. Apart from a parking restriction at this entrance (some broken yellow lines to assist with visibility), OLA School has no crossing facility on Sparks Road. A 40 km/hr part time school speed zone has been installed on Sparks Road for both schools. Formal surveys of both school crossing points indicate that the crossing activity at each school warrants a school patrol.

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Hoon Hay Road

15. In August 1997, the Council proposed a series of road crossing facilities on Hoon Hay Road to provide for students from three schools (OLA, Manning Intermediate & Hillmorton High). Public opinion of this project was strongly against the proposal. Most of the immediately affected residents, ie: those with a proposed island outside their properties, signed a petition verifying their opposition. At the Hillmorton LATMS meeting in December 1997, a large number of Hoon Hay residents attended and expressed their opposition to the proposal. The outcome of this situation was that the funds for this school safety project were transferred by the Community Board to Hastings Street east for the benefit of children from Waltham school, as detailed in a report to the Board in April 1998. In 2002 the results of a "safe cycling to school" project for Manning Intermediate and Hillmorton High were summarised. This summary detailed the findings from a survey of 796 students from both schools. As a result, funding was identified in the Annual Plan in the City Streets cycle ways budget entitled the "Hillmorton Cycle bubble". Funding from the Pedestrian Safety Initiatives/Road Safety at Schools budget was added as there were significant pedestrian safety concerns expressed by the management of Manning Intermediate School.
16. The outcome was the successful implementation of cycle lanes, road crossing islands and parking bays on Hoon Hay Road from Mathers Road to the northwest. This followed a significant petition from the school communities about the safety of children. In considering the issues, the Council placed a higher priority on child safety over the issues raised on residents' parking and access. The final stage of this road safety project was the installation of a 40 km/hr school zone, similar to the zone installed in Sparks Road. An island was not installed outside OLA school as part of this project, as it was:
- well outside the scope of this project (just over one kilometre away) and
 - subject to previous significant objection without any corresponding school community support (as happened with Manning /Hillmorton).

DISCUSSION- SPARKS ROAD

17. Several options were discussed at the meeting to improve safety levels on Sparks Road in August 2006 for both school communities. The potential advantages/disadvantages of each option were agreed by those attending the meeting:
- Install a zebra pedestrian crossing with kerb extensions and operate a school patrol at the OLA entrance which would be identical to the Hoon Hay school crossing facility.
- Advantages:** Priority crossing for pedestrians wishing to cross at this location with the added protection of a school patrol at peak crossing times.
- Disadvantages:** Minimal use of the zebra crossing outside school travel times. At similar situations to this option, an under utilised zebra facility on a main road has led to tragic consequences where pedestrians unexpectedly walk out onto the zebra and approaching motorists have failed to stop for them. The installation of a zebra crossing at a location of low or intermittent use by pedestrians increases the risk of a casualty occurring. Additional parking restrictions would also be required outside residential property.
- Install a zebra crossing facility half way between the exiting Hoon Hay school zebra and the OLA school entrance, with kerb extensions and school patrol. This would replace the existing zebra crossing.

Advantages: One crossing facility to serve both schools

Disadvantages: Detour required for students/adults from both schools but mainly for OLA School students. This could create the potential for some to cross the road away from, but still close to the crossing facility, which increases their risk of collision with a vehicle. Parking restrictions would also be required outside at least one residential property.

13 Cont'd

- (c) Install a kea crossing school patrol at OLA and retain the existing pedestrian zebra crossing at Hoon Hay school.

Advantages: Both schools have a priority crossing (at school patrol time) immediately adjacent to their main entrances.

Disadvantages: Inconsistency of traffic management with two types of crossing facilities very close (150m) apart which has the potential to lead to confusion for the motorist.

- (d) Install a kea crossing school patrol at OLA and replace the zebra crossing at Hoon Hay School with a kea crossing school patrol.

Advantages: Consistent traffic management, particularly in relation to signage and markings. Note: The Hoon Hay school crossing would have the temporary but higher profile orange flags. The flags at both school crossings would be visible to all approaching motorists. In addition, there is potential to improve overall safety at the Hoon Hay School crossing point, as the removal of the zebra crossing would eliminate the pedestrians' false sense of safety at low pedestrian usage times.

Disadvantages: Parking restriction outside property by OLA school. There is the potential for additional delay to traffic on Sparks Road.

- (e) Overbridge and/or Underpass.

Both these options would result in significant increase in travel distance due to ramp gradients required for wheelchair/pram etc access. Experience in other cities has shown that people will avoid detours of this degree. The cost would also be prohibitive.

DISCUSSION – HOON HAY ROAD

18. OLA school management is requesting that a central pedestrian island be installed on Hoon Hay Road outside the school's entrance (via the church grounds). This would be similar to the island proposed in 1997. Since that time, the adjacent petrol station has been enlarged, removing frontage shops as part of the redevelopment.

STAFF RECOMMENDATION

It is recommended that the information be received.

CHAIRPERSON'S RECOMMENDATION

That the information be received.

14. UPDATE ON GREENSPACE CAPITAL PROJECTS

Brent Smith, Capital Projects Team manager, will be in attendance to update the Committee on progress relating to Greenspace Capital Projects in the Spreydon/Heathcote ward. A list of those projects has **previously been circulated**.

15. TRANSPORT AND GREENSPACE UNIT – UPDATE ON CURRENT SPREYDON/HEATHCOTE TRANSPORT ISSUES

Richard Bailey will provide an update on local street and roading issues.

16. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

16.1 CURRENT ISSUES

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

16.2 TIMEFRAME FOR ALLOCATION OF COMMUNITY BOARD PROJECT FUNDING 2007

The Community Board Principal Adviser will update the Board on the timeframe for allocation of Community Board project funding in 2007.

17. QUESTIONS FROM MEMBERS

18. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.