



## Christchurch City Council

# FENDALTON/WAIMAIRI COMMUNITY BOARD AGENDA

TUESDAY 14 FEBRUARY 2006

AT 4.00 PM

IN THE BOARD ROOM  
CHRISTCHURCH CITY COUNCIL FENDALTON  
CORNER JEFFREYS AND CLYDE ROADS

**Community Board:** Mike Wall (Chairman), Sally Buck, Faimeh Burke, Val Carter, Cheryl Colley, Pat Harrow, Andrew Yoon

**Community Board Principal Adviser**  
Elsie Ellison  
Phone 941 6701 DDI  
Email: [elsie.ellison@ccc.govt.nz](mailto:elsie.ellison@ccc.govt.nz)

**Acting Community Secretary**  
Jeanne Pearce  
Phone 941-6728 DDI  
Email: [jeanne.pearce@ccc.govt.nz](mailto:jeanne.pearce@ccc.govt.nz)

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**1. APOLOGIES**

**2. CONFIRMATION OF MEETING REPORT – 29 NOVEMBER 2005**

**CHAIRMAN’S RECOMMENDATION**

That the report of the ordinary meeting of the Board held on 29 November 2005, as circulated, be taken as read and confirmed.

**3. DEPUTATION BY APPOINTMENT**

**3.1 Avonhead Tennis Club - Gaye Wheeler and Antoinette Taggart**

Gaye Wheeler and Antoinette Taggart will address the Board on item 4, below.

**4. APPLICATION BY THE AVONHEAD TENNIS CLUB TO LOCATE A PRE FABRICATED OFFICE BUILDING ON THE TENNIS CLUB LEASE AREA AT CROSBIE PARK**

<b>General Manager responsible:</b>	General Manager Jane Parfitt
<b>Officer responsible:</b>	Michael Aitken Greenspace Unit Manager
<b>Author:</b>	Tony Hallams Policy and Leasing Officer Greenspace Unit, DDI 941-8320

**PURPOSE OF REPORT**

1. The purpose of this report is to enable the Board to consider an application by the Avonhead Tennis Club to locate a new small prefabricated structure, (approximately 10.8m<sup>2</sup>) within their current lease area at Crosbie Park, a recreation reserve vested in the Council under the Reserves Act 1977.

**EXECUTIVE SUMMARY**

2. Membership of the Avonhead Tennis Club has increased to over 300 members, with a resulting lack of office space and lack of room for a base for the club’s tennis coach.

**FINANCIAL AND LEGAL CONSIDERATIONS**

3. The Club has indicated that the cost of the building will be approximately \$16,000, this sum being likely to be raised through fundraising and grants.
4. The Fendalton/Waimairi Community Board have delegated authority from the Council to approve the application.
5. The Avonhead Tennis Club lease is current, expiring in 2009. The proposed building will be built within the current lease area.
6. The Minister of Conservation’s approval will not be required because the proposed building will be built within the existing lease area.
7. It will be the applicant’s responsibility, once Council approval has been obtained, to obtain resource and building consents before commencing on-site construction of the building.

**STAFF RECOMMENDATIONS**

That the Fendalton/Waimairi Community Board, under delegated authority of Council, approve the application by the Avonhead Tennis Club to build a small prefabricated structure of 10.8 square metres, within their lease area for office accommodation, subject to the following conditions:

1. The Avonhead Tennis Club is to obtain any necessary resource and / or building consents before work commences on the site.

**4. Cont'd**

2. The colour scheme of the intended building is to match the existing building
3. The applicant is to provide a scaled drawing of the proposal, to enable these details to be annotated on the existing lease document.
4. All costs associated with the proposed building and subsequent maintenance are to be paid for by the Avonhead Tennis Club
5. Before any tenders are let or work commences on the site, discussions are to be held with the Parks and Waterways Contract Manager, Fendalton Service Centre, to ascertain any requirements of the Council in relation to the construction of the prefabricated building in the applicants lease area.
6. A bond of \$2,000 is to be paid by the Avonhead Tennis Club via the Parks and Waterways Contract Manager, Fendalton Service Centre. The bond less any expenses incurred by the Council will be refunded to the payee upon the completion of the work.
7. The Avonhead Tennis Club is to show proof of having a minimum of \$1,000,000 public liability insurance before work commences on the site. This policy is to be kept current during the period the Club has a lease of the site from the Council.
8. The Avonhead Tennis Club is to show proof of having an Occupational Health and Safety Plan in place before any work commences on the site.

**CHAIRMAN'S RECOMMENDATION**

That staff recommendations 1-8 above be adopted.

## 4. Cont'd

**BACKGROUND**

8. The applicant has detailed in a statement why the club needs an office, which is attached as **Attachment One**. The present problems encountered because of congestion are detailed in a photograph, which is attached as **Attachment Two**. The proposed prefabricated "Ideal Home, Le Bungalow", is shown in **Attachment Three**. The applicant has considered two options, either building on top of the existing pavilion, or the preferred option, of building a pre fabricated office building. Building on top of the existing pavilion has been discounted because of cost, the Club having recently spent approximately \$100,000 on upgrading the courts, and therefore funds are not available to undertake considerable building works. The second option of locating a prefabricated building at the site for office space is obtainable with the existing and intended Club resources.

**CLUBS ASSESSMENT OF OPTIONS****The Preferred Option**

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Will enable more space in the club house for social inter action	Nil
<b>Cultural</b>	The Tennis Club catchment area for Avonhead and beyond is an evolving multi cultural mix. The provision of the proposed facility, particularly as a base for the Club coach, will enhance cultural interaction	Nil
<b>Environmental</b>	Nil	Nil
<b>Economic</b>	Nil	Approximately \$16,000 (Club financed)

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

**Impact on Council's capacity and responsibilities:** Nil

**Effects on Maori:** The proposal does not differentiate between Maori and other cultures

**Consistency with existing Council policies:** Yes

**Views and preferences of persons affected or likely to have an interest:** N/A The small-intended building will be unobtrusive and be sited within the existing leased area.

**Other relevant matters:**

## 4. Cont'd

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

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Nil	Overcrowding
<b>Cultural</b>	Nil	Lack of space, meaning future potential membership applications may be declined
<b>Environmental</b>	Nil	Nil
<b>Economic</b>	Nil	Potential health and safety problems in the existing club house through over crowding
<p><b>Extent to which community outcomes are achieved:</b> Will not improve them</p> <p><b>Impact on Council's capacity and responsibilities:</b> Nil</p> <p><b>Effects on Maori:</b> Nil</p> <p><b>Consistency with existing Council policies:</b> N/A</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> N/A</p> <p><b>Other relevant matters:</b></p>		

5. **CHILCOMBE STREET - KERB AND DISH CHANNEL REPLACEMENT**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Don Munro, Transport and City Streets Unit Manager
<b>Author:</b>	Brian Boddy, Consultation Leader, DDI 941-8013

**PURPOSE OF REPORT**

1. The purpose of this report is to request the Board approve the plan for street renewal of Chilcombe Street to proceed to construction.

**EXECUTIVE SUMMARY**

2. The Chilcombe Street kerb and dish channel replacement project is programmed for construction in the 2005/06 and 2006/07 financial years in conjunction with Hamilton Avenue. This local road at present is used by an average of 400 vehicles per day and has a fourteen metre wide carriageway with dish channel on both sides for its full length.
3. Extensive consultation has been conducted with the Hamilton Avenue Action Committee, local schools, residents, property owners, and other interested parties. Feedback to the initial concept plan (**attachment 1**) was highly critical of it although it addressed all the project objectives. A second plan was therefore drawn up by the project team (**attachment 2**) and presented to the community. This new plan received strong support.

## 5. Cont'd

4. The do nothing, straight carriageway, and curved carriageway alignment options have been considered. The curved carriageway alignment option as shown in **attachment 2** has been identified as the preferred design option for the renewal of the kerb and dish channel in Chilcombe Street as it satisfies the majority of the aims and objectives of the project and has strong community support. Minor changes to landscaping have been made to this plan in response to feedback as shown in **attachment 3**. It is therefore recommended that the work as shown on the amended plan (**attachment 3**) proceed to construction.

### FINANCIAL AND LEGAL CONSIDERATIONS

5. The estimated total cost for this project is \$341,000 inclusive of all consultation, design and project management.
6. There are no legal implications.

### STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the street renewal for Chilcombe St, as shown on plan No. TP 170002 amended 01/11/05, for construction.
- (b) Approve the following traffic restrictions for Chilcombe St:
  - i) That the stopping of vehicles be prohibited at any time on the north side of Chilcombe Street commencing at its intersection with Hamilton Ave and extending 22 metres in a north easterly direction.
  - ii) That the stopping of vehicles be prohibited at any time on the north side of Chilcombe Street commencing at a point 88 metres north east of its intersection with Hamilton Ave and extending 38 metres in a north easterly direction.
  - iii) That the stopping of vehicles be prohibited at any time on the north side of Chilcombe Street commencing at its intersection with Memorial Avenue and extending 13 metres in a south westerly direction.
  - iv) That the stopping of vehicles be prohibited at any time on the south side of Chilcombe Street commencing at its intersection with Hamilton Ave and extending 22 metres in a north easterly direction.
  - v) That the stopping of vehicles be prohibited at any time on the south side of Chilcombe Street commencing at a point 88 metres north east of its intersection with Hamilton Ave and extending 38 metres in a north easterly direction.
  - vi) That the stopping of vehicles be prohibited at any time on the south side of Chilcombe Street commencing at its intersection with Memorial Avenue and extending 17 metres in a south westerly direction.

### CHAIRMAN'S RECOMMENDATION

That staff recommendations (a) and (b) above be adopted.

## 5. Cont'd

### BACKGROUND

7. Chilcombe Street is a local road, has deep dish channels, a fourteen metre wide carriageway, and an average daily traffic count of 400 vehicles per day. There has been one accident recorded in the last five years on the New Zealand Land Transport Safety Authority's accident database for Chilcombe St. This involved a vehicle turning right onto Memorial Avenue that failed to give way to a west bound vehicle on Memorial Avenue.
8. The Hamilton/Chilcombe Action Committee consulted with the residents in both streets to assess the work that needed to be done and requested that the Fendalton/Waimairi Community Board have the work brought forward on the Christchurch City Council's capital works programme in 2002. The work was then reprogrammed for construction in the 2005/06 and 2006/07 financial years. The Council officers started working with the committee in May 2004. As a result the following objectives for the project were developed:
  - To replace the existing kerb and dish channel, with kerb and flat channel.
  - Improve safety for pedestrians and cyclists by lowering the speed of vehicles in the street.
  - Ensure that the scheme adopted falls within the guidelines laid out in The City Plan.
  - Ensure that all stakeholders are kept informed.
  - Enhance the streetscape with trees and planting where suitable.
  - Successful consultation with key stakeholders and residents along the route.
  - A completed project which will satisfy the needs of the asset unit and the community.
  - Ensure we work within a defined budget and programme.
9. Specific project issues at the time of Terms of developing the objectives are:
  - Look at the potential flooding issues around the Otara drain in Chilcombe street.
  - Look into the potential under grounding of both Hamilton Ave and Chilcombe Street.
  - Potential Cul-de-sacing of the Chilcombe - Memorial Ave intersection at residents' request.
10. A public meeting was held in October 2004 to check for any further issues and concerns additional to those identified by the Hamilton/Chilcombe Action Committee. As a result the initial concept plan (**attachment 1**) was developed. This plan featured:
  - A nine metre wide carriageway to reduce through vehicle speeds.
  - A seven metre wide paved threshold off Memorial Avenue to reduce the number of short cutting vehicles and their entry speed off Memorial Avenue both now and in the future.
  - Acer street trees to enhance the aesthetic appearance of the street.
  - A roundabout on the Hamilton Avenue intersection to slow through traffic on Hamilton Avenue and improve safety at the intersection.
11. In January 2005 a publicity pamphlet incorporating this concept plan, and that for Hamilton Avenue, was distributed and a public meeting held in February. Up to this stage consultation for this project was combined with that of Hamilton Avenue. After this date Chilcombe Street was done as an individual consultation because responses for Chilcombe Street were significantly negative. The summarised feedback from the public meeting and responses to the initial publicity pamphlet is summarised in **attachment 4**.
12. In response to this feedback a public meeting was held in June 2005 and a new scheme plan (**attachment 2**) drawn up. This was distributed as a publicity pamphlet in August 2005. This plan featured: -
  - A ten metre wide carriageway (to allow easier car and trailer access into driveways)
  - A six metre wide angled narrowing in the middle to slow through traffic.
  - A ten metre wide paved threshold at the Memorial Avenue intersection to allow left and right turning vehicles to exit Chilcombe Street at the same time. Residents have been advised this could encourage drivers to use Chilcombe Street as a short cut in the future.
  - Clusters of street trees to enhance the streetscape.
13. Responses to this concept plan can be seen in summarised form in **attachment 5**. In response to requests for minor alterations in the landscaping design the scheme plan was altered as shown in **attachment 3**.

## 5. Cont'd

14. Residents of Chilcombe Street were initially advised that the undergrounding of the overhead wiring is not part of this kerb and channel renewal project. Following this advice they requested that no construction work be started until the review of the Council's undergrounding policies is completed. The Council also received several submissions, submitted by the residents and property owners through the 2005 Annual Plan, requesting that the overhead wiring in Chilcombe Street be undergrounded at the Council's expense. A review of the Council's undergrounding policies in late 2005 effectively confirmed that undergrounding the overhead wiring in Chilcombe Street will not be carried out as part of this project either at Council's expense, or on a cost share basis.

### OPTIONS

15. Three options were assessed as part of the Chilcombe Street kerb and channel replacement as follows:
- Option (a) has a 10.0 metre carriageway narrowing to 6.0 metres wide through a narrow curved alignment in the middle, a 10.0 metre wide paved threshold at the Memorial Avenue intersection, with parallel parking on both side of the street (except where no stopping restrictions have been installed as shown on **attachment 3**).
  - Option (b) which maintains the status quo i.e. do nothing.
  - Option (c) has a 9.0 metre wide carriageway with a straight alignment, a 7.0 metre wide type 'C' threshold at Memorial Avenue intersection, and a roundabout at the Hamilton Avenue intersection with parallel parking on both sides of the street, as shown on **attachment 1**. This option was rejected by the majority of the feedback.

### PREFERRED OPTION

16. Option (a) is the preferred option. This option (refer **Attachment 2**) has had minor amendments with alterations to the landscaping and positioning of the footpath in response to feedback. The revised features of the preferred option are shown on Attachment 3.
17. The preferred option satisfies the project aim and objectives as follows:
- The existing kerb and dish channel will be replaced with kerb and flat channel.
  - The narrowed carriageway width (from the existing 14.0 metres to the proposed 10.0 metres), further narrowed to 6.0 metres at the bend in the middle will reduce the speed of vehicles, thereby creating a safer environment for pedestrians and cyclists.
  - A roundabout is to be constructed on the Hamilton Avenue intersection with landscaping plantings, street trees and no stopping restrictions. This will slow traffic through the intersection and improve it aesthetically.
  - The 10 m road width will allow parallel parking on both sides of the road with relatively easy vehicle access to properties.
18. At the residents' request, the entrance to both Chilcombe, off Memorial and the entrance to Hamilton from both Ilam and Clyde have been so designed to allow 2 way out, one way in. There is no technical or safety based reason why the street entry/exits cannot be 9 and 10m wide, however it will need to be noted that these widths will not contribute as effectively to the reduction in vehicles short-cutting through these streets. Narrowing of the entrances will indeed increase waiting times to exit the street, but conversely will also help deter motorist who continually use this local road to avoid the signalised intersection at the Memorial/Ilam and Memorial/Clyde intersections. The traffic calming actions in Chilcombe and Hamilton will slow down the short-cutting vehicles. The Council has decided to support the desire for wider street entrances in the interests of meeting the community's needs, while acknowledging a reduced effectiveness in short-cutting, which was one of the Community's initial goals.

### OPTION ASSESSMENT

19. Option (b), the do nothing option, does not meet the basic project objectives of:
- Replacing the kerb and dish channel with kerb and flat channel.
  - Improving safety for pedestrians and cyclists by lowering the speed of vehicles in the street.
  - Enhancing the streetscape with trees and planting where suitable.
  - Completing the project in a manner which will satisfy the needs of the asset unit and the community. The retention of the existing kerb and channel and carriageway would increase maintenance costs over time.



**5. Cont'd**

20. For the above reasons this option was rejected by the project team.
21. Option (c) was rejected by primarily by public feedback to the initial publicity pamphlet and at the meeting (for Chilcombe Street residents only on 13 June 2005) on the grounds that:
  - The carriageway was too narrow to allow easy vehicle and trailer access to properties.
  - The carriageway's alignment should be curved for aesthetic reasons.
  - The Memorial Avenue intersection should be widened to allow left and right turning traffic to exit at the same time.
22. From a technical perspective, a narrower street tends to slow through traffic more than a wider one, however the chicane in the recommended proposal would fulfil the same function. In order to more appropriately meet the community's expectations, this option is not recommended.

**6. WATSONS ROAD - PEDESTRIAN SAFETY IMPROVEMENT**

<b>General Manager responsible:</b>	General Manager, City Environment
<b>Officer responsible:</b>	Don Munro, Transport & City Streets Manager
<b>Author:</b>	Brian Boddy, Consultation Leader, DDI 941-8013

**PURPOSE OF REPORT**

1. The purpose of this report is to seek Board approval for the "do nothing" option for the proposed Watsons Road pedestrian safety project.

**EXECUTIVE SUMMARY**

2. The Watsons Road Pedestrian Safety Improvement project was initiated to investigate the need for a footpath on Watsons Road, particularly for the use of Harewood Primary School students walking to and from Harewood Primary School from the northern end of Watsons and Waimakariri Roads.
3. The investigation has shown that Watsons Road has a low pedestrian usage at present. Constructing a footpath would have land ownership and boundary issues. It would further require some additional road crossing or footpath treatments on Harewood Road. Realistically, there is no clear demand for a pedestrian facility in the area.
4. Three options were considered: do nothing, a path on Watsons Road, and a path on Waimakariri Road. Due to low pedestrian numbers, adequate current access provision, and a low comparative priority for the work, it is recommended that a path is not constructed.

**FINANCIAL AND LEGAL CONSIDERATIONS**

5. Adopting the recommendation to "do nothing" will allow the capital provision for this project (\$56,000) to be allocated to other safety projects of higher priority. Adopting any other option for this project will exceed budget provision.
6. There are no legal considerations associated with the cancellation of this project.

**STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Community Board approve the "do nothing" option for the Watsons Road footpath project.

**CHAIRMAN'S RECOMMENDATION**

That the staff recommendation above be adopted.

## 6. Cont'd

## BACKGROUND

7. Watsons Road is a local road with a 5m wide carriageway in a rural zone with a 50 kph speed limit over the largest portion of the road. It changes to 70 kph 200 m north of Harewood Road. There are no existing footpaths in Watsons Road.
8. The project was originally placed on the Transport & City Streets Unit's capital programme after resident requests to the Fendalton/Waimairi Community Board. To investigate the requested pathway, staff conducted a pedestrian survey on a normal Tuesday afternoon during a school term. Four adult pedestrians were observed in the period 2.45 p.m. to 3.45 p.m. Harewood School also asked their school community in a newsletter what need there was for installing a footpath on Waimakariri Road or Watsons Road. Seven families responded supporting a footpath in Watsons Road, and one family supported Waimakariri Road. See map below for road location details.



9. At the time of the original request for a footpath there were gorse hedges on both sides of the southern section of Watsons Road with only 1.0 to 2.5 metres between the carriageway and the gorse. Following the removal of the gorse hedge on the Watsons Road (eastern side) frontage of 638 Harewood Road this year, there is now sufficient space for pedestrians to walk a safe distance from the edge of the carriageway for the whole length of Watsons Road.
10. However, for the northern half of the eastern side of the road, the legal boundary of the private property comes right up to the edge of road seal. To provide a path here would require negotiations over property purchase or access, and boundary movement. On the southern end of the road, although the legal boundary on the western side is several metres from the road seal, there is a gorse hedge and fence immediately adjacent to the seal. To place a path on this side of the road would require negotiation with the property owner to move their fence line. In other words, any path option on Watsons Road will require property negotiations which have no guarantees of either success, or endearing the Council to the local community. It is further noted, that no footpath treatments are provided on Harewood Road, meaning any Watsons Road footpath that terminates at Harewood Road would effectively leave pedestrians in an environment even less conducive to travel than Watsons Road.
11. Given the results of the on-site observation and the school's survey feedback, the implementation of a footpath on Watsons road has been reassessed, using the same criteria as other footpath requests. A prioritisation process developed to rank these requests considers factors such as pedestrian usage, volume & type of vehicle traffic, practical alternatives, technical issues with construction etc. Based on this process, Watsons Road is 11<sup>th</sup> on this list of 80 potential projects. The prioritisation process and usage figures would indicate a pathway along Watsons Road is not justified at this time, and the complexities of the property matters would support this.

**6. Cont'd**

12. In mitigation, however, to provide year round off-road access for pedestrians the Council's mowing contractor will be asked to mow the grass verges to the urban standard (which are not mown by the Watsons' Road property owners to the Council's standard). The shorter grass will allow pedestrian access.

**OPTIONS**

13. Several options have been considered in the evaluation of pedestrian access from Watsons Road properties to Harewood School. The options and their assessment are as follows:
- a. Do nothing. This options is preferred due to:
    - The lack of pedestrian demand for a footpath on Watsons Road
    - The complexities of land ownership and use associated with the project
    - The opportunity for pedestrian access along the road's full length using berms.
    - The difficulties pedestrians may face at Harewood Road if encouraged to travel on a Watsons Road footpath.
  - b. Construct a footpath on Watsons Road for its full length (Estimated cost \$80,000). This option is not supported due to the rationale above. Were a footpath to be constructed, resolution of the Harewood Road problem could be achieved by either:
    - Extension of a footpath to the school on the north side, however this would likely increase the costs of the project by a further 50% - still with little known demand.
    - Or a Harewood Road crossing at the Watsons Road intersection - this is not desirable as children need to be encouraged to cross at the school patrol crossing outside the school which is also within the 40 kph school zone. Waimakariri Road does however lead directly to this crossing point on Harewood road, and children should be encouraged to use this road.
  - c. Construct a footpath on the south west side of Waimakariri Road from Watsons Road to the existing path at No. 99 (Estimated cost \$80,000). This is an alternative to the proposed Watsons Road footpath. This would not require as great a length of new footpath. It would also be a shorter distance for the majority of the Watsons Road residents to access Harewood School, but it would meet with some resistance from pedestrians from the middle section of Watsons Road because it would be further for them. This option is not recommended because there is already easy pedestrian access on the berms of Waimakariri Road, and this area too, has very limited pedestrian usage.
14. Due to low pedestrian numbers, available pedestrian access, and cost considerations, it is recommended that no path is constructed; the "do nothing" option is recommended.

**7. HARAKEKE STREET BRIDGE – SAFETY IMPROVEMENT WORKS**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Brian Boddy, DDI 941-8013

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Fendalton/Waimairi and Riccarton/Wigram Community Boards approvals to proceed to tender and construction of footpaths on both sides of the Harakeke Street Bridge Safety Improvement Project.

**EXECUTIVE SUMMARY**

2. The Avon River is the boundary between the Fendalton/Waimairi and Riccarton/Wigram Community Boards. This report is being considered by both Boards. Harakeke Street is a local road carrying approximately 900 vehicles per day. There have been no collisions on the bridge.
3. A report was made to both Community Boards in April 2004 identifying concerns raised by residents regarding the Harakeke Street Bridge, namely the lack of footpath facilities. The project objectives therefore are:
- To provide a safe passage for pedestrians across the river
  - To maintain or reduce the speed of vehicles
  - To maintain or reduce the volume of vehicles

**7. Cont'd**

4. After investigation into options, a publicity pamphlet was distributed to local residents and interested parties in October 2005 as shown on TP 178001 (attachment 1). Feedback to this plan was 34 in support with 12 against. In general, the project is well supported by the local community.
5. This project received \$10,000 funding from the Community Board. Additional funding is provided by the T&CSU safety improvements programme.
6. The proposed work will provide a new 1.5 metre wide footpath on each side of the bridge while narrowing the carriageway to 3.0 metres to provide one through lane for vehicles.

**FINANCIAL AND LEGAL CONSIDERATIONS**

7. The cost estimate for this project is \$15,300. The budget for this project is fully provided from the safety improvements programme and the Riccarton/Wigram Community Board.
8. There are no legal considerations associated with this project's preferred option.

**STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi and Riccarton/Wigram Community Boards approve the Harakeke St bridge safety work, in accordance with plan TP178001, for tender and construction.

**CHAIRMAN'S RECOMMENDATION**

For discussion.

## 7. Cont'd

**BACKGROUND ON HARAKEKE STREET BRIDGE SAFETY IMPROVEMENTS**

9. Harakeke is a residential street being classified as a 'Local' road in the roading hierarchy for Christchurch City. Harakeke Street has no street trees with older style dished channels. The carriageway width between the kerb and channels is 14.0 metres. The plan below shows Harakeke Street relative to other streets in the area
10. In 2003, local residents raised a concern about the lack of a footpath facility across the narrow Harakeke Street road bridge in the vicinity of the Christchurch Boys' High Adams House Boarding Hostel.



Locality Plan

11. In 2003 and 2004 Harakeke Street was assessed at different times to establish if any other problems exist. Two days of video surveillance was also used for this purpose. The following observations were made:
  - There are numerous cyclists, especially school pupils at school times.
  - Some vehicles tend to use Harakeke Street as a short cut when the traffic queues back from the traffic signals at either Kilmarnock or Matai Streets.
  - In the morning peak (8:00 – 9:00 am) a large proportion of vehicles southbound on Harakeke Street turn left into Matai Street. Most don't stop at the stop control.
  - Adams House students cross Harakeke Street immediately south of the Avon River Bridge in mass taking over the roadway each morning.
  - At present no footpath exists on the Avon River Bridge. Pedestrians must cross the river on the roadway. Some vehicles do not slow for these pedestrians.
12. A concern was raised by residents that empty tour coaches were using the street as a short cut to the newly formed Mona Vale bus park in Mona Vale Avenue. To verify this a video survey was conducted on Thursday 18 March 2004. On the day of the survey two coach buses were observed using Harakeke Street. Anecdotal information advises that there are other days when more buses use Harakeke St.
13. From a road safety perspective, the most significant issue in Harakeke Street is the lack of a footpath facility across the Avon River Bridge, as raised by the residents to the local Community Board. Pedestrians must cross the river on the road bridge mixing with the passing traffic. A pedestrian can feel intimidated by motorists who show little regard for the pedestrian who is crossing the bridge. The bridge is 6.5 metres wide, therefore when two vehicles pass on the bridge little space is left for pedestrians.

## 7. Cont'd

14. A proposal was reported to the Riccarton/Wigram and Fendalton/Waimairi Community Boards in April 2004 aimed at addressing concerns raised. The low cost improvement proposed was to create a footpath on the west side of the bridge using kerb blocks to separate vehicles and pedestrians. Under this scheme, the current 6.5 metre width would be reduced to 4 metres and require the installation of a give way control in one direction. Community Board members were supportive of the changes proposed as a basis for consultation with the local community.
15. Project development for this work followed a modified process, aimed at completing the work in as short of a time as possible. The project team subjected the original proposal to critical review, conducted a safety audit and community consultation. The review modified the plan slightly to provide a one-way vehicle section with path delineation on both sides. This is shown in Attachment 1.
16. A consultation leaflet with plan TP 178001(attachment 1) was distributed in October 2005. Feedback to the proposal was is detailed in Attachment 2. Generally, the responses were supportive of the efforts to improve pedestrian safety.
17. Several responses requested a clip-on facility each side of the bridge for pedestrians and speed humps. The clip-ons are unable to be considered at the moment, due to high cost and timeframes required. They may also involve the removal of significant trees. Speed humps are outside the scope of this project but have been noted for consideration when the kerb and dish channel is replaced. The accessibility has also been checked for the entrance to the properties at numbers 75, 75a, 75b, and 75c. This check proved the entrance was readily accessible for 99 percent of vehicles.
18. Initially it was thought appropriate for "One Way Bridge" signs to be erected on the bridge approaches when the footpaths are constructed. Some community responses requested that a Give Way restriction be installed against the south bound traffic, but it was identified by the project team that the north bound traffic would not need to slow down if this was done. To slow traffic in both directions it is therefore recommended that no Give Way signage will be installed. This is consistent with other one-lane treatments throughout Christchurch.
19. It is noted that Harakeke Street (Riccartern Road to Rochdale Street) is included in the current Council 5 Year Capital Expenditure Programme. There is a likelihood that the street will be reconstructed within 3 years. Even so, it is considered appropriate to address the urgent pedestrian safety issue raised by the residents concerning the lack of a footpath on the Avon River Bridge as soon as possible. The low cost of the project will mean minimal write-off, should the bridge configuration be changed as part of the street renewal work.
20. A lighting assessment recommended the upgrade of one light; however, given the kerb and channel renewal that is proposed in the next few years, the street lighting upgrade can wait until then with some minor tree trimming carried out in the interim to reduce shading of the existing street lights.

## OPTIONS

21. Three options were assessed for the Harakeke Street Bridge Pedestrian Safety improvement as follows:
  - (a) Maintenance of the status quo
  - (b) Narrowing the carriageway over the bridge and providing a footpath on one side.
  - (c) Narrowing the carriageway over the bridge and providing a footpath on each side
22. The "do nothing" option (a) was not considered appropriate because it did not address what residents perceive as a urgent safety need of a footpath for pedestrians over the existing bridge, nor did it address the project objectives.
23. The option to provide a path on one side (option (b) was the original proposal. It is not recommended because it only provides a path on one side of the bridge – effectively only half a solution to the initial issue. Further, the wider carriageway will not reduce vehicle speeds as effectively as a narrower one.

## 7. Cont'd

### PREFERRED OPTION

24. The final , recommended plan (option c) consists of the following elements:
- A footpath is to be constructed on each side of the bridge linking to the existing footpaths.
  - New kerb will be constructed over the bridge defining the limits of and forming a common boundary for the carriageway and footpaths.
  - The existing carriageway will be narrowed from 6.5 metres wide to 3.0 metres wide.
25. This proposal meets all the project objectives in the following manner:
- Provides a safe passage for pedestrians and cyclists across the river by providing a footpath on each side of the existing bridge out of the vehicle paths.
  - Reduces the speed of vehicles by creating a road narrowing which requires preparation to give way by all drivers.
  - Maintains (and may reduce) the volume of vehicles by limiting the access over the bridge to one direction at a time.
26. The preferred option (refer Attachment 1) has been selected for the following reasons:
- It best satisfies project aims and objectives from the options considered.
  - It has a good degree of community support.

## 8. SUBURBAN PUBLIC TRANSPORT INTERCHANGES CRITERIA

<b>General Manager responsible:</b>	General Manager Environment
<b>Officer responsible:</b>	Transport and City Streets Unit Manager
<b>Author:</b>	Robert Woods, DDI 941-8060

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's feedback on certain proposed criteria to identify locations for the development of three suburban bus interchanges. A further report will then present an analysis of potential locations using these criteria (once approved by Council) and a request for Community Board comment on a recommendation of the three locations for scheme development, prior to seeking a resolution of such from Council.

### EXECUTIVE SUMMARY

2. The development of suburban interchanges are integral to achieving the Council's vision and goals for public transport as set out in its Christchurch Public Passenger Transport Strategy. In this Strategy, the Council has a target for the adoption of a plan identifying locations of interchanges and construction of three interchanges by June 2006.
3. In December 2005 staff conducted a seminar for Council and Community Boards on the role of interchanges and highlighted the particular functions of them in Christchurch (**attachment 1**). The seminar outlined the aim of achieving positive community outcomes through transport improvements that encourage increased suburban transfer between services forming the metro network and also between public transport and other modes of travel. This is currently an under-utilised aspect of the system because despite the metro services being largely in place for people to move around the network, there are not the appropriate passenger interchange facilities at key points in the network to encourage transfers. By encouraging people to maximise the flexibility of the system by interchanging between services and modes, they will be able to make better use of the metro system to access a wider range of destinations, rather than be limited to just a single bus trip. This will improve the convenience of the system to present customers whilst also allowing new customers to take advantage of an improved metro system as the overall level of service becomes more aligned with their travel requirements and expectations.

## 8. Cont'd

4. The success of suburban interchanges depends upon improvements in a number of key areas. These improvements may be considered the key objectives for the development of the interchanges and comprise:

- the provision of quality interchange passenger facilities at the right locations
- appropriate passenger services to facilitate interchange
- the provision of good access and arrangements for other modes
- strong ongoing marketing and promotion of the facility once it is up and running

Success in these areas will require the Council to engage with other key stakeholders, such as Environment Canterbury, local businesses and the surrounding local Communities.

5. In order to identify a fair and technically robust process for selecting the first three interchange sites, a number of different criteria options were considered. These comprised site selection by:

- (a) geographical spread
- (b) existing passenger demand
- (c) existing level of passenger services
- (d) surrounding population catchment
- (e) importance of the suburban centre in comparison to other centres
- (f) status of the centre within the metro network
- (g) land availability and complexity of procurement
- (h) traffic management implications and impacts on other road users
- (i) extent of changes required to the existing metro services and for existing passengers
- (j) impacts on neighbouring land owners and uses
- (k) project cost
- (l) completion time and time implications with other projects

6. Having assessed these options it is recommended that criteria (d) to (l) form the criteria for selecting interchange sites as these are the most important aspects to achieving positive outcomes on the aims and objectives of the project. Criteria (d) to (f) cover matters of site significance, (g) to (j) cover matters of project feasibility and criteria (k) and (l) cover issues of project deliverability. While criteria (a) to (c) qualify as equitable in one way or another they would not have any supporting technical rationale to indicate they would be the best opportunities for Council to take. If however assessments using (d) to (l) result in equal ratings of sites, (a) to (c) could be used to separate them by a second tier assessment.

## FINANCIAL AND LEGAL CONSIDERATIONS

7. Funding for interchanges was first identified through adoption of the Metropolitan Christchurch Transport Statement stage 1 in December 2003. Budgets for suburban interchanges are currently identified in the Council's current draft LTCCP 2006/16.



**8. Cont'd**

**STAFF RECOMMENDATIONS**

It is recommended that the Board:

- (a) Note the aims and objectives of the project.
- (b) Express their support for the proposed criteria for the development of a priority list of interchange locations. These being :
  - (d) surrounding population catchment
  - (e) importance of the suburban centre in comparison to other centres
  - (f) status of the centre within the metro network
  - (g) land availability and complexity of procurement
  - (h) traffic management implications and impacts on other road users
  - (i) extent of changes required to the existing metro services and for existing passengers
  - (j) impacts on neighbouring land owners and uses
  - (k) project cost
  - (l) completion time and time implications with other projects .
- (c) Request that staff report back to the Community Board with the proposed interchange location priority list using these criteria (once they are adopted by Council), prior to a resolution being sought by Council for the development of the first three suburban interchange locations.

**CHAIRMAN'S RECOMMENDATIONS**

For discussion.

## 8. Cont'd

### BACKGROUND ON SUBURBAN INTERCHANGES

8. The development of three suburban interchanges by June 2006 is a City Council target of the Christchurch Public Passenger Transport Strategy. It sits amongst a range of other targets for both the City Council and Environment Canterbury, emphasising the importance of ongoing and combined improvements in passenger services and infrastructure to achieve the vision set out in the Strategy.
9. Suburban interchanges aim to encourage people to transfer between different metro services and between metro public transport and other modes. With the availability of an urban network of convenient services and attractive interchanges, people will increasingly be able to move efficiently within it, making public transport a convenient alternative to most private car journeys. Interchange is a concept where customers can hop on and off different routes to reach their destination, as well as to join and leave the system via another mode. This will occur at its most optimal when the services have sufficient coverage and are of an appropriate cost, reliability and frequency to make their use realistic, supported by passenger interchange facilities that provide attractive surroundings of sufficient quality and functionality to make interchanging easy and convenient. The bus exchange is an excellent example of such a facility (albeit on a larger scale).
10. Interchanges and the supporting passenger services must therefore support the needs of people moving efficiently within a network and must also recognise where and how customers choose to join and leave the network (whether it be on foot, by bike or other mode<sup>1</sup>) and what other business they may undertake on the way, such as shopping, entertainment, leisure or personal business. Interchanges thus operate on a number of levels, with the locations that will deliver the greatest benefits being those that can most effectively deliver the interchange concept in an area with a high passenger catchment. Criteria are needed to identify the extent to which any given location is likely to perform on these fronts and therefore their priority in terms of achieving the Council's aims and objectives.

### AIMS

11. The Council works towards the achievement of a number of Community Outcomes, some of which relate directly to improvements in the transport system. These include "An attractive and well designed city", "A safe city", "A city of people who value and protect the natural environment" and "A prosperous city". Contributions to these Community Outcomes through transport improvements should be recognised as an important aim of the interchanges project. To achieve these outcomes interchanges aim to encourage more trips by public transport and less by private car by encouraging transfer between metro services and also between metro and other modes of arrival and departure from the interchange. In this way better use will be made of the existing road network, improving its efficiency and safety and making higher value road trips such as freight movement faster and more reliable.

### OBJECTIVES

12. From these high level aims arise certain specific project objectives. The achievement of these objectives depend largely upon addressing the differences between metro and private transport in terms of time, cost, coverage, safety, image and accessibility (being the main drivers of mode choice). The project objectives are outlined below.
13. The first objective is to develop a suitable facility at the right location to encourage people to travel to a defined point in the network (via their chosen mode) where they can then transfer to another mode or service to get to their destination (or to another interchange). This infrastructure can impact upon a persons choice of travel mode by addressing common perceptions of security, image, journey time and accessibility. Feelings of security will be improved through the provision of a comfortable interchange environment, whilst its design and branding will determine its image. The way in which the facility allows the metro services to interact with the passengers (for example all services coming together at one point) also impacts upon journey time, safety and accessibility.

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<sup>1</sup> Park 'n' ride is a form of 'interchange' not suited to the urban environment - which is the context for these bus interchanges. P&R is effective generally only on the edge of an urban area and along the line of a major high volume radial corridor such as a motorway, where car journeys can be readily intercepted. Typically, features of P&R include substantial managed free parking areas, low cost high frequency express services direct to the destination, supported by dedicated bus priority facilities. Parking controls in the urban centre, such as time limits, limited availability and price increases are also used to encourage transfer from the car at the P&R station. Park 'n' ride is a separately identified project in the Public Passenger Transport Strategy.

## 8. Cont'd

14. Probably as important as providing good infrastructure, is the need to provide the correct services to support the interchange concept. Attention in the areas of time, cost, coverage, image and accessibility will deliver this. Particularly essential are regular local services to get passengers to their interchange, fast and frequent links between interchanges to allow efficient movement within the network, quality buses that are clean with plenty of seats and attractive and accessible bus stops.
15. Recognising that passengers may make their way to and from the interchange using another mode, an objective should include encouragement of these types of journeys by reviewing access arrangements (for example pedestrian crossing facilities and cycle facilities on approach routes) and facilities at the interchange itself like secure cycle parking and secure storage facilities.
16. A final and often under-utilised objective for the project should be to actively inform, educate and promote interchanges before, during and after their development to ensure the maximum number of people are attracted to the facility and services. Only if people within the catchment of the interchange are aware of their options will they make use of them. Research in travel behaviour shows that changes in mode choice occur gradually and over a period of time. It is therefore important to undertake information and promotion work as part of an ongoing marketing campaign so that as people's needs and motivations change, they are regularly reminded of the alternatives available.

### OPTIONS

17. A number of criteria were considered as a way to develop a priority list of sites for development. These were as follows:
  - (a) geographical spread
  - (b) existing passenger demand
  - (c) existing level of passenger services
  - (d) surrounding population catchment
  - (e) importance of the suburban centre in comparison to other centres
  - (f) status of the centre within the metro network
  - (g) land availability and complexity of procurement
  - (h) traffic management implications and impacts on other road users
  - (i) extent of changes required to the existing metro services and for existing passengers
  - (j) impacts on neighbouring land owners and uses
  - (k) project cost
  - (l) completion time and time implications with other projects

### PREFERRED OPTION

18. Having considered each criteria and the aims and objectives of the project, it is recommended that criteria (d) to (l) form the criteria to prioritise a list of interchange locations. Criteria (d) to (f) cover matters of site significance, (g) to (j) cover matters of project feasibility and criteria (k) and (l) cover issues of project deliverability. This option reflects the significance of a location in the context of achieving high level Council aims and project objectives whilst it also recognises practical matters such as the availability of appropriate land and programming with other works<sup>2</sup>. Using these criteria will also likely achieve the equity offered by the remaining options which could be employed if necessary to split options rated equally using the proposed criteria.

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<sup>2</sup> The development of interchanges within LTCCP 2006/16 budgets is an underlying assumption.

## 8. Cont'd

19. The following table outlines the proposed criteria recommended for use and how these criteria will be measured. Each criteria will receive equal weighting.

CRITERIA	Measured by .....
<b>Significance</b> of the location as a potential interchange	<ul style="list-style-type: none"> <li>- Potential user catchment (surrounding population within 10 minute walk / bike / bus ride buffer zone)</li> <li>- Status of centre (certain major and minor suburban centres as identified in the city plan, plus others of significance in the metro network) as a destination in the citywide context (number of employees, retail floor area).</li> <li>- Status of centre within the metro network (proximity, number and significance of neighbouring suburban centres and facilities, existing levels of service).</li> </ul>
<b>Feasibility</b> of developing an appropriate interchange facility	<ul style="list-style-type: none"> <li>- Land availability and complexity of procurement.</li> <li>- Traffic management implications and impacts on other road users.</li> <li>- Extent of required metro changes and impacts on existing passengers and service integrity.</li> <li>- Likely impacts on neighbouring land owners and uses.</li> </ul>
<b>Deliverability</b> of the project	<ul style="list-style-type: none"> <li>- Budget implications and time to complete.</li> <li>- Implications of / on other planned works.</li> </ul>

## 8. Cont'd

**ASSESSMENT OF OPTIONS****The Preferred Option (Criteria (d) to (l))**

Criteria that identifies the potential of a site to most effectively deliver the Council's aims and objectives, whilst also taking into account certain practical issues around project feasibility and deliverability.

	<b>Benefits (current &amp; future)</b>	<b>Costs (current &amp; future)</b>
<b>Social</b>	Criteria will identify areas that improve citywide access for the most number of people first. New public spaces will provide opportunity for improved community identity.	None identified.
<b>Cultural</b>	Criteria will identify areas that most allow the opportunity for expressions of local cultural identity through building design and integrated artwork.	Potential for change in local identity and function of space.
<b>Environmental</b>	Criteria will identify areas that most achieve local and citywide improvements in air quality, rain water run-off quality and noise levels. Improved amenity of road network through reduced vehicle numbers.	Potential for change in the local environment, such as increased bus movements with noise and local air quality consequences.
<b>Economic</b>	Criteria will identify areas that most raised profile of suburban centres and improved accessibility increases visits from out of area, increasing local turn-over. Reduced traffic volumes improve network speeds and reliability, with benefits for movement of goods and services around the city.	Sites prioritised through these criteria will require the greatest investment as they stand to deliver the greatest benefits. Budgets already identified are believed to cover the foreseeable costs at this time.

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

The most effective option to contribute towards "An attractive and well designed city", "A safe city", "A city of people who value and protect the natural environment" and "A prosperous city".

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

This option is the most effective way for the Council to develop interchanges as a sustainable response to meeting its transport capacity demands and responsibilities.

**Effects on Maori:**

Maori will benefit equally in the outcomes of this option.

**Consistency with existing Council policies:**

Consistent with the Christchurch Public Passenger Transport Strategy update particularly in respect to the adoption of a plan identifying locations for interchanges and implementation of 3 interchanges by June 2006. This option focuses on the key strategic aim of growing patronage and reducing traffic growth.

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

Views of Community Boards to be reported at meeting.

**Other relevant matters:**

## 8. Cont'd

**Geographical spread Option (criteria (a))**

Prioritise locations so that the implementation of interchanges is on a geographical basis and each board in turn gets an interchange.

	<b>Benefits (current &amp; future)</b>	<b>Costs (current &amp; future)</b>
<b>Social</b>	Criteria will lead to people across the city equally receive an improvement in local public transport provisions.	Criteria will lead to the areas with the greatest potential response to local improvements not necessarily being the first to receive them.
<b>Cultural</b>	Criteria will lead to opportunity for expressions of local cultural identity through building design and integrated artwork.	Will potentially lead to change in local identity and function of space.
<b>Environmental</b>	Local improvements in air quality, rain water run-off quality and noise levels lower than through preferred option criteria. Lower improved amenity of road network outcome through reduced vehicle numbers.	Potential for change in the local environment, such as increased bus movements with noise and local air quality consequences. Reduced short term citywide benefits compared to Option (d).
<b>Economic</b>	Criteria will lead to (but less than preferred option) raised profile of suburban centres and improved accessibility increases visits from out of area, increasing local turn-over. Reduced traffic volumes improve network speeds and reliability, with benefits for movement of goods and services around the city.	Possibly lower up front cost than preferred option, however long term costs to provide interchanges at the key locations will increase.
<p><b>Extent to which community outcomes are achieved:</b> Same outcomes as preferred option but to a lesser extent.</p> <p><b>Impact on Council's capacity and responsibilities:</b> Is a sustainable response to meeting network capacity demands but less so that preferred option as the priority sites will not necessarily be improved at first.</p> <p><b>Effects on Maori:</b> Maori will benefit equally in the outcomes of this option.</p> <p><b>Consistency with existing Council policies:</b> Consistent with the Christchurch Public Passenger Transport Strategy update particularly in respect to the adoption of a plan identifying locations for interchanges and implementation of 3 interchanges by June 2006. This option however does not focus on growing patronage which is the underlying aim of the Strategy.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> Views of Community Boards to be reported at meeting.</p> <p><b>Other relevant matters:</b></p>		

## 8. Cont'd

**Existing passenger demand option (criteria (b))**

Prioritise locations according to the existing level of passenger demand at the bus stops currently servicing the area.

	<b>Benefits (current &amp; future)</b>	<b>Costs (current &amp; future)</b>
<b>Social</b>	Criteria will lead to large number of existing passengers benefiting.	Possible that areas with a latent demand unfulfilled will not benefit.
<b>Cultural</b>	Will lead to opportunity for expressions of local cultural identity through building design and integrated artwork.	Potential for change in local identity and function of space.
<b>Environmental</b>	Local improvements in air quality, rain water run-off quality and noise levels, but probably less than the preferred option. Improved amenity of road network through reduced vehicle numbers.	Potential for change in the local environment, such as increased bus movements with noise and local air quality consequences. Reduced short term citywide benefits compared to preferred option.
<b>Economic</b>	Will deliver some increased local commercial activity. Minimal impact on network efficiency.	Possibly lower up front cost than preferred option, however long term costs to provide interchanges at the key locations will increase.

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

Less than the preferred option, with the risk that delays in scheme development and a lack of local support will delay and possibly reduce the achievement of community outcomes.

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

Impacts on traffic growth will be largely coincidental.

**Effects on Maori:**

Maori will benefit equally in the outcomes of this option.

**Consistency with existing Council policies:**

Consistent with the Christchurch Public Passenger Transport Strategy update particularly in respect to the adoption of a plan identifying locations for interchanges and implementation of 3 interchanges by June 2006. This option however does not focus on growing patronage which is the underlying aim of the Strategy.

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

Views of Community Boards to be reported at meeting.

**Other relevant matters:**

## 8. Cont'd

**Existing levels of passenger services Option (criteria (c))**

Prioritise locations so that the implementation of interchanges is co-incident with the highest existing levels of service such as the number and frequency of intersecting bus routes.

	<b>Benefits (current &amp; future)</b>	<b>Costs (current &amp; future)</b>
<b>Social</b>	Criteria will lead to possibly large number of existing passengers will benefit.	Possible that areas with a latent demand unfulfilled will not benefit.
<b>Cultural</b>	Opportunity for expressions of local cultural identity through building design and integrated artwork.	Potential for change in local identity and function of space.
<b>Environmental</b>	Local improvements in air quality, rain water run-off quality and noise levels. Improved amenity of road network through reduced vehicle numbers.	Potential for change in the local environment, such as increased bus movements with noise and local air quality consequences. Reduced short term citywide benefits compared to preferred option.
<b>Economic</b>	Will deliver some increased local commercial activity. Minimal impact on network efficiency.	Possibly lower up front cost than preferred option, however long term costs to provide interchanges at the key locations will increase.
<p><b>Extent to which community outcomes are achieved:</b> Same outcomes as preferred option but to a lesser extent.</p> <p><b>Impact on Council's capacity and responsibilities:</b> Impacts on traffic growth will be largely coincidental.</p> <p><b>Effects on Maori:</b> Maori will benefit equally in the outcomes of this option.</p> <p><b>Consistency with existing Council policies:</b> Consistent with the Christchurch Public Passenger Transport Strategy update particularly in respect to the adoption of a plan identifying locations for interchanges and implementation of 3 interchanges by June 2006. This option however does not focus on growing patronage which is the underlying aim of the Strategy.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> Views of Community Boards to be reported at meeting.</p> <p><b>Other relevant matters:</b></p>		

9. **WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE – REPORT OF 16 DECEMBER 2005**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services
<b>Officer responsible:</b>	Secretariat Manager
<b>Author:</b>	Peter Dow, DDI 941-6728

The purpose of this report is to submit the following outcomes of the Committee's 16 December 2005 meeting.

**Report of a meeting of the Works, Traffic and Environment Committee  
held on Friday 16 December 2005 at 8.00 am  
in Meeting Room 1, CCC Fendalton**

**PRESENT:** Cheryl Colley (Chairperson), Sally Buck, Faimeh Burke, Val Carter, Pat Harrow, Mike Wall and Andrew Yoon.

Mike Wall retired at 8.27am.

1. **APOLOGIES**

Nil.



## 9. Cont'd

### 2. DEPUTATIONS BY APPOINTMENT

#### 2.1 Merivale Precinct Society re Millbrook Reserve

Anne Dingwall of the Merivale Precinct Society presented submissions outlining concerns held by the Society regarding the level of consultation and the process followed by the Council regarding the Millbrook Reserve enhancement project.

The Chairman thanked Anne Dingwall for her submission and the Committee received the information.

Clause 5 of this report also refers.

#### 2.2 Gary Hunt, 15 Thoresby Mews

Mr Gary Hunt had been granted speaking rights to address the Committee in response to an earlier request he had made to the Council for the trees on Crosbie Park bordering his property to be pruned back.

Mr Hunt did not appear as he had earlier been circulated with a copy of a staff report to this meeting (clause 4 below refers) regarding a proposed tree removal and replacement planting programme at Crosbie Park which inter alia, proposed to take Mr Hunt's concerns into account.

### 3. CHRISTCHURCH PUBLIC PASSENGER TRANSPORT STRATEGY - REVIEW

Messrs Robert Woods (CCC) and Mathew Noon (ECan) briefed the Committee on the pending review of the strategy including details of the process and timelines for the review and invited the Board to provide any feedback at this early stage.

The Chairman thanked the staff for the information presented and indicated that the Committee would give further consideration to the matter early in the new year.

### 4. CROSBIE PARK – TREE REMOVAL AND REPLACEMENT PLANTING PROGRAMME

The Committee considered a report from the Parks and Waterways Area Advocate (Rod Whearty) and the Arborist (Tony Armstrong) providing a summary of a tree survey carried out for Crosbie Park by a consultant Arborist and the Board's approval was sought to the carrying out of a major tree removal and replacement planting programme in Crosbie Park to be staged over the next five years.

In addition to the report, the staff made a PowerPoint presentation to the Committee.

In indicating its support for the intended programme, the Committee endorsed a suggestion that the same presentation also be made to the Council's Environmental Diversity Portfolio Group given the city-wide implications of what had been presented.

#### COMMITTEE RECOMMENDATIONS:

1. That the Board approve the staged tree removal and replacement planting programme in Crosbie Park as proposed in the staff report.
2. That the PowerPoint presentation also be made to the Council's Environmental Diversity Portfolio Group.

### 5. MILLBROOK RESERVE – PROPOSED ENHANCEMENT PLAN

It was recalled that at the Board meeting on 29 November 2005, the recommendation from the Committee's meeting of 14 November 2005 ("that the proposed landscaping plan for Millbrook Reserve, as attached to the agenda, be approved") was not adopted. Instead the Board resolved to refer the matter back to this meeting of the Committee with power to act.

**9. Cont'd**

Subsequent to that decision having been made by the Board, it had been ascertained that owing to the premier parks status of Millbrook Reserve it would be necessary for the Council to approve the proposed enhancement plan for Millbrook Reserve upon any recommendation by the Board.

On this basis therefore the Committee, also having regard to the submission presented by the Merivale Precinct Society earlier in the meeting, proceeded to reconsider the matter. The Committee utilised the report and accompanying plan previously presented on 14 November as well as obtaining input from the Council's Landscape Design Leader (Dennis Preston) who was in attendance.

The Committee indicated support for the content of the proposed plan and extended its congratulations to the staff involved.

**COMMITTEE RECOMMENDATION**

That it be recommended to the Council that the proposed landscape enhancement plan for Millbrook Reserve, be approved.

The meeting concluded at 9.10 am.

**CHAIRMAN'S RECOMMENDATION**

That the report be received and that the recommendations therein be approved and adopted.

**10. FINANCE AND PLANNING COMMITTEE – REPORT OF 14 DECEMBER 2005**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services
<b>Officer responsible:</b>	Secretariat Manager
<b>Author:</b>	Peter Dow, DDI 941-6728

The purpose of this report is to submit the following outcomes of the Committee's 14 December 2005 meeting.

**Report of a meeting of the Finance and Planning Committee  
held on Wednesday 14 December 2005 at 8.00 am  
in Meeting Room 1, CCC Fendalton**

**PRESENT:** Mike Wall (Chairperson), Sally Buck, Faimeh Burke, Val Carter, Cheryl Colley and Andrew Yoon.

**1. APOLOGIES**

Nil.

**2. AVONHEAD COMMUNITY TRUST – APPLICATION FOR FUNDING**

The Committee considered a report from the Community Development Adviser in relation to an application for funding from the Avonhead Community Trust for \$20,000 from the Board's 2005/06 SCAP fund.

**COMMITTEE RECOMMENDATION**

That the Board approve an allocation of \$10,000 to the Avonhead Community Trust for the remainder of the 2005/06 financial year from the Board's 2005/06 SCAP fund towards a community worker and suggest that the organisation submit an application to the Board's community worker fund for 2006/07.

10. Cont'd

**3. BRYNDWR CHURCHES COMMUNITY SUPPORT SOCIETY – APPLICATION FOR FUNDING**

The Committee considered a report from the Community Development Adviser regarding an application for funding from the Bryndwr Churches Community Support Society for \$5,000 from the Board's 2005/06 SCAP fund.

**COMMITTEE RECOMMENDATION**

That the Board approve an allocation of \$5,000 to the Bryndwr Churches Community Support Society towards operational expenses from the Board's 2005/06 discretionary fund.

**4. COTSWOLD PRESCHOOL AND NURSERY – APPLICATION FOR FUNDING**

The Committee considered a report from the Community Development Adviser regarding an application for funding from the Cotswold Preschool and Nursery for \$10,000 from the 2005/06 discretionary fund.

**COMMITTEE RECOMMENDATION**

That the Board approve an allocation of \$7,000 to the Cotswold Preschool and Nursery towards upgrading its outdoor play area from the Board's 2005/06 discretionary fund.

**5. ELMADHAFEH INCORPORATED – APPLICATION FOR FUNDING**

The Committee considered a report from the Community Development Adviser regarding an application for funding from the Elmadhafeh Incorporated Society for \$3,000 from the Board's 2005/06 SCAP budget.

**COMMITTEE RECOMMENDATION**

That the Board approve an allocation of \$3,000 to the Elmadhafeh Incorporated Society from the 2005/06 SCAP fund towards the costs involved in providing Arabic language and Islamic culture classes.

**6. OLD BOYS'/OLD COLLEGIANS CRICKET CLUB – REQUEST FOR FUNDING**

The Committee considered a report from the Community Recreation Adviser regarding an application from the Old Boys'/Old Collegians Cricket Club for the \$2,500 towards the cost of implementing the club's high priority maintenance programme of projects.

**COMMITTEE RECOMMENDATION**

That the Board decline the application from the Old Boys'/Old Collegians Cricket Club on the basis that the Board already provides funding for sports groups through its Sport and Recreation Fund.

**7. NORTH WEST MENTORING TRUST – APPLICATION FOR FUNDING**

The Committee considered a report from the Community Development Adviser regarding an application for funding from the North West Mentoring Trust for \$2,800 from the Board's 2006/06 SCAP fund.

**COMMITTEE RECOMMENDATION**

That the Board approve an allocation of \$2,800 to the North West Mentoring Trust for operational costs from the Board's 2005/06 SCAP fund.

(Note: Mike Wall declared an interest and retired for the discussion and voting thereon. Andrew Yoon assumed the chair for this item.)

**10. Cont'd**

The Committee **agreed** that the details regarding the setting up of the Trust and its subsequent successful operations be later considered as a possible Board entry in the Community Board's Best Practice Awards in 2007.

**8. PAPANUI COMMUNITY WATCH – APPLICATION FOR FUNDING**

The Committee considered a report from the Community Development Adviser regarding an application for funding from the Papanui Community Watch for \$2,000 from the Board's 2005/06 discretionary fund.

**COMMITTEE RECOMMENDATION**

That the Board approve an application of \$2,000 for operational funding to the Papanui Community Watch from the Board's 2005/06 discretionary fund.

(**Note:** Mike Wall declared an interest and retired for the discussion and voting thereon. Andrew Yoon assumed the chair for this item.)

**9. ST STEPHEN'S COMMUNITY CENTRE – APPLICATION FOR FUNDING**

The Committee considered a report from the Community Development Adviser regarding an application for funding from St Stephen's Community Centre for \$3,890 from the Board's 2005/06 SCAP fund.

**COMMITTEE RECOMMENDATION**

That the Board approve the application for funding from the St Stephen's Community Centre for parenting programmes and allocate \$3,890 from the 2005/06 SCAP fund.

**10. YOUTH FOR CHRIST, LINK – APPLICATION FOR FUNDING**

The Committee considered a report from the Community Development Adviser regarding an application for funding from Youth for Christ, LINK for \$11,000 from the Board's 2005/06 SCAP or discretionary funds.

**COMMITTEE RECOMMENDATION**

That the Board approve an allocation of \$6,106 to Youth for Christ for operational costs from the Board's 2005/06 SCAP fund.

**11. YOUTH FOR CHRIST, ROCK SOLID – APPLICATION FOR FUNDING**

The Committee considered a report from the Community Development Adviser regarding an application for funding from Youth for Christ, Rock Solid for \$8,600 from the Board's 2005/06 SCAP fund.

**COMMITTEE RECOMMENDATION**

That the Board approve the application for funding from Youth for Christ, Rock Solid towards programme and project costs and allocate \$8,600 from the Board's 2005/06 SCAP fund.

**12. APPLICATION TO YOUTH DEVELOPMENT FUND**

The Committee considered a report from the Community Development Adviser for an application for funding from the Board's 2005/06 Youth Development Fund.

**COMMITTEE RECOMMENDATION**

That the Board approve an allocation of \$500 from the Board's 2005/06 Youth Development Fund to assist with costs associated with the applicant's student exchange to Switzerland for the 2006 year.

10. Cont'd

13. APPLICATION TO YOUTH DEVELOPMENT FUND

The Committee considered a report from the Community Recreation Adviser regarding a funding application from the Board's 2005/06 Youth Development Fund.

**COMMITTEE RECOMMENDATION**

That the Board approve an allocation of \$800 from the Board's 2005/06 Youth Development Fund to towards costs of the applicant's attendance at two basketball tournaments in Australia in January 2006.

14. ELMWOOD BOWLING CLUB – REQUEST FOR FUNDING

The Community Recreation Adviser submitted details of a funding application from the Elmwood Bowling Club requesting \$15,000 to install shade structures for players and spectators.

The Committee **agreed** to defer this application to await the outcomes of other funding applications being made by the club and also the receipt of information regarding the level of contribution being made by the club itself.

15. APPLICATION TO YOUTH DEVELOPMENT FUND

The Committee considered a report from the Community Recreation Adviser regarding an application for funding from the 2005/06 Youth Development Fund.

**COMMITTEE RECOMMENDATION**

That the Board approve an allocation of \$800 from its 2005/06 Youth Development Fund to assist with costs associated with the applicants travel to the Hague, Netherlands to attend the THIMUN Conference in January 2006.

(**Note:** Sally Buck declared an interest in this matter and took no part in the discussion and voting thereon.)

16. 2005/06 DISCRETIONARY AND SCAP FUNDS – SUMMARY OF ALLOCATIONS

The **attached** schedule summarises allocations made by the Board to date including those now being recommended to the Board arising from this meeting.

The Committee **received** the information.

17. GENERAL

The Chairman raised the possibility of Community Board's in Christchurch contributing funding to support the provision of heart defibrillators in Council facilities such as at service centres and libraries. It was **agreed** that the suggestion be referred to the Board Chairperson's Forum for consideration.

The meeting concluded at 9.10 am.

**CHAIRMAN'S RECOMMENDATION**

That the report be received and that the recommendations therein be approved and adopted.

**11. CHRISTMAS/NEW YEAR RECESS COMMITTEE – BOARD DECISION MAKING**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services
<b>Officer responsible:</b>	Secretariat Manager
<b>Author:</b>	Jeanne Pearce, DDI 941-6728

**PURPOSE OF REPORT**

1. The purpose of this report is to submit for record purposes a decision made by the Board's Recess Committee (Chairperson, Deputy Chairperson and a third available member) in accordance with an approval given by the Board on 29 November 2005 to decide on any routine matters arising for the period following its 29 November 2005 meeting, up until Board activities resumed in early 2006.
2. The Board also agreed that the application of any such delegation will be reported back to the Board for record purposes.

**EXECUTIVE SUMMARY**

3. The applicant, a 17-year old student living in the Fendalton area, was awarded the Foyle Young Poet of the Year award. Her prize was a week-long residential writing course at the Arvon Centre at the Hurst in Shropshire, England. She requested Board funding to cover travel and accommodation expenses.

**COMMITTEE DECISION**

The Recess Committee approved a grant of \$200 to the applicant to attend a writing course at the Arvon Centre in Shropshire, England.

**CHAIRMAN'S RECOMMENDATION**

That the report be received.

**12. GOOD NEWS STORIES**

Ken Howat, Community Recreation Adviser, will give a presentation about the Ethnic Soccer Fest.

**13. QUESTIONS**