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Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 21 JUNE 2006

AT 4.00 PM

IN THE BOARDROOM, PAPANUI SERVICE CENTRE, CNR LANGDONS ROAD AND RESTELL STREET

Community Board: Yvonne Palmer (Chairperson), Myra Barry (Deputy Chairperson), Ngaire Button, Bill Bush, Graham Condon, Megan Evans, Norm Withers.

Community Board Principal Adviser
Elsie Ellison
Phone 941 6701
Email: elsie.ellison@ccc.govt.nz

Community Board Secretary
Elaine Greaves
Phone 941 6726
Email: elaine.greaves@ccc.govt.nz

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

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1. APOLOGIES

An apology for absence has been received from Bill Bush.

2. CONFIRMATION OF MEETING REPORT – 7 JUNE 2006

The report of the meeting of 7 June 2006 have been circulated to the Board under separate cover.

CHAIRPERSON'S RECOMMENDATION

That the report to Council of 7 June 2006 be confirmed as a true and accurate record of that meeting.

3. DEPUTATIONS BY APPOINTMENT

3.1 Helen and Dennis Hills

Helen and Dennis Hills will be in attendance to present the Board with a copy of the latest book on the Styx.

3.2 Helen Waghorn

Helen Waghorn will speak to the Board in relation to the proposed tennis court at Brooklands Domain.

3.3 Murray White

Murray White, a resident of Anfield Street, Brooklands, will speak to the Board in relation to the Brooklands Domain tennis court.

4. BROOKLANDS DOMAIN – TENNIS COURT

General Manager responsible:	General Manager, City Environment
Officer responsible:	Greenspace Manager, Michael Aitken
Author:	K Patten, DDI 941 8389

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Board's approval to the location and construction of a tennis court within Brooklands Domain, following community consultation.

EXECUTIVE SUMMARY

2. A report was presented to the Board in November 2005 to consider a proposed enhancement and future maintenance plan for Brooklands Domain. The plan suggested formalising a car park at the Anfield Street entrance however, this proposal was not endorsed by the community. Feedback from consultation and a 95 signature petition indicated strong support for a tennis court. Based on this, staff recommended that the amended concept plan for Brooklands Domain be approved and the funding from the proposed car park be reallocated to a tennis court.

3. The Board decision was:

"1. To approve the amended landscaping plan for Brooklands Domain.

2. Approve the reallocation of $38,265 originally for Brooklands Domain car park to a tennis court facility, the design and construction subject to further community consultation on an appropriate site".

4. Cont'd

4. As a result of this decision, further consultation was required on the location of a tennis court. Three possible locations within Brooklands Domain were shown for a tennis court (shown as appendix 1).

    - Location A – at the west side of the Anfield Street entrance to the domain
    - Location B – inside the domain, parallel to the skate half pipe
    - Location C – inside the domain, adjacent to the east fenceline.

    Copies of this proposal were circulated at the Brooklands Gala Day at the end of January 2006.

5. Twenty eight written replies were received regarding the preferred location of the tennis court. The majority of the respondents (22) preferred a location at the south end of the Domain, near the other recreation facilities.

6. Residents from numbers 37, 49 and 28 Anfield Street (closest to the proposed location of the tennis court) were consulted with in person. The approximate location for the court and the anticipated environmental effects were discussed at the meeting. These residents, while supporting a tennis court in the Domain, do not favour a location at the south end of the Domain. While other locations for the tennis court were discussed at this meeting, there were issues in terms of safety, accessibility or impinging on the open space of the Domain.

7. All respondents to the plan have been sent a letter thanking them for their input and indicating progress on the development project. Details of the upcoming Community Board meeting were provided so individuals/groups requiring speaking rights or interested in the project can attend.

FINANCIAL AND LEGAL CONSIDERATIONS

8. The proposed development work for Brooklands Domain is programmed in the Greenspace Unit's capital budget for construction over the 2005/2006 and 2006/2007 financial years.

9. Council building consent may be required for construction of the tennis court. No issues are anticipated with obtaining these consents.

STAFF RECOMMENDATION

It is recommended that the Board approve the preferred location of the Brooklands Domain tennis court in order to proceed to detailed design and construction.

CHAIRPERSON'S RECOMMENDATION

For discussion.

4. Cont'd

BACKGROUND ON BROOKLANDS DOMAIN TENNIS COURT

10. The Greenspace Unit has been undertaking landscaping redevelopment at Brooklands Domain. This project has included:

    - A pathway extending around the west side of the Domain.
    - A basketball half court - with a funding contribution from the Brooklands Residents' Association (Brooklands Community Centre Inc.).
    - Extending the swale along the west side of the Domain in order to improve stormwater capacity. This area will be replanted in native groundcovers, shrubs and trees over several years.
    - Remedial pruning and/or removal of trees identified in a safety assessment has been completed with replacement planting to come.

11. A draft concept plan was circulated at the Brooklands Gala Day (28 January 2006) for public comment. The three locations considered most feasible for a tennis court were pictured on large plans at the Council tent, with smaller copies available to take away. Gala attendees were encouraged to fill out feedback forms nominating their preferred location for the tennis court.

12. A location toward the south end of the domain was most preferred by respondents. Some of the comments received are outlined below:

    - It was important to many that the open space within the Domain was retained.
    - Some respondents pointed out that (officially) a tennis court should be sited north/south in order to minimise sun glare – supporting location A or C.
    - Respondents, especially parents, supported a location near the other recreation facilities so children can be watched while playing tennis.
    - There was overall agreement that a tennis court would enhance the recreational opportunities at the Domain.

13. Based on the feedback above, a meeting was arranged with residents adjacent to the Anfield Street entrance to discuss a tennis court location in this area. Potential court locations for Brooklands Domain were shown and discussed with the residents attending the meeting. Positive and negative attributes of similar facilities in other parks were evaluated, with photographs shown for scale. While other locations for the tennis court were discussed at this meeting, these were problematic in terms of safety, accessibility or impinging on the open space of the Domain.

14. The main points raised at the meeting with residents were in regard to the potential nuisance brought about by a tennis court – specifically noise, extra activity and tennis balls being hit over the fence – leading to an adverse effect on the quality of outdoor living. It is acknowledged that a tennis court will increase noise and activity, but experience with courts in other parks has shown that use averages off over time once the facility loses its novelty factor. The court will be fenced off on the side nearest to housing as well as being 10 metres from fencelines, helping to mitigate stray tennis balls. It is worth noting that the original proposal included a car park in this location, which would also have contributed to a change in the noise environment.

15. No problems are anticipated with maintaining sight-lines into the Domain from Anfield Street. The intention would be to site the tennis court to one side of the Anfield Street entrance, 10 metres from adjacent boundaries to fulfil City Plan regulations and reduce impact on the adjacent neighbours. This leaves approximately two thirds of the entrance area open, with the tennis court fencing as see-through mesh. Landscaping will be kept low with subsequent tree planting discussed with nearby residents.

4. Cont'd

16. A concern raised about general vandalism and broken glass cannot be specifically managed by the Council. However, it is intended to site the court in an open location with good informal surveillance, which is anticipated will minimise this issue. If socially unacceptable practices such as broken glass become a problem in the Domain, the problem can only be alleviated with a Brooklands community/Council partnership. If occurrences of vandalism are reported, Council contractors can remove or fix promptly. In addition, Council have supported other community initiatives to combat vandalism by supplying paint/rubbish bags etc. In regard to unauthorised vehicles entering the Domain, a bollard and chain fence will be constructed along Anfield Street as part of the overall development plan.

17. The block of land at Anfield Street was originally purchased by Council to be used as an additional entrance and car parking area for the Domain. It appears that some of the adjacent residents believed that this public open space would never be formally developed. This is not the case as Council has to consider the views of the Brooklands community, which has proactively requested a tennis court, both through the previous consultation process and a petition with approximately 270 names. As such, the intention to install a tennis court at Brooklands Domain is a community-driven proposal.

OPTIONS

18. There were four options considered for the location of a tennis court at Brooklands Domain:

    a) Site and construct the tennis court at the west side of the Anfield Street entrance to the domain - Location 'A'.

       This site is most visible from the road for surveillance, is located close to the children's play area and is suitable for construction due to a raised, compacted base. The remaining area is still open for informal car parking at large community events.

    b) Site and construct the tennis court inside the Domain, parallel to the skate half pipe – Location 'B'.

       This location has limited visibility from Anfield Street. Although co-located with the other recreation facilities, a tennis court at this location feels like the Domain is 'blocked' off with structures. The court would have to be sited east/west, potentially increasing sun strike for players.

    c) Site and construct the tennis court inside the Domain, adjacent to the east fenceline – Location 'C'.

       This location has limited visibility from surrounding streets, although openly situated within the park. A concern with this location would be that the court intrudes into open greenspace area. Adjacent neighbours at this location have not been directly consulted with.

    d) Status quo – no tennis court in Brooklands Domain.

       This option does not fulfil community expectation and a previous Community Board resolution.

PREFERRED OPTION

19. The preferred option is a), which is consistent with feedback received through community consultation and complies best with a park planning and safety evaluation.

5. CANBERRA RESERVE LANDSCAPE PLAN

General Manager responsible:	General Manager, City Environment
Officer responsible:	Greenspace Manager
Author:	M Hay, DDI 941-5410 and T Armstrong DDI 941-8578

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to implement the Canberra Reserve landscape plan.

EXECUTIVE SUMMARY

2. Canberra Reserve is a small local park at the end of Canberra Place, which has some junior play equipment, seats and an area of open space. The trees in the park provide shelter and shade for park users and have significant amenity value. The original planting layout was along the boundaries of the reserve, in an alternate planting of Ash and Birch trees. This pattern has been broken by removal of one of the Birches.

3. There are a number of tree management and maintenance issues which need to be addressed in Canberra Reserve. These are essential health and safety issues (one Birch and one Ash have been identified as defective) and issues of nuisance and reactive work. The plan is therefore to address these issues, whilst maintaining the amenity and use of this small local reserve for the public.

4. The objectives for the Canberra Reserve landscape plan are:

    - To undertake a tree assessment in Canberra Reserve
    - To remove any unhealthy trees
    - To develop a tree replacement strategy and landscape plan for Canberra Reserve.

5. The Project Team developed a landscape plan to meet these objectives. Key features of the plan included the:

    - Removal of four Silver Birch trees and one Ash tree
    - Addition of two medium sized pink flowered Chestnut trees
    - Addition of two small sized flowering Cherry trees
    - Addition of taller shrubs and low landscaping at the northern corners of the reserve.

6. In May 2006 a publicity pamphlet was distributed to approximately 100 stakeholders. This pamphlet included a summary of the project, an initial concept plan (refer attachment 1), and a feedback form. The consultation received a 30% response rate (thirty responses). Community feedback was generally positive and there were three opponents to the proposal (one would like a proposed tree relocated; one considers that the project is a waste of money; and one considers Chestnut trees to be inappropriate).

7. The consultation outcome and Project Team responses are summarised in attachment 2. The key issues identified relate to:

    - Support for design of park to preserve the open space (as this is used for ball games)
    - Support for the removal of the Silver Birch trees
    - Comments about species selection:
        - Use of Chestnut trees – potential for nuts to be thrown by children, considered poisonous, considered to damage machinery
        - Desire for smaller trees
        - Desire for non-flowering trees
        - Suggest Conifers, Kahikateas, native trees, *Paulawnia tomentosa*
        - Concern at shading of an adjacent property.

5. Cont'd

8. The initial concept has been amended in response to community feedback and the preferred option is attached as attachment 3. This option best satisfies the aims and objectives of the project and has good community support. Implementation of the landscape plan is scheduled for July 2006.

9. There were two options considered for the upgrade to Canberra Reserve:

   (a) Tree replacement and landscape plan.
   (b) Status quo – no change to the park.

10. The preferred option, (a) implementation of a tree replacement and landscape plan, best satisfies the aims and objectives of the project and is consistent with feedback received through community consultation.

FINANCIAL AND LEGAL CONSIDERATIONS

11. The proposed $7,500 upgrade to Canberra Reserve is programmed in the Greenspace Unit's capital budget, for implementation over the 2006/2007 financial year.

12. None of the trees in Canberra Reserve are protected under the City Plan.

STAFF RECOMMENDATION

It is recommended that the Board approve the plan shown in attachment 3 (amended June 2006), in order to proceed to the implementation of the Canberra Reserve landscape plan.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendation be adopted.

5. Cont'd

BACKGROUND ON CANBERRA RESERVE LANDSCAPE PLAN

13. Canberra Reserve is a small local park at the end of Canberra Place, which has some junior play equipment, seats and an area of open space. The trees in the park provide shelter and shade for park users and have significant amenity value. The original planting layout was along the boundaries of the reserve, in an alternate planting of Ash and Birch trees. This pattern has been broken by removal of one of the Birches.

14. There are a number of tree management and maintenance issues which need to be addressed in Canberra Reserve. These are essential health and safety issues (one Birch and one Ash have been identified as defective) and issues of nuisance and reactive work. The plan is therefore to address these issues, whilst maintaining the amenity and use of this small local reserve for the public.

15. The objectives for the Canberra Reserve landscape plan are:

    - To undertake a tree assessment in Canberra Reserve
    - To remove any unhealthy trees
    - To develop a tree replacement strategy an landscape plan for Canberra Reserve.

16. As the Birch trees are the large and 'pioneering' tree cover, it is proposed to remove the remaining Birch and leave a framework of the Ash as perimeter planting. The defective Ash will also be removed. This is a small reserve, which provides limited space in which to replace the five trees that will be removed. The replacement trees will be located to improve the general amenity of the reserve, maintain the perimeter planting approach, and to enhance the visual appeal of the reserve's entrances.

17. The Project Team developed a landscape plan to meet these objectives, which included:

    - Removal of four Silver Birch trees and one Ash tree (as these have been identified as either unhealthy specimens or as providing a nuisance to adjoining neighbours)
    - Addition of two medium sized (12-15m) pink flowered Chestnut trees
    - Addition of two small sized (8m) flowering Cherry trees
    - Addition of taller shrubs and low landscaping at the northern corners of the reserve.

18. In May 2006 a publicity pamphlet was distributed to approximately 100 stakeholders. This pamphlet included a summary of the project, an initial concept plan (refer attachment 1), and a feedback form. A signboard was also erected in the park. The consultation received a 30% response rate (thirty responses). Community feedback was generally positive and there were three opponents to the proposal (one would like a proposed tree relocated; one considers that the project is a waste of money; and one considers Chestnut trees to be inappropriate).

19. The consultation outcome and Project Team responses are summarised in attachment 2. The key issues identified relate to:

    - Support for design of park to preserve the open space (as this is used for ball games)
    - Support for the removal of the Silver Birch trees
    - Comments about species selection:
        - Use of Chestnut trees – potential for nuts to be thrown by children, considered poisonous, considered to damage machinery
        - Desire for smaller trees
        - Desire for non-flowering trees
        - Suggest Conifers, Kahikateas, native trees, *Paulawnia tomentosa*
        - Concern at shading of an adjacent property.

5. Cont'd

20. The Project Team considered the feedback from this consultation and revised the concept plan in the following way:

    - On the northern boundary, the proposed Chestnut will be located approximately 6m from boundary, to maximise the open space of the reserve
    - The proposed Chestnut tree on the eastern boundary will be replaced by two small trees (flowering Cherries)
    - On the southern boundary, the proposed flowering Cherry near the Main North Road entrance will be relocated eastwards to prevent the shading of the living area of 28A Canberra Reserve. The exact location will be determined in conjunction with the landowner at the time of planting.
    - The proposed landscaping on the north west corner of the park will not be installed
    - The proposed landscaping on the north east corner of the park has been amended to better accommodate mowers and to maximise the open space of the reserve.

21. Consultation feedback also sought an upgrade to playground and improved maintenance of the alleyway that links Main North Road and Canberra Reserve. These requests have been noted and forwarded to appropriate staff to action.

22. In terms of tree selection, it is the recommendation of the Project Team to use the pink flowering Chestnut tree as part of this design, despite the negative comments this received. However, the number of these trees has been reduced from two to one, in response to consultation feedback. The advantage of using the Chestnut is that they are a very robust tree, suitable for use in open space play areas. They also offer good shade and shelter and deciduous, allowing maximum light in the winter. They are an attractive medium sized flowering tree that complements the existing framework of Ash trees in this reserve. Chestnut trees have been used elsewhere around the city and it has been found that the Chestnuts are quite soft and rot away over time. We acknowledge that children may find the chestnuts fascinating and this is one of the benefits of drawing nature into the city.

23. The Project Team have been in discussions with the landowner at 28A Canberra Place regarding the trees on this property (and 28 Canberra Place) that bound the reserve. Some of these trees are overgrown and overhang the pathway that runs between Main North Road and Canberra Place. If the adjacent landowners are amenable these trees could be removed in conjunction with this project.

24. The amended concept plan is included as attachment 3. This plan best satisfies the aims and objectives of the project and has a good degree of community support. Implementation of the landscape plan is scheduled to begin in July 2006.

OPTIONS

25. There were two options considered for the upgrade to Craighead Reserve:

    (a) Tree replacement and landscape plan. This option addresses the tree maintenance and management issues that have been identified.

    (b) Status quo – no change to the park. The option does not address the tree maintenance and management issues that have been identified. Unhealthy trees would ultimately degrade further and may require urgent attention in the future.

PREFERRED OPTION

26. The preferred option, (a) the tree replacement and landscape plan, is included as attachment 3. This option best satisfies the aims and objectives of the project and is consistent with feedback received through community consultation.

6. FAMILY HELP TRUST – APPLICATION FOR FUNDING

General Manager responsible:	General Manager, Community Services
Officer responsible:	Unit Manager, Community Support
Author:	Bruce Meder, DDI 941-5408

PURPOSE OF REPORT

1. The purpose of this report is to advise the Board regarding an application for funding from the Family Help Trust for $10,000.

EXECUTIVE SUMMARY

2. Family Help Trust has made an application for funding to the Board for $10,000 towards the salary costs for its Clinical Services Director. The Trust delivers its service city-wide and has previously received funding from the City Council through its metropolitan funding sources.

FINANCIAL AND LEGAL IMPLICATIONS

3. The Trust presently (2005/06) receives funding from the City Council via a $37,500 Social Initiatives Fund grant as a contribution towards social workers' salaries for its New Start Early Intervention service, working with families of high-risk criminal offenders. It has received this funding since the 1997/98 financial year. It also received $20,000 for annual operational costs of its Safer Families Service (a child abuse prevention service run in conjunction with the midwifery services of Christchurch Women's Hospital) in the 2004/05 financial year. In the 2003/04 year the Trust received $30,000 from the Annual Grants to Community Organisations (formerly Major Grants) for its Safer Families Service. Also, in 2003/04 the Trust received a total of $9,000 to undertake an evaluation of its database and recording systems, plus a further $7,500 to assist in the implementation of the recommendations arising from that evaluation

4. The Trust has been included in the one year roll-over of Social Initiatives funding, meaning that it will receive $37,500 from this source in the 2006/07 financial year.

5. The Trust has a financial year ending 30 June. As of the end of June 2005, the audited accounts of the Family Help Trust showed an annual expenditure of $584,000 (up from $381,000 the previous year). The Trust showed a deficit of $21,000 for the period, despite an increase in revenue received ($563,000 in 2004/05 compared to $411,000 in 2003/04). The accounts show net assets of almost $25,000 as at 30 June 2005, with $39,000 of these being fixed assets.

6. Family Help Trust obtains funding from at least 30 different sources with significant contributions coming from the Lion Foundation ($275,000 in 2004/05), Lottery Grants ($40,500), The Community Trust ($40,000), Scottswood Trust ($20,000), NZ Community Trust ($20,000) and a further $67,000 from five funders who allocate between $10,000 and $17,000 each.

7. As at the time of this application, Family Help Trust has no other funding applications pending.

8. Family Help Trust does not receive Central Government funding despite continuous lobbying. Consequently, it is totally reliant on charitable trusts and other forms of funding.

9. The present application is for a contribution towards the salary of the Clinical Services Director, whose key role is to supervise the clinical practice and safety of the Trust's Social Workers. The total cost of this aspect of its work is $52,000.

STAFF RECOMMENDATION

That the Board decline the application for funding from Family Help Trust.

CHAIRPERSON'S RECOMMENDATION

For discussion.

6. Cont'd

BACKGROUND ON THE FAMILY HELP TRUST

10. The Family Help Trust provides intensive social work support for high risk families and their children. Its objective in this work is to break the cycle of intergenerational dysfunction. The Trust has ten paid full-time staff, one part-time staff and 15 volunteers. The Trust works with approximately 100 families per year throughout Christchurch. The Trust's Director estimates that approximately 30% of these families reside in the Shirley/Papanui area, although because the families tend to be transient this is difficult to quantify accurately.

11. Families are referred to the Trust by other community-based family support agencies, Child Youth and Family, schools, Plunket, the Departments of Courts and Corrections, hospitals and health/medical centres. Eighty per cent of the referrals come from midwifery services.

OPTIONS

12. The Community Board has three options available to it with regard to this application:

    a) Allocate a grant of $10,000 to the organisation.
    b) Allocate a partial grant.
    c) Decline the application.

PREFERRED OPTION

13. Family Help Trust provides a much needed and worthy service within Christchurch, however it must be noted that:

    - The Family Help Trust is a metropolitan organisation. Its work covers the entire city.
    - The Family Help Trust already receives significant funding from the City Council as outlined above.

    Hence the preferred option is Option c) above.

7. SHELDON PARK – UPDATE ON BELFAST RUGBY CLUB'S CHANGING ROOM DEVELOPMENT IN RELATION TO THE REQUIREMENT TO REMOVE TWO TREES AND CHANGE DRIVEWAY ALIGNMENT

General Manager responsible:	General Manager City Environment
Officer responsible:	Unit Manager, Greenspace
Author:	John Allen, DDI 941-8699

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to the removal of two Silver Birch trees in Sheldon Park to enable the Belfast Rugby Club, (the applicant), to build extensions to its present changing room facility at Sheldon Park (the lease extension for which was approved by the Board at it's meeting held on the 7 July 2004) and a change to the driveway alignment south of the proposed extended changing room facility.

EXECUTIVE SUMMARY

2. Subsequent to the report on this subject to the Board on 7 July 2004 (as a result of detailed planning work for the proposed extensions) and as a result of public consultation, it has been found necessary to remove the two Silver Birch trees immediately east of the building to allow the proposed extensions to the existing building to proceed.

7. Cont'd

3. Due to the concerns of adjacent residents at the possible loss of views of the park, the proposed extensions to the building have, by necessity, been widened requiring the driveway to be moved into the park further. This action will not impinge under the drip-line of the trees planted on the south (park) side of the driveway.

4. It is recommended that the Board approve the removal of the two trees, and the moving of the driveway further to the south into the park, at the applicant's expense.

5. It is further recommended that the applicant pay for the planting of two trees in the park, one east of the extended changing room, the other in the park in a more appropriate position as defined by the Greenspace Manager or his designate.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The Community Board has been delegated authority to consider applications for the removal of healthy trees from park and reserve land, the authority being:

   To plant, maintain, and remove trees on reserves parks and roads under the control of Council within the policy set by the Council.

STAFF RECOMMENDATIONS

That the Board, under delegated authority of Council, approve the removal of the two Silver Birch trees immediately east of the Belfast Rugby Club's present changing rooms at Sheldon Park, and the moving of the existing driveway south further into the park, to enable the present changing rooms to be extended, subject to the following conditions.

(i) That a landscape plan of the area east of the building be submitted by the applicant to the Greenspace Manager for his designate's (the Greenspace Policy & Leasing Administrator's) approval prior to work on the extensions commencing upon the site. This plan is to show the path along the east side of the building required to service the changing rooms on this side of the building, and one tree to replace one of those lost because of the proposed development. The preparation and completion of the work required to implement the plan is to be undertaken by the applicant at its expense.

(ii) The applicant is to be responsible for paying for the replacement of the other tree that is to be lost because of the development, this tree to be planted in a suitable position on the park as defined by the Greenspace Manager or his designate.

(iii) The removal of the present trees is to be undertaken by a Council approved arboricultural contractor that has at least $1,000,000 public liability insurance.

(iv) The shifting of the driveway fencing, preparation and sealing of the carriageway widening, and installation of the bollards outside the southern entrance to the extended changing rooms is to be undertaken by a properly certified contractor, that holds at least $1,000,000 public liability insurance policy. The work is to be undertaken at the applicant's expense. No work is to be undertaken within the present drip-line of the Redwood tree.

(v) All trees remaining within the construction site (building and driveway) are to be fenced off before on-site work commences, to ensure that these trees are not damaged during the construction phase of the development.

(vi) The applicant is to pay a $2,000 bond to the Council via the (Greenspace Contract Manager, Fendalton Service Centre) before any construction work commences on the site. The bond less any expenses incurred by the Council will be refunded to the payee upon completion of the development to a standard acceptable to the Greenspace Manager or his designate.

CHAIRPERSON'S RECOMMENDATIONS

That the officer's recommendations be adopted.

7. Cont'd

BACKGROUND

7. At the time of the original application to the Council by the Belfast Rugby Club the exact layout of the proposed extensions was not finalised. It was thought that some encroachment into the car park could occur to minimise the proposed extensions impact on the two Silver Birch trees to the east.

8. A lease for the enlarged lease area as applied for (320 square metres) has been signed by the both the Club and the Council, this lease being endorsed by the Minister of Conservation. Therefore the matter at hand is to finally decide on the positioning of the proposed lease area on the park.

9. It transpired as a result of the consultation phase required to fulfil the leasing requirements of the Reserves Act 1977, that there are very limited areas, which the existing building can be extended into on its north side; this side being adjacent to the residential area to the north, without drastically affecting the views the two neighbours who live at 48 A and B Shannon Place, presently have over the Park (see attached aerial photograph). The Club has visited these neighbours, and discussed the extensions to the present building with them. The neighbours have given written consent for the extended buildings position as shown on the attached plan. These written consents will be required by the Club when they apply for resource consent, which will be required because the additions that are being made to the building, which is located in the Open Space 2 zone, will be closer than the 10 metres from the park boundary required in the plan. The position of the extended building as indicated on the attached plan will require the removal of the two Silver Birch trees to the east of the building to occur before construction of the additions can begin.

10. A Council arborist comments as follows:

"The two (2) trees in question are mature Silver Birch (Betula pendula) trees which are approximately ten (10) metres in height with a combined canopy. At the time of inspection (May 2006) the trees appeared to be healthy, although one of the trees showed unusual fissures in the trunk and both trees appeared to have sustained some root damage through compaction. At present there is no apparent arboricultural reason to remove the trees, with little maintenance required on the trees either. The reason to remove the trees is solely for the purpose of the proposed development. The trees are not uncommon, with a line of Birch planted around the park perimeter and other trees contributing to the landscape and amenity value of the area. These trees, although fairly prominent (being close to the entrance and buildings) do not, in my opinion, contribute greatly to the park landscape and hence their removal would not be a significant loss. However, there is a strip of land along the park boundary adjacent to the residential properties in Shannon Place which is adjacent to the public car parking area for the park which could be considered an opportunity for planting. This would assist to mitigate the tree removal to make way for the changing shed extensions. It should also be noted that the other two (2) trees in this vicinity, namely a Redwood and another Birch could be adversely affected by the proposal ie extension of driveway width. The Redwood is only semi-mature and has much greater growing potential than the Birch. It will be a condition of the approval to move the driveway closer to the tree, that no work is to be undertaken within the existing 'drip-line' of this tree. The third Birch is similar to the other two, albeit smaller. This tree could be removed also, to open up the entrance area and provide a planting site for more of a feature tree as a replacement. (see photograph attached). All trees to be retained need to be protected from any construction damage during any development of the site. This should be done by installing temporary protective fencing around these trees. Any tree work needs to be carried out by council approved arboricultural contractors, the cost attributed back to the development proposal."

11. As mentioned above, there are limits to how far the extensions to the building can be made along the boundary of the park, and consequently, it has been necessary to widen the building into the park, to enable the facilities required to be fitted into the building. The enlarged building will contain six changing rooms serviced by six showering and toilet areas, referees changing/showing/toilet area, first aid room, and two store rooms. The widening of the building to enable these facilities to be fitted into it while maintaining adjacent residents views into the park, has necessitated the south eastern corner of the building encroaching onto the present driveway.

7. Cont'd

12. There is room to realign the driveway further into the park without the need for it to encroach underneath the 'drip line' of any trees (see attached plan). This will require the fences to be moved further into the park to enable the sealed carriageway to be extended. It will also be necessary (as shown on the attached plan) to place bollards outside the southern entrance to the changing rooms on this side of the building to provide better separation between players entering and exiting from the building, and vehicles using the driveway. This part of the attached plan has been perused by Council traffic engineering staff, who have indicated that the proposal is acceptable.

13. At the time when the initial approval was given for the extension to the applicant's changing sheds, Board members will recall that approval was granted to the provision of a further changing room facility by altering and adding to the former Tennis Club's pavilion to service the sports fields at the southern end of the park. This work has now been completed. Officers are of the view that if a further changing room complex was sited elsewhere in the park, other than by addition to the applicant's present complex, that this would increase the cost of providing the necessary changing rooms considerably for the applicant, because of the necessity to bring services to the new site. Such an action would also increase the number of separate buildings on the park necessary to service the users of the park, which from a long term planning perspective is less than ideal. After taking the competing issues into account, officers are of the view that the removal of the trees to allow the additions to proceed, replacing the trees lost with more appropriate specimens planted in more suitable locations in the park, is the best solution from a long term planning perspective for the park.

OPTIONS

Option 1

14. The preferred option is to grant permission for the two trees to be removed to enable the additions to the changing rooms to proceed, subject to the applicant paying to have two suitable trees planted in suitable locations elsewhere in the park. This option has the approval of neighbours most affected by the additions, eliminates the necessity for the applicant to pay to bring services from elsewhere to service a new building, and from a long term parks planning perspective, minimises the number of separate buildings required to be built on the park to service the users of the park.

. **Option 2**

15. Not to grant permission for the two trees to be removed will mean that while part of the proposed additions could proceed without affecting neighbours, the addition of two changing rooms could not. If the applicant wished to still build these changing rooms, and approval to do so could not be gained from adjacent neighbours, they would need to be built elsewhere on the park at a greater cost to the applicant because of the need to bring services to the site. This building would need to be built on the park, not too far from an existing car park, which from a long term planning perspective is not ideal because it would result in another building being built on the park to service the users of the park.

8. FLOCKTON CLUSTER PROJECT

General Manager responsible:	General Manager, City Environment
Officer responsible:	Unit Manager, Transport & City Streets
Author:	Kirsty Ferguson, DDI 941-8662

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to proceed to final design, tender and construction of the neighbourhood improvement works along Aylesford Street, Flockton Street and Francis Avenue, as shown in the plans detailed in attachments 1-6; (this project being otherwise known as the Flockton Cluster).

8. Cont'd

EXECUTIVE SUMMARY

2. The Flockton Cluster encompasses projects for Aylesford Street, Flockton Street and Francis Avenue between Warrington Street and Westminster Street, and Archer Street, Carrick Street, and Squire Street, which are all bounded by Aylesford and Flockton Streets.

3. Of these projects, Aylesford Street, Flockton Street and Francis Avenue were originally programmed as neighbourhood improvement works (all in 2005/2006) and the balance as the renewal of kerb and channel as programmed by the asset management planning process. It is now proposed to commence construction of Aylesford Street, Flockton Street and Francis Avenue in September 2006. Archer Street and Squire Street have been programmed for construction in 2014/2015 and 2016/2017 respectively, while a construction date for Carrick Street has yet to be finalised pending a capital programme review by the Transport and City Streets Unit.

4. As the implementation of improvement or upgrade works on any of these streets could significantly affect traffic volumes and behaviour on the adjacent streets, it was considered appropriate to manage the planning and investigation phase of these six projects as one. This methodology ensures that there is consistency in treatments throughout the cluster, as well as providing the opportunity to achieve financial savings.

5. The estimated total cost for the four streets that comprise this project (costs for Archer Street, Carrick Street and Squire Street have been excluded) is $271,700.

6. The primary aim of the Flockton Cluster project is to improve traffic and pedestrian safety in Aylesford Street, Flockton Street and Francis Avenue; and to replace the kerb and channel in Archer Street, Carrick Street and Squire Street. The proposed plans for all six streets have been appropriately consulted on, and have received good levels of community support. Further, the designs meet the project objectives, and do not adversely affect drainage in an area for which this is a sensitive issue. Three project plans (Flockton Street, Aylesford Street and Francis Avenue) are therefore submitted for Board approval, whilst Archer, Carrick and Squire Streets are submitted for information only (to reflect the overall integration of the planning process). They will be submitted for final community comment and Board approval at a time appropriate to their position on the capital programme.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The neighbourhood improvement works and kerb and channel renewal works within the Flockton Cluster are programmed in the Transport and City Street Unit's capital programme as follows:

    - Aylesford Street, Flockton Street and Francis Avenue – September 2006
    - Carrick Street – To be finalised pending a capital programme review by the Transport and City Streets Unit
    - Archer Street – 2014/2015
    - Squire Street – 2016/2017.

8. The estimated total cost for the three streets that comprise this project (costs for Archer, Carrick and Squire Streets have been excluded) is $271,700. This budget is appropriately available in the 2006/07 neighbourhood improvement works category.

9. There are no legal implications relating to this project.

10. Community Board resolutions are required to approve the "No Parking" restrictions.

8. Cont'd

STAFF RECOMMENDATION

It is recommended that the Board:

(a) Approve four projects in the Flockton Cluster (Aylesford Street, Flockton Street, Francis Avenue and Carrick Street) to proceed to final design, tender and construction.

(b) Approve the deletion of all the Carrick Street no stopping restrictions.

(c) Approve the following new no stopping restrictions:

Aylesford Street

(i) That the stopping of vehicles be prohibited at any time on the west side of Aylesford Street, commencing at its intersection with Westminster Street and extending 36 metres in a southerly direction.

(ii) That the stopping of vehicles be prohibited at any time on the west side of Aylesford Street, commencing at a point 102 metres south of its intersection with Westminster Street and extending 29 metres in a southerly direction.

(iii) That the stopping of vehicles be prohibited at any time on the west side of Aylesford Street, commencing at a point 202 metres south of its intersection with Westminster Street and extending 24 metres in a southerly direction.

(iv) That the stopping of vehicles be prohibited at any time on the west side of Aylesford Street, commencing at a point 295 metres south of its intersection with Westminster Street and extending 26 metres in a southerly direction.

(v) That the stopping of vehicles be prohibited at any time on the west side of Aylesford Street, commencing at its intersection with Carrick Street and extending 33 metres in a southerly direction.

(vi) That the stopping of vehicles be prohibited at any time on the west side of Aylesford Street, commencing at a point 558 metres south of its intersection with Westminster Street and extending 29 metres in a southerly direction.

(vii) That the stopping of vehicles be prohibited at any time on the west side of Aylesford Street, commencing at a point 686 metres south of its intersection with Westminster Street and extending 18 metres in a southerly direction.

(viii) That the stopping of vehicles be prohibited at any time on the east side of Aylesford Street, commencing at its intersection with Westminster Street and extending 18 metres in a southerly direction.

(ix) That the stopping of vehicles be prohibited at any time on the east side of Aylesford Street, commencing at a point 98 metres south of its intersection with Westminster Street and extending 20 metres in a southerly direction.

(x) That the stopping of vehicles be prohibited at any time on the east side of Aylesford Street, commencing at a point 183 metres south of its intersection with Westminster Street and extending 35 metres in a southerly direction.

(xi) That the stopping of vehicles be prohibited at any time on the east side of Aylesford Street, commencing at a point 294 metres south of its intersection with Westminster Street and extending 27 metres in a southerly direction.

(xii) That the stopping of vehicles be prohibited at any time on the east side of Aylesford Street, commencing at a point 386 metres south of its intersection with Westminster Street and extending 30 metres in a southerly direction.

8. Cont'd

(xiii) That the stopping of vehicles be prohibited at any time on the east side of Aylesford Street, commencing at a point 556 metres south of its intersection with Westminster Street and extending 27 metres in a southerly direction.

(xiv) That the stopping of vehicles be prohibited at any time on the east side of Aylesford Street, commencing at a point 667 metres south of its intersection with Westminster Street and extending 28 metres in a southerly direction.

(xv) That the stopping of vehicles be prohibited at any time on the north side of Crosby Street, commencing at its intersection with the north side of Aylesford Street and extending 17 metres in an easterly direction.

(xvi) That the stopping of vehicles be prohibited at any time on the south side of Westminster Street, commencing at its intersection with the east side of Aylesford Street and extending 15 metres in an easterly direction.

(xvii) That the stopping of vehicles be prohibited at any time on the south side of Westminster Street, commencing at its intersection with the west side of Aylesford Street and extending eight metres in a westerly direction.

Flockton Street

(i) That the stopping of vehicles be prohibited at any time on the west side of Flockton Street, commencing at its intersection with Warrington Street and extending 23 metres in a northerly direction.

(ii) That the stopping of vehicles be prohibited at any time on the west side of Flockton Street, commencing at a point 43 metres north of its intersection with Warrington Street and extending 36 metres in a northerly direction.

(iii) That the stopping of vehicles be prohibited at any time on the west side of Flockton Street, commencing at a point 125 metres north of intersection with Warrington Street and extending 26 metres in a northerly direction.

(iv) That the stopping of vehicles be prohibited at any time on the west side of Flockton Street, commencing at a point 300 metres north of its intersection with Warrington Street and extending 21 metres in a northerly direction.

(v) That the stopping of vehicles be prohibited at any time on the west side of Flockton Street, commencing at a point 435 metres north of its intersection with Warrington Street and extending 30 metres in a northerly direction.

(vi) That the stopping of vehicles be prohibited at any time on the east side of Flockton Street, commencing at its intersection with Warrington Street and extending 40 metres in a northerly direction.

(vii) That the stopping of vehicles be prohibited at any time on the east side of Flockton Street, commencing at a point 135 metres north of its intersection with Warrington Street and extending 27 metres in a northerly direction.

(viii) That the stopping of vehicles be prohibited at any time on the east side of Flockton Street, commencing at a point 286 metres north of its intersection with Warrington Street and extending 38 metres in a northerly direction.

(ix) That the stopping of vehicles be prohibited at any time on the east side of Flockton Street, commencing at a point 449 metres north of its intersection with Warrington Street and extending 14 metres in a northerly direction.

(x) That the stopping of vehicles be prohibited at any time on both sides of Flockton Street, commencing at its intersection with Westminster Street and extending 15 metres in a southerly direction.

8. Cont'd

(xi) That the stopping of vehicles be prohibited at any time on the south side of Westminster Street, commencing at its intersection with the east side of Flockton Street and extending eight metres in an easterly direction.

(xii) That the stopping of vehicles be prohibited at any time on the south side of Westminster Street, commencing at its intersection with the west side of Flockton Street and extending eight metres in a westerly direction.

(xiii) That the stopping of vehicles be prohibited at any time on the north side of Warrington Street, commencing at its intersection with the east side of Flockton Street and extending 15 metres in an easterly direction.

(xiv) That the stopping of vehicles be prohibited at any time on the north side of Warrington Street, commencing at its intersection with the west side of Flockton Street and extending 31 metres in a westerly direction.

Francis Avenue

(i) That the stopping of vehicles be prohibited at any time on the west side of Francis Avenue, commencing at its intersection with Warrington Street and extending 17 metres in a northerly direction.

(ii) That the stopping of vehicles be prohibited at any time on the west side of Francis Avenue, commencing at a point 103 metres north of its intersection with Warrington Street and extending 30 metres in a northerly direction.

(iii) That the stopping of vehicles be prohibited at any time on the west side of Francis Avenue, commencing at a point 253 metres north of its intersection with Warrington Street and extending 29 metres in a northerly direction.

(iv) That the stopping of vehicles be prohibited at any time on the west side of Francis Avenue, commencing at a point 105 metres south of its intersection with Westminster Street and extending 28 metres in a northerly direction.

(v) That the stopping of vehicles be prohibited at any time on the west side of Francis Avenue, commencing at its intersection with Westminster Street and extending 19 metres in a southerly direction.

(vi) That the stopping of vehicles be prohibited at any time on the east side of Francis Avenue, commencing at its intersection with Warrington Street and extending 14 metres in a northerly direction.

(vii) That the stopping of vehicles be prohibited at any time on the east side of Francis Avenue, commencing at a point 115 metres north of its intersection with Warrington Street and extending 30 metres in a northerly direction.

(viii) That the stopping of vehicles be prohibited at any time on the east side of Francis Avenue, commencing at a point 259 metres north of its intersection with Warrington Street and extending 32 metres in a northerly direction.

(ix) That the stopping of vehicles be prohibited at any time on the east side of Francis Avenue, commencing at a point 109 metres south of its intersection with Westminster Street and extending 30 metres in a northerly direction.

(x) That the stopping of vehicles be prohibited at any time on the east side of Francis Avenue, commencing at its intersection with Westminster Street and extending 19 metres in a southerly direction.

(xi) That the stopping of vehicles be prohibited at any time on the north side of Warrington Street, commencing at its intersection with the east side of Francis Avenue and extending 16 metres in an easterly direction.

8. Cont'd

(xii) That the stopping of vehicles be prohibited at any time on the north side of Warrington Street, commencing at its intersection with the west side of Francis Avenue and extending 31 metres in a westerly direction.

(xiii) That the stopping of vehicles be prohibited at any time on the south side of Westminster Street, commencing at its intersection with the east side of Francis Avenue and extending 30 metres in an easterly direction.

(xiv) That the stopping of vehicles be prohibited at any time on the south side of Westminster Street, commencing at its intersection with the west side of Francis Avenue and extending 16 metres in a westerly direction.

(d) Remove all existing No Stopping:

(i) That all existing "No Stopping at any Time" areas in the aforementioned areas be revoked.

CHAIRPERSON'S RECOMMENDATION

Not seen by Chairperson. For discussion.

8. Cont'd

BACKGROUND ON FLOCKTON CLUSTER PROJECT

11. The Flockton Cluster encompasses projects for Aylesford Street, Flockton Street and Francis Avenue between Warrington Street and Westminster Street, and Archer Street, Carrick Street, and Squire Street, which are all bounded by Aylesford Street and Flockton Street.

12. These streets are all classified as local roads in the City Plan roading hierarchy, and currently have a width of 11-12 metres (kerb-to-kerb), with the exception of Francis Avenue (nine metres) and Carrick Street (14 metres with grass edges and a nine-metre wide sealed carriageway).

13. Of these projects, Aylesford Street, Flockton Street and Francis Avenue were originally programmed as neighbourhood improvement works (all in 2005/2006) and Archer Street, Carrick Street and Squire Street as kerb and channel renewal works as programmed by the asset management planning process. These works are now programmed for construction as follows:

    - Aylesford Street, Flockton Street and Francis Avenue – September 2006
    - Carrick Street – To be finalised pending a capital programme review by the Transport and City Streets Unit
    - Archer Street – 2014/2015
    - Squire Street – 2016/2017

14. As the implementation of improvement or renewal works on any of these streets could significantly affect traffic volumes and behaviour on the adjacent streets, it was considered appropriate to manage the planning and investigation phase of these six projects as one. This methodology ensures that there is consistency in treatments throughout the cluster, as well as providing the opportunity to achieve financial savings.

15. These streets are all located in the suburb of Mairehau, which falls within the jurisdiction of the Board.

16. An initial survey of property owners and occupiers of the six streets was carried out in 2004. The key issues raised included wide footpaths with no grass verges, lack of parking space for visitors, deep gutters are dangerous and prone to flooding, cul-de-sac option for shorter streets, use of roads for through-traffic, noise and traffic speed, dangerous bend in Francis Avenue with vehicles corner cutting, high traffic volumes at peak times, lack of street lighting and ugly power poles and lines.

17. Feedback received from the initial internal consultation and external issue identification survey was incorporated into the development of options and a preferred concept plan for each of the streets in the cluster.

18. Traffic volume and speed surveys were conducted on all streets with the following results:

	Volume (vpd)	**85th Percentile Speed (kph)**
Archer Street	142	43
Squire Street	78	40
Carrick Street	150	48
Flockton Street	2100	58
Francis Avenue	1400	57
Aylesford Street	2800	59

From a technical perspective, this shows that volumes on all streets are appropriate for local roads, but that speeds on Francis Avenue, Aylesford Street and Flockton Street are faster than desired. Archer Street, Squire Street and Carrick Street speeds are appropriate.

19. The Land Transport New Zealand crash database records show 12 crashes between 1998 and 2003, six of which were on Aylesford Street near the intersection of side streets, two at the intersection of Aylesford Street and Westminster Street, and the remaining six associated with the intersection at Hills Road. Of these only two involved minor injuries.

8. Cont'd

20. The No. 46 Shirley bus route uses Flockton Street. There are two pairs of bus stops on Flockton Street, which are clear of the proposed traffic calming devices.

21. Francis Avenue has a special character created by the mature trees along both sides of the street, large grass berms, and the significant distance that houses are set back from the street, and is listed as a Special Amenity area in the City Plan (SAM 13).

22. Design issues raised in relation to the projects within the Flockton Cluster include a full road reconstruction of the Archer Street, Carrick Street and Squire Street proposals in a similar manner to Speight Street, which is a recently redesigned street within this cluster area. All of the remaining projects are neighbourhood improvement works, so there is no shoulder or reconstruction work required. None of the projects are located in a neighbourhood improvement plan area.

23. There are no notable or heritage trees, nor are there any heritage or historic buildings, places and objects, shown in the City Plan. No resource consents are required in relation to these works.

24. Undergrounding of existing overhead services is outside the scope and budget of this project. However, all of the proposals will require a street lighting upgrade.

25. The primary aim of the Flockton Cluster project is to improve traffic and pedestrian safety in Aylesford Street, Flockton Street and Francis Avenue; and to replace the kerb and channel in Archer Street, Carrick Street and Squire Street.

26. Subsequent to all of the issues raised above, the objectives of the Flockton Cluster project have been determined as:

- Reduce through-traffic on all roads within the cluster
- Reduce traffic speeds along Flockton Street, Aylesford Street and Francis Avenue
- Provide improved pedestrian crossing facilities at key points such as bus stops and intersections
- Improve the safety of cyclists
- Improve street lighting, where necessary
- Ensure that works undertaken on any one of Squire Street, Carrick Street, Speight Street (already constructed), and Archer Street does not adversely affect the flow of traffic on neighbouring streets
- Improve the safety of vehicles exiting from Squire Street, Carrick Street, Speight Street and Archer Street
- Maintain efficient access and thoroughfare for buses on Flockton Street
- Enhance the streetscape
- Ensure that proposed works recognise the special character of the area as a whole and of Francis Street in particular.

27. The concept plans for each street within the cluster were presented to the community in a consultation newsletter in April/May 2006 for formal consultation.

28. Ninety-nine submissions were received on the concept plans, of which 69 were generally in support, 15 were in opposition and 15 had no preference of support or opposition to the project. A summary of the number of submissions received for each street is outlined in the table below, and a summary of the comments received is outlined in attachment 7.

STREET	***Support***	***Oppose***	***Not specified***
Kerb & Channel Renewal			
Archer Street	*6*	*3*	*-*
Carrick Street	*9*	*-*	*-*
Squire Street	*2*	*1*	*1*
Neighbourhood Improvements			
Aylesford Street	*36*	*6*	*4*
Flockton Street	*9*	*3*	*1*
Francis Avenue	*14*	*1*	*2*
Other	*3*	*1*	*7*
TOTAL	***69***	***15***	***15***

8. Cont'd

OPTIONS

Archer Street

29. Two options were developed for comparison in Archer Street in addition to the common option of retaining the status quo. The key factors affecting the options were that Archer Street has a 15 metre wide road reserve, and power pole and overhead services are to remain.

30. Option one had an eight metre wide carriageway with a cul-de-sac at the eastern end of the street.

31. Option two had an eight metre wide carriageway with two large build-outs creating two one-lane sections (4.5 metres wide) in the street. The planted build-outs would block the view down the street from each end creating a slow trafficked local street.

Carrick Street

32. Two options were developed for comparison in Carrick Street in addition to the common option of retaining the status quo. The key factors affecting the two options were that Carrick Street has a 20 metre wide road reserve, and power pole and overhead services are to remain.

33. Option one had a nine metre wide carriageway with six metre wide narrowings at each end of the street and mid-block. The carriageway was offset slightly to avoid the existing water main.

34. Option two had a nine metre wide carriageway with three large build-outs creating three one-lane sections (4.5 metres wide) in the street. The large kerb build-outs were designed to match Thornton Street, including a cycle bypass along the kerb alignment, which could also act as a flow pathway for stormwater during heavy rainfall events. The planted build-outs would block the view down the street from each end creating a slow trafficked street.

Squire Street

35. Two options were developed for comparison in Squire Street in addition to the common option of retaining the status quo. The key factors affecting the three options were that Squire Street has a 15 metre wide road reserve and power pole and overhead services are to remain.

36. Option one had an eight metre wide carriageway with a cul-de-sac at the eastern end of the street. A cul-de-sac would provide a pocket park area within the street.

37. Option two had an eight metre wide carriageway with two large build-outs creating two one-lane sections (4.5 metres wide) in the street. The large kerb build-outs were designed to match Thornton Street, including a cycle bypass along the kerb alignment, which could also act as a flow pathway for stormwater during heavy rainfall events. The planted build-outs would block the view down the street from each end creating a slow trafficked street.

Aylesford Street

38. Two options were developed for comparison in Aylesford Street.

39. Option one had six humps spaced evenly down the street and approximately located mid-block along Aylesford Street (in the same location as option three). The humps were one metre off the kerb face so they would not restrict road-related stormwater flow.

40. Option two included six humps with stick-on kerb build-outs spaced evenly and approximately located mid-block along Aylesford Street. A Type C threshold treatment was proposed on Aylesford Street, at the Westminster Street end. The southern end of Aylesford Street at Hills Road has an existing island which will remain. The kerb build-outs would have some landscape planting, although this space is not large enough for trees.

8. Cont'd

Flockton Street

41. Two options were initially developed for comparison in Flockton Street because it was economic to build on the existing kerb build-outs at existing peaks.

42. Option one had three evenly spaced narrowings with "Armorflex" speed cushions installed. The speed cushions are designed so cars have at least one wheel over the hump but buses can have their wheels either side of the hump. Two of the narrowed sections were building on the existing nine metre wide narrowings that have proven to be too wide to be effective as a traffic calming device. The other narrowing is evenly spaced along the street with Type C thresholds at each end of the street. Cyclists have a bypass, which doubles as a secondary flow path when needed.

43. Option two involved discussing the option of using a pedestrian island at the Flockton/Warrington Street intersection.

44. Option one (a) had three island build-outs in the same locations as option one and the same intersection treatment at Warrington Street. The use of island build-outs gave a horizontal element to traffic claming and facilitated road-related stormwater along the kerb lines and cycle bypasses. This option could then have speed cushions added later to give vertical dimensions to the traffic calming. Because of the known poor pavement construction depths and local peat foundations, the pavement would need to be reconstructed to ensure that speed cushions could be securely anchored to the road surface and vehicles that traverse the speed cushions do not damage the pavement.

45. Option two (a) was essentially the same as option one (a) with three island build-outs in the same locations as option one (a) and the intersection treatment at Warrington Street. The use of island build-outs gave a horizontal element to traffic calming and facilitated road-related stormwater along the kerb lines and cycle bypasses. The key difference with this option is that there were no speed cushions. However, because of the known poor pavement construction depths and local peat foundations, the pavement would be reconstructed. This would ensure that if speed cushions were added at a later date, they could be securely anchored to the road surface and vehicles that traverse the speed cushions do not damage the pavement.

46. Option three (a) had no changes to the two existing kerb build-outs on Flockton Street. There was one new island build-out, just south of Carrick Street, the intersection build-out at Warrington Street, and kerbs around the Thornton Street intersection. Speed cushions could be added at both of the existing build-out locations to give a vertical element to the traffic claming.

Francis Avenue

47. Two options were developed for comparison in Francis Street.

48. Option one incorporated three stick-on kerb build-outs narrowing the carriageway to 5.5 metres width, but leaving the existing kerb and channel unobstructed and Type C thresholds at each end of the street. The 5.5 metre width is the minimum for two-way traffic and this is typically used for traffic calming. The space in the kerb build-outs was not large enough for planting, so these areas were cobbled. The street has existing berms and well established street trees. Footpaths around these narrowed sections were widened with angled corners to double as a cycle bypass when needed. The humps were to be raised, and the narrowed sections were spaced evenly down the street, approximately 90 to 140 metres apart, where there is sufficient space between driveways.

49. Option two included three one-lane sections down the street with Type C thresholds at each end of the street (the spacing is the same as option one). Cyclists were catered for with bypasses on each side that double as secondary stormwater flow paths when needed.

8. Cont'd

PREFERRED OPTIONS WITHIN THE FLOCKTON CLUSTER

Archer Street

50. The preferred option (option two) for Archer Street has a carriageway that is predominantly eight metres in width with two narrowings spaced evenly along the street. It is proposed to install two kerb build-outs opposite numbers 7 and 30 Archer Street. At the narrowings there is 4.5 metres width between the kerbs, which is enough for a single vehicle and cyclist to use the road. The kerb build-outs are offset from the kerb to create an optional cycle bypass and stormwater flow pathway. Broken yellow no stopping lines are required on the approaches to and departures from the build-outs to keep the bypasses clear from parked vehicles.

51. The intersection of Archer Street with Flockton Street is narrowed to six metres width with the Archer Street approach alignment perpendicular to Flockton Street. The footpaths are located against the property boundary, and the balance is grass berm area against the kerb. The preferred option for Archer Street is considered to constitute medium traffic calming and is consistent with Thornton Street.

Carrick Street

52. The preferred option (option two) for Carrick Street has a carriageway that is predominantly nine metres wide, with three narrowings spaced evenly along the street. It is proposed to install three kerb build-outs opposite number 12 and outside numbers 28 and 35 Carrick Street. At the narrowings, there is 4.5 metres between the two kerb lines, which is enough for a single vehicle and cyclist to use the road. The kerb build-outs are offset from the kerb, to create a 1.2 metre wide optional cycle bypass and stormwater flow pathway. Broken yellow no-stopping lines are required on the approaches to and departures from the build-outs to keep the bypasses clear from parked vehicles.

53. The Carrick Street and Aylesford Street intersection has a reduced corner radius, and the approach to Aylesford Street is narrowed to nine metres with a single lane entry and exit. The Carrick Street approach to the Flockton Street intersection is narrowed to six metres with the Carrick Street approach alignment perpendicular to Flockton Street.

Squire Street

54. The preferred option (option 2) for Squire Street has a carriageway that is mostly eight metres in width with two narrowings spaced evenly along the street. It is proposed to install two kerb build-outs opposite numbers 3 and 20 Squire Street. At the narrowings there is 4.5 metres between kerbs, which is enough for a single vehicle and cyclist to use the road. The kerb build-outs are offset from the kerb, creating an optional bypass and stormwater flow pathway. Broken yellow no stopping lines are required on the approaches and departures to keep the bypasses clear from parked cars.

55. The corner radius at the Squire Street and Aylesford intersection is reduced. The Squire Street approach to Aylesford Street is narrowed to eight metres with a single lane entry and exit. The Squire Street and Flockton Street intersection is narrowed to six metres width with the Squire Street approach alignment made perpendicular to Flockton Street.

Aylesford Street

56. The preferred option for Aylesford Street (option two) includes installing six stick-on islands incorporating raised platforms with a kerb-to-kerb dimension of six metres.

57. At the intersection of Aylesford Street with Westminster Street, a kerb extension on the eastern side of Aylesford Street will be installed to achieve a 6.6 metre wide threshold, and a standard 75 mm raised platform.

8. Cont'd

Flockton Street

58. The preferred option for Flockton Street (option three (a)) includes installing stick-on islands outside 25 Flockton Street (on both sides), with 6 metres between the kerbs. The islands are offset from the kerb to create a cycle bypass route. Broken yellow no-stopping lines on the approaches to and departures from the islands will keep the bypass route clear from parked vehicles.

59. Speed cushions will be installed in sets of three outside 25 Flockton Street, 49/51 Flockton Street, and 83 Flockton Street to allow buses to travel along Flockton Street relatively unimpeded.

60. It is also proposed to install a 50 mm raised platform at the intersection of Flockton Street and Warrington Street. The Flockton Street approach is narrowed to eight metres width by extending the kerb on the western side of Flockton Street.

61. The narrowing and the threshold treatment complement the two existing mid-block narrowings along Flockton Street, and the existing threshold at the intersection of Flockton Street and Westminster Street. The narrowings are spaced at intervals of approximately 160 metres. This proposal is considered to constitute mild traffic calming. The existing threshold at the intersection of Flockton Street and Thornton Street will be replaced and upgraded.

Francis Avenue

62. The preferred option for Francis Avenue (option one) includes installing three stick-on islands incorporating raised platforms with a kerb-to-kerb dimension of 5.5 metres. Cycle bypasses are provided along the footpaths with the berms chamfered where appropriate, i.e. where there is only 600 mm between kerb faces.

63. It is further proposed to install a standard raised platform at the existing threshold at the intersection of Francis Avenue with Westminster Street. At the intersection of Francis Avenue with Warrington Avenue, a kerb extension is installed on the eastern side of Francis Avenue to achieve a seven metre wide threshold and a 75 mm raised platform.

ASSESSMENT OF OPTIONS

Alternative Options

Archer Street

64. The shortfalls associated with each of the options for Archer Street were:

- Option one – cul-de-sac of the street negatively affects the traffic distribution on the surrounding streets and was therefore not considered further. A cul-de-sac can inconvenience residents in gaining access to their properties, shift traffic volumes to adjacent streets, and may restrict access by emergency vehicles.

- Option two was recommended as the concept plan for consultation, as it provided a better fit to the project's objectives.

Carrick Street

65. The shortfalls associated with each of the options for Carrick Street were:

- Option one scheme , with the narrowing at the eastern end of the street was ruled out due to flooding problems from the drain in Aylesford Street. It does not address the requirement to maintain a cleat flow path for storm water.

- Option two was recommended as the concept plan for consultation.

8. Cont'd

Squire Street

66. The shortfalls associated with each of the options for Squire Street were:

- Option one negatively affects the traffic distribution on the surrounding streets and was therefore not considered further. A cul-de-sac can inconvenience residents in gaining access to their properties, shift traffic volumes to adjacent streets, and may restrict access by emergency vehicles.

- Option two was recommended as the concept plan for consultation.

67. The main outcomes of consultation in relation to the development of options for Archer Street, Carrick Street and Squire Street included:

- Cul-de-sacs are not an option. Although Speight Street is a cul-de-sac, this provides a pocket park near the centre of the entire cluster area. Maintaining through-traffic is necessary in order to maintain overall traffic network integrity.

- Squire Street, Archer Street and Carrick Street are to have the same treatment as Thornton Street. This "slow" street treatment, including landscaping, is appropriate for these streets.

- The flooding problems in this area require any kerb build-outs to not restrict storm water flow.

- The large kerb build-outs to match Thornton Street incorporating a cycle bypass along the kerb alignment to act as a stormwater flow path when necessary.

- Pavers in Thornton Street are flush, with a more aesthetic purpose than traffic calming. Due to the volume and speed data for the street it was considered they did not need to be raised.

The preferred options, identified above, meet the issues raised during consultation.

Aylesford Street

68. The shortfalls associated with each of the options for Aylesford Street were:

- Option one was recommended as the concept plan for consultation.

- Option two results in a reduction of parking at the kerb build-outs. This is not seen as an issue as this is not an area with a high parking demand. The use of stick-on islands is usually not preferred. However, these are used in Aylesford Street for road-related stormwater purposes while minimising construction costs.

69. The main outcomes of consultation in relation to the development of options for Aylesford Street included:

- The drain on the eastern street being due for an upgrade, but is not expected to happen within the next ten years.

- Flooding problems caused by insufficient capacity pipes at the bottom of the catchment causing water to back up in the Aylesford Street drain. This then overflows the road and flows down the side streets. It was recommended that all kerb and channel be kept straight without build-outs interrupting the flow path.

- Mid-block treatments are recommended to keep the road related storm water flow across the intersection clear of obstructions and reduce the potential write-off costs if the Aylesford Drain was ever enhanced.

8. Cont'd

- No permanent works should be undertaken on the eastern side of the street due to the waterway renewal in the future.

Flockton Street

70. The shortfalls associated with each of the two initial options for Flockton Street were:

- Option one sees the removal of 170 metres of existing kerb and flat channel due to the enlargement of the small kerb build-outs and the narrowing at Warrington Street as proposed. There are also maintenance sweeping issues with the cycle bypass and road related stormwater flow path behind the kerb build-out.

- Option two recommends using a pedestrian island at the Flockton Street/Warrington Street intersection. This option was not developed further as it was considered to be an appropriate treatment for a minor arterial to local road treatment. The proposed kerb build-out creates a greater distance between the existing island on Warrington Street and the entrance to Flockton Street. This option was not proceeded with, as this was considered an appropriate treatment for a minor arterial to local road treatment. Also, the proposed kerb build-outs create a greater distance between the existing island on Warrington Street and the entrance to Flockton Street.

71. Three further options were developed, and the shortfalls associated with these options were:

- Option one (a) was not adopted because of the increased construction costs associated with the enhancement of the existing kerb build-outs. As opposed to option three (a) where speed cushions were to be "trialed" at the existing kerb-build outs without other enhancements.

- Option two (a) was not supported due to the cost associated with the enhanced kerb build-outs. The lack of any vertical displacement traffic calming devices would not enable a significant reduction in the traffic speed.

- Option three (a) was recommended as the proper environment to trial the modular speed cushions. This option was developed as the concept plan for consultation on Flockton Street.

72. The main outcomes of consultation in relation to the development of options for Flockton Street included:

- Flockton Street being a bus route where extra width is desirable with minimal vertical deflection.

- The inclusion of a pedestrian crossing point at Speight Street.

- An issue with the roading hierarchy treatment for Flockton Street.

Francis Street

73. The main outcomes of consultation in relation to the development of options for Francis Street included:

- Widening the footpath at the narrowing for cycle bypasses.

- Constructing the platforms to 75 mm height.

- Stick-on build-outs 600 mm off existing kerbs to facilitate the one metre wide cycle bypass, and street sweeping.

8. Cont'd

74. The shortfalls associated with each of the options for Francis Avenue were:

- Option one has a loss of on-street parking at the three narrowed and humped areas down the street. This is not seen as an issue due to the available parking space that remains and low parking demand. Due to the flooding problems identified, the narrowings would have to be constructed as a stick-on facility (i.e. not connected to the kerb), to keep channels clear. The build-outs may cause kerb blockages during flooding events if the streets are not routinely swept behind the kerb build-outs.

- Option two has a loss of on-street parking at the three narrowed points along the street. This is not seen as an issue due to the available parking space that remains and the low parking demand. The permanent kerb build-outs can cause problems during flooding events as they are artificial peaks along the road alignment.

Maintain the Status Quo

75. The option to maintain the status quo within the streets that make up the Flockton Cluster essentially means to do no capital works, which would retain the existing road environments in their current condition.

76. This option to maintain the status quo would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with Council strategies, including the road safety strategy, pedestrian strategy, cycle strategy, and asset management plan.

77. It is therefore considered to be inappropriate to maintain the status quo because the opportunity to contribute to ensuring the development of an efficient, safe and sustainable transport system in the city, whilst providing for all modes of transport, would not be achieved.

The Preferred Option

Archer Street

78. The preferred option for Archer Street meets the aims and objectives of the project as follows.

- **Improve traffic and pedestrian safety**

  The proposed carriageway narrowing to eight metres width will reduce through-traffic speeds, particularly when the street has vehicles parked along both sides. This will also reduce pedestrian crossing distances. The reduced radius at the Archer Street intersections will reduce traffic turning speeds and reduce pedestrian crossing distances at the intersections.

- **Improve safety of vehicles exiting Archer Street**

  The Archer Street and Flockton Street intersection will be narrowed to six metres with the Archer Street alignment made perpendicular to Flockton Street. This position will be better for exiting vehicles as it increases their visibility upon departing the street.

- **Improve safety for cyclists**

  Cyclists will benefit from a possible speed reduction in Archer Street. It is proposed to install two large kerb-side build-outs opposite numbers 7 and 30 Archer Street. At the narrowing, there will be 4.5 metres between kerbs, enough for a single vehicle and a cycle to use the road. However, the large build-outs will be offset from the kerb, creating an optional cycle bypass. Broken yellow no stopping lines are required on the approaches and departures to keep the bypasses clear from parked vehicles.

8. Cont'd

- **Provide improved pedestrian crossing facilities**

  The footpaths are located against the property boundary and the balance of the berm area is grass against the kerb. The crossing distances for pedestrians along Archer Street will be reduced to eight metres and the proposed intersections will discourage motorists from turning at speed. Due to the implementation of these best practice road treatments, no specific pedestrian facilities are required.

- **Enhance the streetscape**

  The proposed kerb build-outs will provide areas that can be landscaped, and this can be done in keeping with Thornton Street, with a mixture of native ground covers and exotic specimen trees. The proposed kerb build-outs will make Archer Street appear short and not a likely through-route. They will also keep the form of the street simple and appropriate for this cluster area.

- **Improve street lighting where necessary**

  The level of street lighting has been checked during the concept stage of design to ascertain if the existing level is sufficient, or whether an upgrade is required. A lighting upgrade is necessary for Archer Street.

Carrick Street

79. The preferred option for Carrick Street meets the aims and objectives of the project as follows.

- **Improve traffic and pedestrian safety**

  The proposed narrowing to nine metres will reduce pedestrian crossing distances and reduce traffic speeds, particularly when cars are parked on both sides of the road. The reduced radius at the intersections will reduce traffic turning speeds and reduce pedestrian crossing distances. The Carrick Street and Flockton Street intersection will be narrowed to six metres with the Carrick Street approach alignment made perpendicular to Flockton Street. This also reduces pedestrian crossing distances and provides a better position for visibility of vehicles exiting the street.

- **Improve safety for cyclists**

  Cyclists will benefit from a possible speed reduction. It is proposed to install kerb build-outs opposite number 12, and outside numbers 28 and 35 Carrick Street. There will be 4.5 metres between the two kerb lines, enough for a single vehicle and a cyclist to use the road. However, the kerb build-outs will be offset from the kerb, creating a 1.2 metre wide optional cycle bypass. Broken yellow no stopping lines will be required on the approaches to and departures from the kerb build-outs to keep the bypasses clear from parked vehicles.

- **Provide improved pedestrian crossing facilities**

  The footpaths are located against the property boundary and the balance of the berm area is grass against the kerb. The crossing distances for pedestrians along Carrick Street will be reduced to nine metres and the proposed intersections will discourage motorists from turning at speed. For these reasons, it is considered that no specific pedestrian facilities are required.

- **Improve safety of vehicles exiting Carrick Street**

  The Carrick Street and Flockton Street intersection will be narrowed to six metres with the Carrick Street approach alignment made perpendicular to Flockton Street. This position will be better for exiting vehicles as it increases their departure visibility.

8. Cont'd

- **Enhance the streetscape**

  The proposed kerb build-outs opposite number 12 and outside numbers 28 and 35 Carrick Street will provide areas that can be landscaped. This can be done in keeping with Thornton Street, which was previously upgraded within this cluster of streets, with a mixture of native ground covers and exotic specimen trees. The proposed kerb build-outs will make Carrick Street appear short and not a possible through-route. They will also keep the form of the street simple and appropriate for this cluster.

- **Improve street lighting where necessary**

  The level of street lighting has been checked during the concept stage of design, to ascertain if the existing level is sufficient, or whether an upgrade is required. A lighting upgrade is necessary for Carrick Street.

Squire Street

80. The preferred option for Squire Street meets the aims and objectives of the project as follows.

- **Improve traffic and pedestrian safety**

  The proposed narrowing to eight metres will reduce pedestrian crossing distances. The reduced radius at the Squire Street and Aylesford Street intersection will reduce traffic turning speeds and reduce pedestrian crossing distances. The Squire Street and Flockton Street intersection will be narrowed to six metres with the Squire Street approach alignment made perpendicular to Flockton Street. This also reduces pedestrian crossing distances and provides a better position for visibility of vehicles exiting the street.

- **Improve safety of vehicles exiting Squire Street**

  The Squire Street and Flockton Street intersection will be narrowed to six metres with the Squire Street approach alignment made perpendicular to Flockton Street. This position will be better for exiting vehicles as it increases their departure visibility.

- **Improve safety for cyclists**

  Cyclists will benefit from a possible speed reduction. It is proposed to install kerb build-outs opposite numbers 3 and 20 Squire Street. There will be 4.5 metres between the two kerb lines, which is enough for a single vehicle and a cyclist to use the road. However, the kerb build-outs will be offset from the kerb, creating an optional cycle bypass. Broken yellow no stopping lines will be required on the approaches to and departures from the kerb build-outs to keep the bypasses clear from parked vehicles. Therefore, cyclists are not adversely affected by the proposal.

- **Provide improved pedestrian crossing facilities**

  The footpaths are located against the property boundary and the balance of the berm area will be grass against the kerb. The crossing distances for pedestrians along Squire Street will be reduced to eight metres and the proposed intersections will discourage motorists from turning at speed. For these reasons, it is considered that no specific pedestrian facilities are required.

- **Enhance the streetscape**

  The proposed kerb build-outs opposite numbers 3 and 20 Squire Street will provide areas that can be landscaped. This can be done in keeping with Thornton Street, which was previously upgraded within this cluster of streets, with a mixture of native ground covers and exotic specimen trees. The proposed kerb build-outs will make Squire Street appear short and not a possible through-route. They will also keep the form of the street simple and appropriate for this cluster.

8. Cont'd

- **Improve street lighting where necessary**

  The level of street lighting has been checked during the concept stage of design, to ascertain if the existing level is sufficient, or whether an upgrade is required. A lighting upgrade is necessary for Squire Street.

Aylesford Street

81. The preferred option for Aylesford Street meets the aims and objectives of the project as follows.

- **Improve traffic and pedestrian safety**

  The proposed narrowings combined with the vertical deflection from the platforms will reduce the mid-block speed. The spacing of the elements varies from 100 metres to 130 metres. The speed reduction will improve safety.

- **Reduce through-traffic**

  The proposed traffic calming will make the street less appealing to some motorists, as they are restricted in their travel speed. It can thus be expected that the through-traffic volume will reduce.

- **Improve safety for cyclists**

  Cyclists will benefit from the anticipated speed reduction and 1.2 metre wide cycle bypasses will be available at the six metre wide narrowings, so cyclists are not adversely affected.

- **Provide improved pedestrian crossing facilities**

  The crossing distance at the intersection of Aylesford Street with Westminster Street has been slightly reduced. Pedestrians will mostly benefit from the reduced speed environment.

- **Enhance the streetscape**

  It is proposed to landscape the stick-on islands.

- **Improve street lighting where necessary**

  The level of street lighting has been checked during the concept stage of design to ascertain if the existing level is sufficient, or whether an upgrade is required. A partial lighting upgrade is necessary for Aylesford Street.

Flockton Street

82. The preferred option for Flockton Street meets the aims and objectives of the project as follows.

- **Improve traffic and pedestrian safety**

  The proposed narrowing will reduce the maximum spacing of the traffic calming elements to approximately 160 metres. Together with the threshold at Warrington Street, a slight reduction in mid-block speed may be achieved. The crossing distance for pedestrians along Warrington Street will be reduced and the threshold will discourage motorists from turning at speed.

8. Cont'd

- **Maintain traffic capacity for Flockton Street**

  The scheme has been developed to maintain traffic capacity through mild traffic calming measures that will not deter traffic from using the street.

- **Maintain efficient access and thoroughfare for buses**

  The mid-block calming device will not hinder bus movements. The left turn from Warrington Street into Flockton Street has been checked to ensure bus tracking sweep paths and the kerb layout will accommodate buses.

- **Improve safety for cyclists**

  Cyclists will benefit from a potential reduction in speed of vehicles. The six metre narrowing has been fitted with cycle bypasses, to ensure cyclists are not adversely affected.

- **Provide improved pedestrian crossing facilities**

  The crossing distance at the intersection of Flockton Street with Warrington Street has been reduced. Given the local road nature of Flockton Street, it was not considered necessary to provide specific pedestrian facilities at the four Flockton Street bus stops.

- **Enhance the streetscape**

  The proposed kerb extension and the two stick-on islands will be landscaped.

- **Improve street lighting where necessary**

  The level of street lighting has been checked during the concept stage of design, to ascertain if the existing level is sufficient, or whether an upgrade is required. A partial lighting upgrade is necessary for Flockton Street.

Francis Avenue

83. The preferred option for Francis Avenue meets the aims and objectives of the project as follows.

- **Improve traffic and pedestrian safety**

  The proposed narrowings combined with the vertical deflection from the platforms will reduce the mid-block speed. The spacing of the elements varies from 90 metres to 140 metres. The speed reduction will improve safety.

- **Reduce through-traffic**

  The proposed traffic calming will make the street less appealing to some motorists, as they are restricted in their travel speed. It is expected that the through-traffic volume will reduce.

- **Recognise the special character of Francis Avenue**

  The special character of Francis Avenue is created by three elements. Mature trees on both sides of the street, large grass berms and the significant distance that houses are set back from the street. The proposed stick-on islands and raised platforms will be cobbled. The islands are too narrow for landscaping; however, the cobbles will complement the traffic calming elements, making them more aesthetically pleasing. They will not look like utility devices, which could detract from this character avenue.

8. Cont'd

- **Improve safety for cyclists**

  Cyclists will benefit from the anticipated speed reduction. Cycle bypasses will be made available at the 5.5 metre wide narrowings, for cyclists to access the footpath. This should ensure that cyclists are not adversely affected.

- **Provide improved pedestrian crossing facilities**

  The crossing distance at the intersection of Francis Avenue with Warrington Street has been slightly reduced. Pedestrians will mostly benefit from the reduced speed environment.

- **Enhance the streetscape**

  Francis Avenue is a beautiful tree-lined street that does not require any enhancements. The proposed work will not further enhance the avenue and the cobbles will ensure that the traffic calming elements do not detract from the tree-lined avenue.

- **Improve street lighting where necessary**

  The level of street lighting has been checked during the concept stage of design to ascertain if the existing level is sufficient, or whether an upgrade is required. A partial lighting upgrade is necessary for Francis Avenue.

Budgets and Timeframe

84. It is proposed to commence construction of Aylesford Street, Flockton Street and Francis Avenue in September 2006, and this will take approximately 11 weeks to complete.

85. The construction programme for Carrick Street will be finalised pending a review of the capital programme by the Transport and City Streets Unit. It is anticipated that this work will take approximately ten weeks to complete.

86. Archer Street and Squire Street have been reprogrammed for construction in 2014/2015 and 2016/2017 respectively. The construction programme for Carrick Street has not been finalised. It is not proposed to seek the approval of the Board at this time, as it is conceivable that consultation and future Board confirmation will be required prior to the commencement of this work.

87. The total estimated cost of upgrading these six streets is $1,466,200, which is comprised of the following estimates for each of the streets.

- Aylesford Street $116,500
- Flockton Street $ 53,700
- Francis Avenue $101,500
- Archer Street $331,300
- Carrick Street $575,700
- Squire Street $287,500

9. UPDATE OF BOARD FUNDS

Attached are schedules with up-to-date information regarding the Board's 2005/06 Discretionary, SCAP and Youth Development Funds.

STAFF RECOMMENDATION

That the information be received.

10. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER

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

STAFF RECOMMENDATION

That the information be received.

11. NOTICES OF MOTION

12. PRESENTATION OF PETITIONS

13. CORRESPONDENCE

14. CHAIRPERSONS' AND BOARD MEMBERS' INFORMATION EXCHANGE

Board members will be provided with an opportunity to give an update on community activities.

15. MEMBERS' QUESTIONS (If any have been submitted in accordance with Standing Orders 4.1.1 to 4.1.5)