



FENDALTON/WAIMAIRI COMMUNITY BOARD

WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE

AGENDA

MONDAY 27 NOVEMBER 2006

AT 8.00 AM

**BOARDROOM
CHRISTCHURCH CITY COUNCIL FENDALTON
CNR JEFFREYS AND CLYDE ROADS**

SITE VISIT

**Members are requested to initially convene
at Miners Road at 7.45 am.**

1. **APOLOGIES**

2. **DEPUTATIONS BY APPOINTMENT**

3. **BREENS ROAD – PROPOSED ‘NO STOPPING’ RESTRICTION**

General Manager responsible:	General Manager City Environment Jane Parfitt DDI 941-8656
Officer responsible:	Michael Aitken Manager Transport & Greenspace DDI 941-8696
Author:	Paul Burden /Basil Pettigrew DDI 941 8542

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to extend an existing section of broken yellow "no stopping" line on the west side of Breens Road outside Breens Intermediate School (refer attached).

EXECUTIVE SUMMARY

2. The Council has received complaints from parents and the school regarding safety and visibility problems on Breens Road outside Breens Intermediate School. Concerns have been raised regarding the amount of on-street car parking occurring south of the School crossing situated opposite Bonita Place.
3. Observations have shown that during the period 8.40am - 9.00am and 2.40pm - 3.10pm Monday – Friday (school days) the presence of vehicles parked in this area obstruct the vision of the School crossing patrol which in turn is compromising the safety of children crossing Breens Road at the School crossing. Kerb extensions have recently been installed at the School crossing area on Breens Road to improve visibility and safety for children crossing however visibility of north bound vehicles on Breens Road is still being compromised by the presence of parked vehicles immediately south of the kerb extensions.
4. To improve road safety for road users it is proposed that a section of broken yellow "no stopping" lines be extended on Breens Road covering two spaces. This is considered the most cost effective and practical solution to the problem and will resolve the visibility issues at the school crossing.
5. Consultation has been carried out with Breens Intermediate School and support has been forthcoming.

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

6. The installation of road markings is within operational budgets.

Legal

7. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

STAFF RECOMMENDATION

It is recommended that the Board approves that the stopping of vehicles be prohibited at any time on the west side of Breens Road commencing at a point 176 metres south west of Charnwood Close and extending in a south westerly direction for a distance of 10 metres.

4. KENDAL AVENUE – PROPOSED 15 MINUTE PARKING RESTRICTION

General Manager responsible:	Jane Parfitt General Manager City Environment DDI 941 8656
Officer responsible:	Michael Aitken Transport and City Streets Manager DDI 941 6287
Author:	Paul Burden/ Basil Pettigrew DDI 941 8542

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to install a short length of 15 minute parking restriction on the northern side of Kendal Avenue (refer attached).

EXECUTIVE SUMMARY

2. The proprietors of the Kendal Foodcentre (a dairy) situated at 68 Kendal Avenue have expressed concern that their customers are not able to use the kerbside parking directly in front of their business as a result of longer term parking occurring in the area. Currently there are unrestricted angled car parking spaces located along the frontage of these businesses.
3. The Kendal Foodcentre is located in a block of 12 shops which comprises of a doctors surgery, a chemist, various restaurants and other commercial activities. Due to the different nature of these businesses demands for on street parking can be conflicting. The dairy is very popular and services a wide catchment. As such there is considerable demand for short term parking. However, vehicles frequenting the restaurants are parking for periods of up to two hours limiting the available parking space.
4. The proprietors of Kendal Pharmacy located at 64 Kendal Avenue in the same commercial area have previously requested a time restriction be imposed because of limited on street parking. The proprietors agree that this condition has only worsened and a definite need for a time restriction exists. The Kendal Medical Centre has concerns and agrees because their clients, many of whom are elderly are often having to park on Kendal Avenue and walk to the surgery. Currently this commercial area has 28 angled on street parks, 21 being on Kendal Avenue and 7 on Charlcott Street.
5. The installation of a 15 minute parking restriction covering 6 spaces commencing at the western boundary to the Kendal Foodcentre and encompassing the Kendal Foodcentre, the Kendal Medical Centre and the Kendal Pharmacy would go some way to addressing the concerns being raised.
6. All businesses in the Kendal Avenue commercial area were consulted with and their support has been forthcoming.

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

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

Legal

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

STAFF RECOMMENDATION

It is recommended that the Board approves that the parking of vehicles be limited to a maximum of 15 minutes on the Northern side of Kendal Avenue commencing from a point 47.5 metres north east of the Charlcott Street intersection and extending in a north easterly direction for a distance of 17.5 metres.

5. WAIWETU STREET - PROPOSED NO PARKING RESTRICTION

General Manager responsible:	Jane Parfitt General Manager City Environment DDI 941 8656
Officer responsible:	Michael Aitken Transport and City Streets Manager DDI 941 6287
Author:	Paul Burden/ Basil Pettigrew DDI 941 8542

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a no parking restriction (Monday-Friday 8:40-9:10 and 2:40-3:10 schooldays) outside the rear entrance to "Fendalton Open Air School" on Waiwetu Street.

EXECUTIVE SUMMARY

2. The Board of Trustees from the Fendalton Open Air School have asked the Council to assist in addressing the safety issues and potential hazards generated by parents and care givers dropping off and picking up children attending the school on Waiwetu Street.
3. Like many schools, the demand for short term drop off and pick up parking associated with students cannot be practicably contained on site. The School provides off street parking for staff and visitors adjacent to their main entrance on Clyde Road and a P5 in front of the School in the same location. Clyde Road is a collector road having a speed limit of 50 kph but is a popular through route and as such speeds of vehicles are often in excess of the limit. As a result a portion of activity associated with delivering and picking up children occurs on Waiwetu Street which has less vehicular activity and provides a rear 'access way' entrance to the School.
4. The drop off and pick up of children is occurring in an inappropriate, and often unsafe, manner with some vehicles "double" parking and others parking over driveways and across the school entrance. The presence of these vehicles creates congestion at a point where children are crossing Waiwetu Street.
5. The installation of a No Parking restriction for the period Monday – Friday 8:40-9:10 and 2:40-3:10 (school days) on the east and west sides of Waiwetu Street covering 7 spaces immediately outside the School is considered the most cost effective and practical solution to the problem.
6. Installing a No Parking restriction for specified periods will provide a safe zone for children crossing Waiwetu Street whilst balancing the parking needs of other users outside of the peak periods of school related activity.
7. The proposal is aligned to the Parking Strategy, specifically Policy 9D "Frontage Streets"- "To recognise and specifically consider the provision and management of on-street parking adjoining educational institutions". This policy is achieved through the method "Time Restrictions – to apply selective time restrictions to the on-street parking on the road frontages of the institutions."
8. Consultation has been completed with affected stakeholders and support has been forthcoming with one exception. The resident occupying 30 Waiwetu Street objected to the proposal but it should be noted this property is currently advertised as being for sale and has sufficient off street parking. The benefits to road safety are considered to out weigh the loss of kerbside parking.

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

9. The installation of signs and markings is within operational budgets.

Legal

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

5. Cont'd

STAFF RECOMMENDATIONS

It is recommended that the Board approves that the parking of vehicles be prohibited from Monday – Friday 8:40 am - 9:10 am and 2:40 pm - 3:10 pm (school days) in the following locations:

- (a) The west side of Waiwetu Street commencing at a point 224.5 metres north of the Fendalton Road intersection and extending in a northerly direction for a distance of 38.5 metres.
- (b) The east side of Waiwetu Street commencing at a point 215 metres north of the Fendalton Road intersection and extending in a northerly direction for a distance of 48 metres.

6. BREENS/GARDINERS/HAREWOOD INTERSECTION - SAFETY IMPROVEMENT PROJECT

General Manager responsible:	Jane Parfitt General Manager City Environment DDI 941 8656
Officer responsible:	Michael Aitken Transport & Greenspace Unit Manager DDI 941 6287
Author:	Jeanette Ward, DDI 941-8876

PURPOSE OF REPORT

1. The purpose of this report is to update the Board on the Breens/Gardiners/Harewood Intersection project. This project was initiated by a survey done at Breens Intermediate School as part of a School Cycle Bubble project.

EXECUTIVE SUMMARY

2. The principal aim of the School Bubble Cycle project is to investigate, and where possible, implement improvements to road safety for school children cycling to and from school. The Breens/Harewood/Gardiners intersection was the area identified by most student cyclists as intimidating.
3. The options identified to date are:
 - Option 1: Maintenance of the status quo.
 - Option 2: Reduction of through lanes on Harewood Road from two to one.
 - Option 3: The installation of kerb build-outs and reduction in kerb radii at the intersection.
 - Option 4: Installation of traffic signals at the intersection (cost estimate \$422,000).
4. At its 26 August 2006 meeting the Fendalton/Waimairi Works, Traffic and Environment Committee received a report that provided an update on the Breens Intermediate Cycle Bubble project, which included the consultation history and the options identified so far. This information was for information only and no preferred option was identified. There was also reference to a submission from one resident who sought some form of protection for his property following an incident where a vehicle crashed through his fence.
5. The Committee supported Option 4 (Traffic Signals) and requested a report back on ways to fund this option. The Committee also supported the installation of suitable safety measures outside 395 Harewood Road and requested staff to work with the resident to obtain a suitable safety measure.
6. The current budget allocation of \$102,000 would need to be supplemented to allow this project to proceed. Other sources of funding were therefore investigated and are discussed in this report. The outcome is that Option 4 is not necessarily the preferred option and cannot be currently funded. It is recommended that the project be deferred to 2007/2008 when more investigations can be completed to provide solutions and certainty can be achieved as to the funding for this project.
7. There are two options offered with respect to the safety measures requested at 395 Harewood Road. The staff recommendation is to do nothing as they believe there is no need for the measures and that any measures installed will set a precedent in the City. The alternative option is to install a crash barrier against the Breens Road boundary at an estimated cost of \$8,000.

6. Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

8. The estimated total cost for Option 4 (Traffic Signals) is \$422,000, inclusive of all consultation, design, and project management. The 2006/2007 Capital Programme budget for the Breen's Cycle Bubble is \$102,000. It is recommended that the project be deferred due to the lack of available funding.
9. The cost to install the safety barrier at 395 Harewood Road is \$8,000. There is no budget for this installation as this project would not reach the prioritisation threshold for funding from the Safety Improvements or Neighbourhood Improvements budget. Also it can not be funded from the 'cycle bubble project' as it does not contribute to achieving the project objectives. As there is no other funding source, if the Board wishes to pursue this option, it is recommended that it be funded from the Board's discretionary funding.

STAFF RECOMMENDATION

It is recommended that the Board support the do-nothing option for safety measures at 395 Harewood Road.

BACKGROUND ON BREENS/GARDINERS/HAREWOOD INTERSECTION PROJECT

10. At its 26 August 2006 meeting, the Fendalton/Waimairi Works, Traffic and Environment Committee received a report that provided an update on the Breens Intermediate Cycle Bubble project. This included the consultation history and the options so far identified. There was also reference to a submission from one resident who seeks some form of protection for his property following an incident where a vehicle crashed through his fence.
11. The Committee made the following recommendations, which were adopted by the Community Board on 12 September 2006:
 1. *That the information be received.*
 2. *The Committee supports Option 4 (Installation of traffic signals at the intersection) and requested a report back on ways of funding this option.*
 3. *The Committee also supports the installation of suitable safety measures outside 395 Harewood Road and that staff work with the residents in obtaining a suitable safety measure.*
12. This report aims to address resolutions 2 and 3.

Resolution 2 - Cycle Bubble Project Options

13. As detailed in the August 2006 report, the project was initiated through the Breens Intermediate Cycle Bubble project in which the aim of the project was to investigate, and where possible, implement improvements to road safety for school children cycling to and from school. Results from the Breens Intermediate Cycle Bubble survey have identified several areas that student cyclists find intimidating. The Breens/Harewood/Gardiners intersection was the most common area so identified. 167 (out of 200) surveys were completed, 92 students indicated that they cycle to school and another 22 indicated that if they could choose to cycle to school they would.
14. Following the school's involvement and the feedback from the surrounding community the following objectives were formed for the Breens/Harewood/Gardiners intersection:
 - Improve safety for pedestrians and cyclists
 - Decrease vehicle speeds
 - Create an environment which encourages drivers to comply with the stop signs at Breens and Gardiners roads
 - Minimise congestion associated with children being dropped off and picked up from school

6. Cont'd

15. Four options have been identified to date and are described below. A roundabout was not considered suitable for this location as it would be required to be of a very large radius and multi-laned; this would not enhance cyclist and pedestrian safety and may in fact worsen the situation. This option may also involve property purchase.

Option 1: Maintenance of the status quo.

16. Retention of the existing uncontrolled intersection.

Option 2: Reduction of through lanes on Harewood Road from two to one.

17. This option reduces the number of through lanes from two to one on Harewood Road, through the painting of chevron marking alongside the median island to increase the width of non-trafficked area. It is also proposed to have chevron marking installed between the right turn lane and through lane to increase the storage area provided in the centre of the intersection.
18. Relocating the existing pedestrian refuges on Breens and Gardiners Road closer to the intersection is proposed as well as marking cycle lanes on Harewood Road. It is proposed to reduce the kerb radii on the southeast side of the intersection and to place no stopping lines around all quadrants of the intersection.

Option 3: The installation of kerb build outs and reduction in kerb radii at the intersection.

19. This option involves the installation of kerb build-outs and a reduction in kerb radii at the intersection. The two through lanes and a right turn lane on Harewood Road will be retained. It is proposed to widen the existing central median island adjacent to the right turn lanes onto Harewood Road to allow the pedestrian island to be relocated closer to the intersection. Cycle lanes will be marked on the approach and departure of each leg of the intersection on Harewood Road.

Option 4: Installation of traffic signals at the intersection.

20. This option retains two through lanes and right turn lanes on Harewood Road and with road widening could also provide for a separate left turn lane. The Breens and Gardiners Roads approaches would be modified to provide an exclusive, opposing right turn lane and a shared through and left turning lane. The pedestrian islands on both Breens and Gardiners Roads would need to be removed.
21. The central median island adjacent to the Harewood Road right turn lanes will have to be widened to accommodate the traffic signal poles, while the central median away from the intersection will be reduced in width to accommodate the additional traffic lane and cycle lane.
22. Kerb build-outs and reduced kerb radii will be provided on all quadrants of the intersection. It is proposed to mark cycle lanes on all approaches to the intersection. No stopping will be marked around all quadrants of the intersection and outside the kerb build-outs.

DISCUSSION OF OPTIONS

23. Option 1- The option to maintain the status quo essentially means to do no capital works at this intersection. This would retain the road environment in its existing condition. However, this option continues to be considered as a solution if the alternative options can not meet the project objectives and budget.
24. Option 2 does not meet all of the project objectives. Although it increases the safety for pedestrians and cyclists and decreases vehicle speeds, this option does not increase compliance with Stop controls on Breens Road and Gardiner Road. It also does not minimise congestion associated with school drop offs and picks up.
25. Option 3 does not meet all of the project objectives. Although it increases the safety for pedestrians and cyclists, decreases vehicles speeds and minimises congestion associated with school drop offs and pick ups; this option does not increase compliance with Stop controls on Breens Road and Gardiner Road.

6. Cont'd

26. Option 4 has the potential to improve the safety of pedestrians and cyclists more than Option 3 would but also has the potential to create problems with turning vehicles conflicting with parallel crossing pedestrians. The signalisation would cost approximately \$422,000 against a cycleway budget of \$102,000. The option may also delay through traffic on Harewood Road and potentially encourage more traffic on the Gardiners/Breens route to and from Johns Road. The effect of this on the surrounding network is being quantified. On street parking will be reduced and noise in the vicinity increased due to acceleration and deceleration of vehicles.

Discussion on Option 4 (Traffic Signals)

27. As indicated in the previous report, there was no preferred option recommended as the impact of traffic signals (Option 4) had not been fully assessed. The following is a discussion on the investigations that have occurred since the August 2006 meeting.
28. The latest data from the Land Transport New Zealand Crash Analysis System shows there have been a total of seven reported accidents in the five-year period between 2001 and 2006 within a 50m radius of the Breens/Gardiners/Harewood intersection. One of these crashes was minor injury and the other six were non-injury crashes. None of the crashes involved cyclists or pedestrians. This supports the 2002 Beca report that accidents are reducing at this intersection as it is likely that all road users including cyclists and pedestrians have become more watchful when entering the intersection in response to the risk they perceive with the intersection.
29. A traffic model simulation of the surrounding network, including signals at this intersection, has been undertaken. This analysis shows that there are significant traffic volume increases expected on Breens Road (particularly heading north), but also a reasonable decrease (in the order of 25%) anticipated on Harewood Road. Wairakei Road and Sawyers Arms Road become more attractive (northwest - southeast) routes by installing the signals, caused by the increased average travel times on Harewood Road. Little overall change is expected on Gardiners Road, but this could change significantly if signals were also installed at the Gardiners Road/Sawyers Arms intersection. Signalisation of this intersection is also being investigated.
30. As this project is a Cycleway Project, it could be assumed that the Cycleway budget should cover the entire project costs, particularly as it does not rate as a priority issue in other budget categories. To fund this option entirely from the Cycleway budget would require the substitution out of many other important cycleway projects on the programme that require the funding more urgently. The current allocation of \$102,000 would need to be supplemented to allow this project to proceed. Other sources of funding were therefore investigated and are discussed below.
31. As discussed in the August 2006 report, at present signalisation of the Breens/Harewood/Gardiners intersection ranks lower (and below the priority threshold) compared to other City projects in terms of safety. The project was entered into the 'Safety Decision Making System' used for selecting which projects are progressed, and the resulting score was 0.596 out of a total possible score of 1. The number of projects scoring higher than 0.596 indicate that the Safety Improvements budget can not fund this project within the next five years.
32. Funding from the Roothing Network Improvements is in the same situation where there are other projects that are in more need of the funding, particularly now that the Council has committed itself to an additional \$20-30M of projects to support the Southern Motorway package, which are being introduced to the programme through substitution of existing projects.
33. In terms of external funding, an application for Land Transport New Zealand (LTNZ) funding would be appropriate for this project as the Benefit to Cost Ratio (BCR) for signalisation is 3.8. However, the First Year Rate of Return (FYRR) for the project is -20%, which means that any benefits associated with the project in the 2007/2008 financial year are outweighed by the project costs. The FYRR does not become positive until the 2011/2012 financial year. This typically results in LTNZ placing a lower priority on funding for this project. Projects can not be funded purely from LTNZ funding, as their subsidy rate would still require the Council to provide about the remainder of the funding.
34. Whilst it is recognised that this intersection has a number of issues that need addressing, investigations to date have not yet reached a positive conclusion. In the light that there does not appear to be a significant safety problem, it is recommended that the project be deferred until 2007/2008 when more investigations can be completed to provide solutions and certainty can be achieved as to the funding for this project.

6. Cont'd

Resolution 3 - Safety measures at the corner of Harewood Road Breens Road

35. A resident at 395 Harewood Road (on the corner of Breens Road) has expressed concern over the safety of their property and pedestrians in the vicinity following an accident in 2004 that destroyed the Breens Road boundary fence. The vehicle was travelling from Gardiners Road across the Harewood Road intersection and lost control on entering Breens Road, went off the road and hit the brick fence. As vehicles on Harewood Road are generally travelling faster than 60km/hr, the vehicles accelerate to cross the intersection increasing the chance of losing control. The fence was knocked over and ended up in the yard of 395 Harewood Road.
36. The resident is now concerned that this may occur again and cause injury to people that may be in the front yard. He has requested that the Council install some form of safety barrier. Council staff have, for many years, declined this request as they believe that one accident does not constitute the need for any safety measures. However, the Board has resolved that staff look into options that will address the resident's concern.
37. Staff met with the resident after the August 2006 meeting to discuss his issues and hear more about the accident in 2004. This meeting established the location that the resident is concerned about.
38. When there is a problem or a potential issue with errant vehicles hitting roadside objects Land Transport New Zealand recommend the following approach (refer to RTS 11–Urban Roadside Barriers and Alternative Treatments), which involves considering a number of alternatives as follows:
- Improve the road environment to reduce the likelihood of conflict (limited opportunity for this, even traffic signals would not reduce the risk of errant vehicles). The road surface will be investigated as friction may be a factor.
 - Remove the object so that it no longer requires shielding (not an option in this situation).
 - Leave the object unshielded (Option 1).
 - Install protection such as a barrier (in all situations a traffic barrier should only be installed if it reduces the severity of potential crashes) (Option 2).
39. Having given consideration to the approach above the following options have emerged. Bollards are required to be frangible in the road environment (i.e. collapse on impact) therefore this solution would not provide the protection intended. Bollards are sometimes installed in locations where the aim is to deter traffic taking short cuts through pedestrian areas, not where the concern is accident-related (accidents are unpredictable events). Therefore bollards have not been considered for this location.
- Option 1 – Do nothing** (i.e. no safety measures are installed at this location)
40. Installing any safety measures at this location for the specific purpose of protecting private property is not recommended.
- Option 2 - Crash Barrier**
41. A short length (i.e. 10 metres) of crash barrier is installed against the western boundary of the 395 Harewood Road (actually on the Breens Road frontage).

ASSESSMENT OF OPTIONS

Option 1 – Do nothing (i.e. no safety measures are installed at this location)

42. Installing any safety measures at this location for the specific purpose of protecting private property is not recommended. The reasons for this are:
- There has only been one accident. It is not a re-occurring problem, and the risk is considered very low.
 - Safety measures for this type of situation are not generally used in an urban, low-speed environment.

6. Cont'd

- Any physical safety measure at this location to protect private property could set a precedent for other locations where vehicles have gone through fences, of which there are numerous examples in the City.

Option 2 – Crash Barrier

43. Longitudinal barriers function primarily by redirecting errant vehicles. To function correctly they should redirect and/or contain errant vehicles without subjecting the vehicle occupants to conditions more hazardous than collision with the unshielded object. Depending on its placement a roadside barrier may itself constitute a hazard. The recommended location for a crash barrier at this location is against the boundary so that it is not causing a hazard within the road reserve. For example, if the barrier was installed directly adjacent to the kerb it would potentially cause issues for cyclists if they fall from the bicycle.
44. The cost to install the barrier is estimated to be \$8,000. There is no budget for this installation as the project would not reach the threshold for funding from Safety Improvements or Neighbourhood Improvements budget. Also it can not be funded from the 'cycle bubble project' as it does not contribute to achieving the project objectives. If the Board choose this option, it is recommended that is funded from the Board's discretionary funding.

7. THORNYCROFT STREET – STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment DDI 941 8656
Officer responsible:	Transport & Greenspace Manager DDI 941 6287
Author:	Kirsty Ferguson, Consultation Leader 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 street renewal works along Thornycroft Street, as shown in the Plan for Board Approval attached.

EXECUTIVE SUMMARY

2. The street renewal project for Thornycroft Street was initiated through the Council's Asset Management Plan due to the condition of the existing kerb and dish channel. The primary aim of the project is thus to replace the existing kerb and dish channel with kerb and flat channel along the full length of Thornycroft Street.
3. Thornycroft Street is located in the suburb of Fendalton, which falls within the jurisdiction of the Fendalton / Waimairi Community Board.
4. An initial survey of residents in Thornycroft Street was carried out in January 2006, from which the Council received 32 responses. The key issues raised included:
 - More landscaping
 - Drainage problems at the start of the street
 - Under grounding of services
 - Parking at the cul-de-sac end of the street
 - Parking on the bend in the street causing restrictions
 - Better lighting
 - Rubbish truck access
 - Tight entrance to the street
 - Design the street like Waiwetu Street

7. Cont'd

- Near misses with cyclists using the access way at the end of the street and crossing Thornycroft Street.
5. As a result of internal and external feedback, the objectives of the project were defined as:
- To reflect the local road nature of the street
 - To reflect the open, spacious nature of the street
 - To maintain or improve safety for pedestrians, cyclists and vehicles
 - To maintain a safe crossing point between the two walkways at the cul-de-sac end of the street
 - To provide landscaping improvements, where possible, including street trees
 - To allow for encroachment of private vegetation onto the road reserve, where appropriate
 - To ensure the works do not have a detrimental effect on any protected trees
 - To assess the lighting and carry out recommended improvements.
6. Following the development of options, a concept plan for Thornycroft Street was presented to the community in a consultation newsletter in June/July 2006 requesting feedback. This followed a seminar held with the Fendalton/Waimairi Community Board on 13 June 2006.
7. There were 24 responses received on the concept plan, of which 17 were in support, five were in opposition, and two stated no preference. Several changes were made to the concept plan, as a result of the feedback received.
8. The concept plan for Board approval is shown in Attachment 1. The key features of the plan include:
- Full pavement reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel.
 - A reduced carriageway width of nine metres, with isolated narrowings at the intersection with Glandovey Road of seven metres, which is an existing feature, and to 3.5 metres width, adjacent to the walkway entrances.
 - Retention of the width of the street within the cul-de-sac to facilitate the turning of rubbish trucks and other heavy vehicles.
 - Repositioning of footpaths, and provision of a service strip to retain existing private planting within the road reserve.
 - Widening of the entrance to Thornycroft Street by constructing corner roundings to facilitate vehicles turning in and out of the street.
 - Planting of Japanese magnolia trees in the berm, and removal of the two existing street trees at the head of the cul-de-sac. The Council's arborist has recommended removal of these two trees, as they are not in a healthy condition.
9. The under grounding of overhead services commenced construction in October 2006.

FINANCIAL AND LEGAL CONSIDERATIONS

10. The street renewal works along Thornycroft Street are programmed in the Transport and Greenspace capital programme, for implementation in the 2007/2008 financial year. The cost estimate for this project is \$598,700. The budget for the project is \$594,709, and any cost overruns will be managed within the overall kerb and channel budget for 2007/2008.

7. Cont'd

11. There are several notable/heritage trees shown in the City Plan that are located within Thornycroft Street. In particular, there is a European Beech (*fagus sylvatica*) located at 15 Thornycroft Street approximately 10 metres from the road reserve. Resource consent may be required to undertake construction works, if the soil is disturbed to a depth of >75mm within 10 metres; however, this is not expected to be the case.
12. The property at 27 Glandovey Road is within a heritage setting, and has a frontage to Thornycroft Street. No resource consent is required in relation to the proposed works.
13. There do not appear to be any legal implications for this project; however, Community Board resolutions are required to approve the "No Stopping" restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the street renewal works for Thornycroft Street to proceed to final design, tender and construction, as shown in the Plan for Board Approval in Attachment 1.
- (b) Approve the following no stopping restrictions:

New no stopping

- (i) That the stopping of vehicles be prohibited at any time on both the east and west side of Thornycroft Street commencing at a point 310 metres north of its intersection with Glandovey Road and extending 25 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on both the east and west side of Thornycroft Street commencing at its intersection with Glandovey Road and extending 15 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Glandovey Road commencing at its intersection with Thornycroft Street and extending 25 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Glandovey Road commencing at its intersection with Thornycroft Street and extending 5 metres in an easterly direction.

SECTION ONE - BACKGROUND ON THORNYCROFT STREET – STREET RENEWAL PROJECT

14. This street renewal project was initiated through the Council's Asset Management Plan. The primary aim of the project is to replace the existing kerb and dish channel with kerb and flat channel along the length of Thornycroft Street.
15. Thornycroft Street is located in the Fendalton Ward, which falls within the jurisdiction of the Fendalton/Waimairi Community Board, and is a cul-de-sac running off Glandovey Road. It is classified as a local road in the Council's roading hierarchy.
16. Thornycroft Street is approximately 370 metres long, and has a legal road width of 15 metres, with an existing formed carriageway of 10.3 metres. There is an access way, which connects to Waiwetu Reserve and to Bryndwr Road.
17. Thornycroft Street is situated in the SAM 8 Fendalton Area, which defines the street as a Special Amenity Area, characterised by mature trees, well-vegetated front boundaries and large sections. Accordingly, one of the project objectives is to allow for encroachment of private vegetation onto the road reserve, where appropriate.
18. The Land Transport New Zealand Crash Analysis System shows there have been no crashes recorded on Thornycroft Street or within a 50-metre radius of its intersection with Glandovey Road for the five-year period between 2001 and 2005.

7. Cont'd

19. An initial survey was carried out with the local community in January 2006, and 32 responses were received. The key issues raised included:
- More landscaping
 - Drainage problems at the start of the street
 - Undergrounding of services
 - Parking at the cul-de-sac end of the street
 - Parking on the bend in the street causes restrictions
 - Better lighting
 - Rubbish truck access
 - Entrance to the street is tight
 - Design street like Waiwetu Street
 - Near misses with cyclists using the access way at the end of the street and crossing Thornycroft Street.
20. Internal Council consultation was undertaken in December 2005, which resulted in the following issues being raised:
- (a) Asset issues surrounding the kerb and channel, reconstruction of shoulders and drainage requirements.
 - (b) Conflicts with cyclists using the access way at the end of the street, and crossing Thornycroft Street.
 - (c) There is a pedestrian/cycle access way to both Waiwetu Street and Jeffreys Road through Waiwetu Reserve, as well as to Bryndwr Road. Fendalton School can be accessed from Waiwetu Street. Therefore, Thornycroft Street is an important link particularly for school children, with more pedestrian/cycle traffic than other local roads.
 - (d) All of Thornycroft Street lies within the SAM 8 Fendalton Area. A SAM is a Special Amenity Area, and is characterised by mature trees, well-vegetated front boundaries, and large sections. These elements create an area that gives a sense of spaciousness, which is heightened by the glimpses of housing through the vegetation and behind fencing. The acknowledged well-vegetated front boundaries need to be considered in these street works and accommodation made for plantings encroaching into the road reserve.
 - (e) There are numerous protected trees at 15 and 23 Thornycroft Street; however, it appears that only two lie near the road frontage.
21. The objectives of the project were thus defined as:
- (a) To reflect the local road nature of the street.
 - (b) To reflect the open, spacious nature of the properties adjacent as identified in the SAM.
 - (c) To maintain or improve safety for pedestrians, cyclists and vehicles.
 - (d) To maintain a safe crossing point between the two walkways at the cul-de-sac end of the street.
 - (e) To provide landscaping improvements, where possible, including street trees.

7. Cont'd

- (f) To allow for encroachment of private vegetation onto the road reserve, where appropriate.
 - (g) To ensure the works do not have a detrimental effect on any protected trees.
 - (h) To assess the lighting and carry out recommended improvements.
22. The renewal of the street addresses many of the issues that were raised in the initial consultation including reconstruction of the footpaths, pavement and drainage, and a street lighting upgrade. The remaining issues were addressed in the development of concept designs, which included:
- Lack of street landscaping and street appeal
 - Safety near the alleyway (pedestrian/cycle/vehicle conflict)
 - Parking and access at the end of the cul-de-sac
 - Parking on the inside of the curve in the road
 - Narrow entranceway to the street.
23. The under grounding of overhead services comprises part of this street renewal project. A cost sharing agreement has been reached between residents and the Council for this under grounding. Construction of the under grounding commenced in October 2006.
24. The concept plan with an eight-metre wide carriageway was presented to the community in a consultation newsletter in June/July 2006 for formal consultation and requested feedback. This followed a seminar with the Fendalton/Waimairi Community Board held on 13 June 2006. 24 responses were received, of which 17 were in support of the proposed concept plan, five were in opposition, and two stated no preference. A summary of the submissions received, and an evaluation of the issues raised is shown in Attachment 2.
25. The key issues raised during the consultation phase were:
- (a) Turning in and out of Glandovey Road is too tight and needs improving
 - (b) Trees at Glandovey Road may obscure vision
 - (c) Concern that the landscaped area in the cul-de-sac end of the street will restrict property access
 - (d) Query whether the eight-metre wide carriageway will allow two large vehicles to pass
 - (e) Placement of tactile pavers at the Glandovey Road intersection
 - (f) Landscaping areas adjacent to the access way crossing point rather than around the trees at the end of the street.
 - (g) Query as to why no speed hump is included at the bend in the street.
26. Given the feedback received on the initial concept plan, and in particular the concern with the eight-metre wide carriageway, as well as potential services conflicts that were identified later, the concept plan was revised to a nine-metre wide carriageway, as shown in Attachment 1. This change means that street trees along both sides of the street can no longer be accommodated. A letter was sent to all submitters outlining the feedback received and the changes to the concept plan on 12 October 2006. There has been no adverse feedback to the revised plan.

SECTION TWO - OPTIONS

Kerb Alignment Options

27. Three options were developed for consideration and comparison of the kerb alignment along Thornycroft Street. Each of the options provided varying degrees of road and kerb width, which affected the amount of road space available for vehicle parking and manoeuvrability, but also affected the amount of landscaping and tree planting that can be accommodated in the berms.

7. Cont'd

28. Option 1 involved a full pavement reconstruction of Thornycroft Street and replacement of the old kerb and dish channel with new kerb and flat channel. This option provided for an eight-metre wide carriageway for the road reconstruction, with isolated narrowings at the intersection with Glandovey Road to seven metres, and at the cul-de-sac end of the street adjacent to the walkway entrances to 3.5 metres. Kerb build-outs were proposed to reduce the carriageway width at the cul-de-sac end of the street.
29. Option 2 is the same as Option 1, except that a 7.5-metre wide carriageway allowed for wide landscaped berms to be constructed.
30. Option 3 is the same as Option 1, except that a nine-metre wide carriageway is proposed.
31. For all three options, footpaths along the length of the street were repositioned from the kerb side to the property boundary side of the berm to enable any service poles to be located in the berm area, had the overhead services been retained. These service poles are currently located on the back of the kerb and in the footpath.
32. The intersection of Thornycroft Street and Glandovey Road was modified to improve turning in and out of the street. This was achieved by replacing the current squared off arrangement, with a curved radius kerb and channel to make negotiation of the intersection, particularly the left turns into and out of Thornycroft Street easier. Attachment 3 illustrates the path of a car making the left turn in with ease. The footpath on Glandovey Road was realigned slightly to improve recognition by pedestrians of the crossing of Thornycroft Street. The threshold pavers at the entrance to Thornycroft Street were extended to include the crossed path for pedestrians at this location.
33. Landscaping, including tree planting in the berm was investigated for the preferred option, and street lighting has been upgraded as part of the under grounding of overhead services.

Walkway Crossing Options

34. Three options were developed for comparison and consideration at the cul-de-sac end of the street in the vicinity of the walkway, which connects to Bryndwr Road and Waiwetu Reserve. Each option attempted to improve accessibility between the two walkways, to enhance safety for pedestrians and cyclists, and to raise the awareness of traffic to the presence of the crossing point. The options were not designed to give priority to pedestrians and cyclists over vehicular traffic. The current arrangement of the dish channel crossing blocks on either side of the walkway is very dangerous.
35. Walkway crossing Option 1 sought to install a textured raised crossing between the two walkways, with a seven-metre wide carriageway.
36. Walkway crossing Option 2 proposed a paved crossing with landscaping centrally located to each side of the crossing point, and a crossing width of 3.5 metres per lane.
37. Walkway crossing Option 3 sought to narrow the area between the two walkways to 3.5 metres in total, and includes "No Stopping" restrictions.

PREFERRED OPTION

38. The preferred option for kerb alignment is Option 3, combined with walkway crossing option 3, which involves the full pavement reconstruction of Thornycroft Street and replacement of the existing kerb and dish channel with new kerb and flat channel.
39. The carriageway will be reduced to a width of nine metres, from its existing 10.3 metres, with isolated narrowing at the intersection with Glandovey Road to seven metres width, and at the cul-de-sac end of the street adjacent to the walkway entrances, where kerb build-outs will reduce the carriageway width to 3.5 metres.
40. The width of the street within the cul-de-sac itself will be retained to facilitate the turning of rubbish collection vehicles and other heavy vehicles.

7. Cont'd

41. Footpaths along the length of the street on the western side will be repositioned from the kerb side to the property boundary side to enable street trees to be located within the berm area. On the eastern side of the street, a narrow service strip will be provided between the property boundary and the footpath to retain the existing private planting within the road reserve.
42. Japanese magnolia trees will be planted in the kerbside berm on the western side of the street, while the two existing street trees at the head of the cul-de-sac will be removed. The Council's arborist has recommended the removal of these two trees, as they are not in a healthy condition.
43. The turning radii at the entrance to Thornycroft Street will be increased and a curved section of kerb and channel will be constructed. This will make negotiation of the intersection, particularly the left turns into and out of Thornycroft Street, much easier. The footpath on Glandovey Road will be realigned slightly to improve recognition by pedestrians of the crossing of Thornycroft Street. The threshold pavers at the entrance to Thornycroft Street will be extended to include the crossed path for pedestrians at this location.
44. A cost sharing agreement has been reached with residents to underground the overhead services. New street lighting poles will be located against the property boundary.

SECTION THREE - ASSESSMENT OF OPTIONS

Maintain the Status Quo (If Not Preferred Option)

45. The option to maintain the status quo essentially means to undertake no capital works along Thornycroft Street. This would retain the street and road environment in its existing condition, including deep dish kerb and channel.
46. This option would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with Council strategies, particularly the Pedestrian Strategy, Cycling Strategy, and Road Safety Strategy, as well as the Council's asset management plan.
47. Therefore it is considered that it would not be appropriate to maintain the status quo because of the opportunity to contribute to an efficient, safe and sustainable transport system within this area of the City, whilst providing for all modes of transportation.

Alternative Options

Kerb Alignment Options

48. An 8-metre wide carriageway, as proposed in Option 1 would have assisted in reducing vehicle speeds along Thornycroft Street, as well as provided an opportunity for landscaping and street trees along both sides of the street in the berm. Resource consent would be required for a street renewal project where the carriageway is less than nine metres wide, which is the permitted minimum width outlined in the City Plan. This option is not achievable due to conflict with existing services under the proposed new kerb alignment.
49. A 7.5-metre wide carriageway, as outlined in Option 2 would also have assisted in reducing vehicle speeds, and would have presented an opportunity to provide significant landscaping within the berm. There would have been some loss in on-street parking where the narrower road would have been reduced to one-way movements if two vehicles were parked on opposing sides of the carriageway. Resource consent would be required for a street renewal project where the carriageway is less than nine metres wide, which is the permitted minimum width outlined in the City Plan.
50. Option 3 has a 9-metre wide carriageway, which would improve street drainage, and the narrower carriageway would assist in reducing vehicle speeds. The carriageway narrowing provides an opportunity for some landscaping and street tree planting along the western berm in the widened berm areas. On-street parking is retained along both sides of the road.

7. Cont'd

Walkway Crossing Options

51. All of the three walkway crossing options provided an opportunity for increased awareness of the crossing for motorists and a reduced crossing distance for pedestrians and cyclists.
52. Walkway crossing options 1 and 2 had the disadvantage that the design may have indicated priority of crossing over the road to cyclists and pedestrians. This is not considered desirable by the project team.
53. The advantages of walkway crossing option 2 also included an opportunity for centralised street landscaping. However, the disadvantage of this option included the reduction in accessibility to two driveways, and that children on the crossing could be hidden by the centralised street landscaping.
54. Walkway crossing option 3 provided an opportunity for additional kerbside landscaping, with the disadvantage that the reduction of a section of the street would be to one-way traffic only; however, this would affect only a minimal number of vehicles.

The Preferred Option

55. The preferred option for kerb alignment is Option 3 with walkway crossing option 3, which meets the aims and objectives for this project, and takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations, community feedback and legal considerations associated with the project.
56. The local road nature of the street is reflected in the nine-metre wide carriageway, which is specified as the minimum width permitted by the City Plan.
57. The open spacious nature of the properties adjacent to the street is reflected with the nine-metre wide carriageway allowing for kerbside berms on the west side in the order of 1.7 – 2.0 metres to be provided. This represents a significant increase in the amount of berm available for grass, landscaping and street trees. The provision of the additional space within the road reserve for non-motorised use is consistent with this objective.
58. Safety is improved for pedestrians, cyclists and vehicles by replacing the existing dish channel crossing blocks on either side of the walkway with a kerb build-out that leads to a 3.5-metre wide crossing point instead of the existing ten-metre wide crossing point. This improves safety for pedestrians and cyclists by increasing awareness of the crossing point to motorists, significantly reducing the crossing distance for pedestrians and cyclists, and removing the dangerous crossover blocks.
59. The reconfiguration of the intersection at Glandovey Road and Thornycroft Street improves safety for vehicles through the provision of an increased turning radius, which removes the existing conflict between vehicles turning left into Thornycroft Street and vehicles turning right out of Thornycroft Street. The modifications to the intersection provide additional emphasis of the intersecting street for pedestrians walking along Glandovey Road.
60. The proposal retains as much of the privately planted vegetation that is located in the road reserve as possible. Some vegetation may need to be removed in order to accommodate a minimum width footpath and a berm wide enough to accommodate significant street trees.
61. The proposed works will not have any detrimental effect on protected trees within the street. Any works conducted within 10 metres of a protected tree, where more than the top 75 mm of soil will be disturbed will require a resource consent, which will define acceptable work practices in these instances to ensure no detrimental effects on protected trees.
62. The Council has approved the underground conversion of the overhead services in Thornycroft Street, subject to a 50:50 cost share with the residents. The residents' share of the conversion has been paid, and the tender accepted. Construction of the under grounding of overhead services commenced in October 2006.
63. There are no land ownership issues associated with this project. However, it is noted that both properties on the corner of Thornycroft Street and Glandovey Road are currently occupying a significant amount of Council land.

8. OFFICE ROAD – INSTALLATION OF A MOBILITY PARK

General Manager responsible:	General Manager Jane Parfitt, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager Michael Aitken DDI 941 6287
Author:	Basil Pettigrew

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to revoke the P60 status for one on street parking space on the south west side of Office Road and convert it to a mobility park (refer attached).

EXECUTIVE SUMMARY

2. The Council has received a request for a mobility park to be installed in the immediate vicinity of the Office Road commercial block adjacent to the Merivale Mall. This request has been prompted by the relocation of the ANZ Bank from within the Merivale Mall complex to 175-177 Papanui Road.
3. The ANZ Bank, Merivale Branch supports a client base consisting of a high proportion of elderly customers. Prior to relocation these customers were catered for by the mobility parks located outside the ANZ Bank near the Aikmans Road exit to the Merivale Mall car park. Upon relocation the ANZ Bank has noted that a number of customers have changed to another bank with premises located inside the mall citing the lack of mobility parking coupled with the reluctance to cross the Office Road/Papanui Road intersection as the reason. Neither Office Road nor the Merivale section of Papanui Road have mobility parks implemented with the closest being in the Merivale Mall car park.
4. Currently P60 restrictions are in place on the south west side of Office Road extending from the Papanui Road intersection to the Merivale Mall car park. Parking restrictions are in place on the north east side of Office Road with a combination of P5, a cycle stand and loading zones.
5. The area is predominantly commercial with Merivale Mall immediately to the north and a small commercial block and some residential dwellings to the south.
6. The installation of a mobility park on the south west side of Office Road is considered the most cost effective and practical solution to the problem.
7. Consultation has been carried out with all affected parties in the commercial complex located at the Papanui Road/Office Road intersection and support has been forthcoming.

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

8. Installation of signs and posts is within existing budgets

Legal

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

STAFF RECOMMENDATIONS

It is recommended that the Board approve:

- (a) That the parking of vehicles for a maximum of 60 minutes on the south west side of Office Road commencing at a point 12 metres south west of the Papanui Road intersection and extending in a south westerly direction for a distance of 6.5 metres is revoked.
- (b) That the parking of vehicles be limited to vehicles displaying an operational mobility card only on the south west side of Office Road commencing at a point 12 metres south west of the Papanui Road intersection and extending in a south westerly direction for a distance of 6.5 metres.

9. RAY BLANK PARK PLAYGROUND UPGRADE - PLAN APPROVAL

General Manager responsible:	General Manager City Environment , Jane Parfitt DDI 941-8656
Officer responsible:	Michael Aitken Manager Transport & Greenspace DDI 941 6287
Author:	Parks and Waterways Area Advocate, Rod Whearty

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval to the plan for upgrading the existing playground facility on Ray Blank Park following consultation with the local community.

EXECUTIVE SUMMARY

2. Board members will recall that the concept plan for upgrading the existing playground on Ray Blank Park was presented to the Works Traffic and Environment Committee on Monday 25 September 2006, prior to carrying out consultation with the local community.
3. The plan was circulated to approximately 320 residential properties within the general catchment area of Ray Blank Park. There was a very good response from the local community with a total of seventy three (73) individual residents returning the comment form providing feedback on the proposed plan (See attached comments). Overall the response from the local community was positive and supportive of the proposed plan.
4. The consultation plan gave residents a choice of two options in relation to three separate items of play equipment and requested respondents to indicate their preferred option in respect to each group. The total numbers for each item do not add up to 73 (total number of responses) because some respondents did not indicate a preference in all or some of these categories. The table below shows the results of the residents feedback in relation to these items.

Item A	
Spinner Bowl	22
Junior Spica	45

Item B	
Junior Rocker	45
Stinger	23

Item C	
Roctopus	36
Comet	30

5. There were a number of comments suggesting that the playground proposal appeared to be largely targeted at the younger age group and that it would be nice to see some provision for older children as well (see feedback). Staff would concur with this view and propose some minor amendments to better accommodate this potential group of users. A number also mentioned disappointment at the removal of the large slide, however this is unavoidable as it no longer complies with the current playground safety standard.
6. In recognition of the residents feedback, the City Environment Group proposes to make a number of minor changes to the original plan (see attached plan). The proposed changes will provide additional play opportunities for a wider range of age groups, which is what many of the respondents requested. The changes are listed below.

Proposed Changes

- (a) Confirm the Spica, Junior Rocker and Roctopus as the preferred items as indicated by the Residents feedback.
- (b) Upgrading the Junior Spica and Junior Slide to standard sizes. This will provide for the older age group but will still be able to be used by the younger age group as well.

9. Cont'd

- (c) The location of the Spica and Junior Rocker have been reversed to improve functionality as a result of upgrading to the larger sized Spica.
 - (d) Magnolia specimen trees on the perimeter of the playground to introduce colour and shade to the play area.
7. In a further effort to respond to the need for recreational facilities for the older age group, the City Environment Group proposes to programme a basketball half court on Ray Blank Park as part of the future Capital Works Programme. This will be done through the LTCCP process. Funding is likely to be some years out and further consultation as to the location would be undertaken at the appropriate time. The Maidstone Road frontage is the most likely location as there is an available area within the park that provides adequate boundary separation from existing sports fields and neighbouring properties. In addition to this the half court would be on a major route to the university and late teens/young adults are a key user group of these facilities.
8. All respondents have been sent a final reply letter thanking them for their input, including an A3 colour copy of the finalised plan. The letter informed respondents that the plan would be presented to the Fendalton/Waimairi Community Board for approval. Details of the meeting (Time, date, venue etc) were also provided so that any interested people could attend.

FINANCIAL AND LEGAL CONSIDERATIONS

9. The City Environment Groups 5-year Capital Works Programme has funding available in the current 2006/07 financial year to undertake the upgrade of the playground on Ray Blank Park. Funding for the project has been detailed specifically or more generically in previous years Annual Plans and the current LTCCP that has been approved by Council.

STAFF RECOMMENDATIONS

- (a) It is recommended that the Board approve the attached plan for upgrading the existing playground on Ray Blank Park and the City Environment Group commence work on implementing the construction programme.
- (b) That the City Environment Group look at providing a hard court facility on Ray Blank Park in future years Capital Works Programme and that funding and timing for the facility be decided through the normal LTCCP process.

10. 2007 MEETING SCHEDULE

General Manager responsible:	Peter Mitchell, General Manager, Regulation and Democracy Services
Officer responsible:	Anusha Guler, Secretariat Manager
Author:	Prebashni Naidoo, Community Board Secretary, DDI 941-6728

PURPOSE OF REPORT

1. The purpose of this report is to establish the 2007 meeting dates for the Works, Traffic and Environment Committee.

EXECUTIVE SUMMARY

2. The Committee is asked to adopt a schedule of meeting dates for 2007.
3. The following dates have been identified, with the suggestion that the meetings will take place Mondays at 8.00 am in Meeting Room 1, CCC Fendalton:

26 February
26 March
23 April
28 May
25 June
30 July
27 August

10. Cont'd

4. Meetings are only scheduled to August 2007 due to the Local Body elections being held in October 2007.

FINANCIAL AND LEGAL CONSIDERATIONS

5. Nil.

COMMITTEE RECOMMENDATIONS

That the above dates and time for meetings of the Committee for 2007 be adopted.

11. CAPITAL WORKS UPDATE - GREENSPACE UNIT

Attached is a Memorandum from Brent Smith, Capital Projects Team Manager for the Greenspace Unit, with an update of Greenspace projects in the Fendalton/Waimairi ward.