



FENDALTON/WAIMAIRI COMMUNITY BOARD

WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE

AGENDA

MONDAY 30 JULY 2007

AT 8.45 AM

**COMMITTEE ROOM 1
CHRISTCHURCH CITY COUNCIL FENDALTON
CNR JEFFREYS AND CLYDE ROADS**

NOTE: AS THERE WILL BE AN ONSITE INSPECTION BY BOARD MEMBERS OF AVONHEAD PARK TREES STARTING AT 8:00 AM THE MEETING WILL BEGIN LATER AT 8:45 AM

ITEM NO	DESCRIPTION
1.	APOLOGIES
2.	DEPUTATIONS BY APPOINTMENT
3	CORRESPONDENCE
4.	DERBY CLUSTER – STREET RENEWALS PROJECT
5.	CROSBIE PARK MAJOR TREE REPLACEMENT PLANTING PLAN
6.	FENDALTON MALL SAFETY REVIEW
7.	NAMING PROCEDURE FOR THE STYX CATCHMENT

1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

2.1 Alison Clark, 120 Rockinghorse Road

Ms Clark, the owner of four flats at 22 Clare Road, near Onslow Street, wishes to speak about her concerns at the loss of four on-street parking spaces, within the Derby Street cluster.

2.2 Liz Gregory

Ms Gregory wishes to speak about her concerns about the proposed changes to the Derby Street cluster

3.3 Clarrie Pearce, 79a Clare Road

Mr Pearce wishes to express his concerns about traffic flow round the corner of Clare and Onslow Streets after the proposed changes within the Derby Street cluster.

3. CORRESPONDENCE

Nil.

4. DERBY CLUSTER – STREET RENEWALS PROJECT

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Manager, Transport and Greenspace Unit
Author:	Kirsty Ferguson, Consultation Leader – Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Fendalton/Waimairi Community Board to proceed to final design, tender and construction for the Derby Cluster street renewal project, as shown in the plans for Board approval in **Attachments 1, 2 and 3**.

EXECUTIVE SUMMARY

2. The Derby Cluster comprises Derby Street, Onslow Street and Stoneyhurst Street. The kerb and channel renewals of these three streets were grouped together to form a cluster for planning and design purposes.
3. The primary aim of the project is to replace the existing kerb and deep dish channel with kerb and flat channel along the length of Derby Street (between Papanui Road and Springfield Road), Onslow Street (between Derby Street and Holly Road) and Stoneyhurst Street (between Derby Street and Bealey Avenue). There are also specific objectives for the project relating to minimising the loss of on-street parking, determining the demand for parking, providing aesthetic enhancement, discouraging the use of Derby Street and Stoneyhurst Street as a short cut, reviewing the geometry of the Derby Street/Papanui Road intersection, and reviewing safety at the bend by No. 36 Derby Street.
4. Initial consultation was undertaken with the residents of the Derby Cluster in March 2006. A seminar was held with the Fendalton/Waimairi Community Board on 23 April 2007, prior to the concept plans being distributed to the community and stakeholders for feedback.
5. The community was consulted on the concept plans for the Derby Cluster in May 2007. Approximately 720 consultation leaflets were distributed to landowners, occupiers, and stakeholder groups. A total of 105 responses were received, of which 65 (62%) were generally in support of the project, 17 (16%) did not support the project, and 23 (22%) specified no preference.

4. cont'd

6. The key issues raised related to the grass berm areas, driveways, landscaping, parking, narrowing the access at the Derby Street/Springfield Road intersection, the Clare Road/Onslow Street intersection, street trees, tactile pavers, and diversion of traffic to other streets in the area. A summary of the consultation responses received is outlined in **Attachment 4**.
7. As a result of the feedback received, the preferred option for Derby Street, Onslow Street and Stoneyhurst Street comprises the features outlined in paragraph 55, and is shown on the concept plans in **Attachments 1, 2 and 3**.

FINANCIAL IMPLICATIONS

8. The street renewal works for Derby Street, Onslow Street and Stoneyhurst Street are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2007/2008 financial year. The estimated cost for Derby Street is \$738,800, Onslow Street is \$539,300, and Stoneyhurst Street is \$343,700. The total estimated cost for the Cluster is \$1,621,800.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

9. As above.

LEGAL CONSIDERATIONS

10. There are no property issues associated with this project. There are no notable or heritage trees shown in the City Plan. There are two heritage or historic buildings, place or objects shown in the City Plan for this area, which are located at 66 Derby Street (1903 dwelling), and 74 Derby Street (1932 California style bungalow – former residence of former Prime Minister Sydney Holland). No consents are required for the work proposed.

Have you considered the legal implications of the issue under consideration?

11. There appear to be no legal implications for this project. Community Board resolutions are required to revoke the existing traffic restrictions within the Cluster and approve the new traffic and parking restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

13. As above.

ALIGNMENT WITH STRATEGIES

14. This project is consistent with key Council strategies including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

Do the recommendations align with the Council's strategies?

15. As above.

CONSULTATION FULFILMENT

16. Initial consultation was undertaken with the residents of Derby Street, Onslow Street and Stoneyhurst Street in March 2006. There were 41 responses received.
17. A seminar was held with the Fendalton/Waimairi Community Board on 23 April 2007, prior to the preferred concept plans for the Derby Cluster being presented to the public for consultation. Community consultation was undertaken in May 2007 on these concept plans.

4. cont'd

18. Consultation leaflets were distributed to approximately 720 households, including residents and landowners in Derby Street, Onslow Street, Stoneyhurst Street, Clare Road, Bristol Street, Berry Street and parts of Springfield Road and Holly Road, as well as key stakeholder groups.
19. Of this total, 105 responses were received. The majority of respondents, i.e. 65 (62%) were in general support of the proposals. There were 17 (16%) respondents who opposed the project and 23 (22%) who specified no preference.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board:

- (a) Approve the Derby Street kerb and channel renewal project to proceed to final design, tender and construction, as shown in the plan for Board approval in **Attachment 1**.
- (b) Approve the Onslow Street kerb and channel renewal project to proceed to final design, tender and construction, as shown in the plan for Board approval in **Attachment 2**.
- (c) Approve the Stoneyhurst Street kerb and channel renewal project to proceed to final design, tender and construction, as shown in the plan for Board approval in **Attachment 3**.
- (d) Approve the following "no stopping" and parking restrictions:

Derby Street

New "No Stopping":

- (i) That the stopping of vehicles be prohibited at any time on the west side of Springfield Road commencing at its intersection with Derby Street and extending 10 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Springfield Road commencing at its intersection with Derby Street and extending 11 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Derby Street commencing at its intersection with Springfield Road and extending 11 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Derby Street commencing at its intersection with Springfield Road and extending 11 metres in a westerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the south side of Derby Street commencing at its intersection with Stoneyhurst Street and extending 10 metres in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Derby Street commencing at its intersection with Stoneyhurst Street and extending 9 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Derby Street commencing 10 metres west of its intersection with Stoneyhurst Street and extending 27 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Derby Street commencing 30 metres west of its intersection with Stoneyhurst Street and extending 16 metres in a westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Derby Street commencing at its intersection with Onslow Street and extending 6 metres in an easterly direction.

4. cont'd

- (x) That the stopping of vehicles be prohibited at any time on the north side of Derby Street commencing at its intersection with Onslow Street and extending 8 metres in a westerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the east side of Onslow Street commencing at its intersection with Derby Street and extending 12 metres in a northerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the west side of Onslow Street commencing at its intersection with Derby Street and extending 12 metres in a northerly direction.

New Parking Restriction:

- (i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Derby Street commencing at a point 17 metres east of its intersection with Stoneyhurst Street and extending in an easterly direction for a distance of 68 metres.
- (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Derby Street commencing at a point 8 metres east of its intersection with Onslow Street and extending in an easterly direction for a distance of 57 metres.

Onslow Street

New "No Stopping":

- (i) That the stopping of vehicles be prohibited at any time on the western side of Onslow Street commencing at its intersection with Clare Road and extending 17 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the eastern side of Onslow Street commencing at its intersection with Clare Road and extending 15 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the southern side of Clare Road commencing at its intersection with Onslow Street and extending 18 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the northern side of Clare Road commencing at its intersection with Onslow Street and extending 14 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the eastern side of Onslow Street commencing at its intersection with Clare Road and extending 16 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the western side of Onslow Street commencing at its intersection with Clare Road and extending 12 metres in a northerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the southern side of Clare Road commencing at its intersection with Onslow Street and extending 16 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the northern side of Clare Road commencing at its intersection with Onslow Street and extending 14 metres in a westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the eastern side of Onslow Street commencing at its intersection with Holly Road and extending 12 metres in a southerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the western side of Onslow Street commencing at its intersection with Holly Road and extending 19 metres in a southerly direction.

4. cont'd

- (xi) That the stopping of vehicles be prohibited at any time on the southern side of Holly Road commencing at its intersection with Onslow Street and extending 13 metres in an easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the southern side of Holly Road commencing at its intersection with Onslow Street and extending 14 metres in a westerly direction.

New Parking Restriction:

- (i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Onslow Street commencing at a point 12 metres north of its intersection with Derby Street and extending in a northerly direction for a distance of 108 metres.
- (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Onslow Street commencing at a point 131 metres north of its intersection with Derby Street and extending in a northerly direction for a distance of 11 metres.

Stoneyhurst Street

New No Stopping:

- (i) That the stopping of vehicles be prohibited at any time on the east side of Stoneyhurst Street commencing at its intersection with Bealey Avenue and extending 15 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Stoneyhurst Street commencing at its intersection with Bealey Avenue and extending 15 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Stoneyhurst Street commencing at its intersection with Derby Street and extending 17 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Stoneyhurst Street commencing at its intersection with Derby Street and extending 23 metres in a southerly direction.

New Parking Restriction:

- (i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Stoneyhurst Street commencing at a point 17 metres south of its intersection with Derby Street and extending in a southerly direction for a distance of 160 metres.

4. cont'd

BACKGROUND (THE ISSUES)

20. The Derby Cluster is located in the Merivale/St Albans area and includes Derby Street from Papanui Road to Springfield Road, Onslow Street from Derby Street to Holly Road, and Stoneyhurst Street from Derby Street to Bealey Avenue.
21. All three streets are classified as local residential roads in the City Plan's roading hierarchy. The surrounding area is a mixture of medium density residential housing with an area of business zoning at the south-west end of Derby Street. All three streets are narrow in nature, and there is a high demand for parking in the area. This demand is due to the close proximity of high-density developments, including motels, and the business zone, which includes restaurants, retail outlets and other business uses.
22. Initial consultation was undertaken with the immediate community in Derby Street, Onslow Street and Stoneyhurst Street in March 2006 via a survey. There were 41 responses received, and the main issues raised were:

Parking: There is a high demand for all day on-street parking from commuters, which is one of the biggest issues for residents, particularly with respect to access to properties and having on-street parking during the day for visitors and tradespeople. There were requests for time restricted parking, residents' only parking, parking meters, and angle parking.

Visibility: There was a safety concern raised with respect to the bend in Derby Street where there is limited visibility for residents exiting their driveways from parked cars blocking the view to the west of the bend. There is also poor visibility at the intersection of Onslow Street and Clare Road.

Flooding: Rubbish and weeds are causing flooding in the deep dish channels.

Rubbish: There has been a request for rubbish bins to be installed on Papanui Road to encourage collection of fast-food outlet packaging.

Landscaping and Grass Berms: There were several requests to not install grass berms in locations where residents in flats and apartment blocks are unlikely to have a lawnmower.

Traffic: Concerns were raised about the speed of vehicles travelling along Derby Street, which are short-cutting along Derby Street and Stoneyhurst Street. However, there was also a strong response from residents that they do not want speed humps placed along these streets. Some motorists are still turning right into Derby Street from Papanui Road despite the restriction already in place.

Footpaths: Many respondents commented on the poor state of the existing footpaths.

Street lighting: There were concerns raised about the quality and quantity of street lighting.

23. The primary aim of the project is to renew the existing kerb and dish channel with kerb and flat channel along both sides of Derby Street, Onslow Street and Stoneyhurst Street. The objectives of the project are outlined below in paragraphs 32 and 33.
24. Derby Street is 415 metres long with an existing carriageway width of 11 metres (i.e. Papanui Road to Onslow Street) and 14 metres (i.e. Onslow Street to Springfield Road) from kerb to kerb. There are an estimated 850 vehicles per day travelling along the street.
25. Onslow Street is 334 metres long with an existing carriageway width of 10.5 to 11 metres from kerb to kerb. There are an estimated 300 vehicles per day travelling along the street.
26. Stoneyhurst Street is 185 metres long with an existing carriageway width of 11.5 metres from kerb to kerb. There are an estimated 700 vehicles per day travelling along the street.
27. The Land Transport New Zealand Crash Analysis System shows that there have been two crashes recorded for the five-year period between 2001 and 2005 in the vicinity of the Derby Cluster, with another three recorded in 2006. These crashes are all quite random in nature and most occurred on peripheral roads.

4. cont'd

28. Of the five crashes, two recorded on Papanui Road near the Derby Street intersection. One of the crashes resulted in minor injury and the other four were non-injury crashes. The proposed changes within the Derby Cluster are expected to improve safety along the street by slowing vehicles down and highlighting intersections with kerb build-outs and improving sight distance with no stopping lines.
29. A seminar was held with the Fendalton/Waimairi Works and Traffic Committee on 23 April 2007, prior to sending the concept plans to the local community and stakeholder groups. Approximately 720 consultation leaflets were distributed in May 2007 to landowners and occupiers, as well as key stakeholders. 105 responses were received on the project, of which 65 (62%) indicated support for the project, 17 (16%) objected to the project, and 23 (22%) specified no preference.
30. The key issues raised included the P120 parking restrictions with some respondents in favour and some not; changes to the service strips; removal of trees; changes to driveway widths; requests for narrowing of Derby Street at Springfield Road; more enhanced streetscape; installation of tactile pavers; requests for additional residents parking; comments on the width of the Clare Road/Onslow Street intersection (i.e. too wide or too narrow); and reasoning as to why the trees are located along the eastern side of Stoneyhurst Street. A summary of the feedback received is shown in **Attachment 4**.
31. After consideration of the feedback received, the preferred option for each street within the Cluster was developed, and is shown in **Attachments 1, 2 and 3** to this report.

THE OBJECTIVES

32. The initiating aim of this project is to renew the existing kerb and dish channel with kerb and flat channel along both sides of Derby Street, Onslow Street and Stoneyhurst Street.
33. Thus, the objectives for the Derby Cluster project are:
 - To renew the existing kerb and dish channel with kerb and flat channel.
 - To minimise the loss of on-street parking.
 - To determine the demand for residential and commuter, short-term and long-term parking, and provide solutions for those demands.
 - To provide aesthetic enhancement, where possible.
 - To discourage the use of Derby Street and Stoneyhurst Street as a short-cut.
 - To review the geometry of the intersection at Derby Street and Papanui Road if necessary.
 - To review safety at the bend by No. 34/36 Derby Street.

THE OPTIONS

34. There were three options developed for the kerb and channel renewal of Derby Street, Onslow Street and Stoneyhurst Street. As noted above, this project is based on the need for the renewal of the existing kerb and deep dish channel along the three streets, which includes the need to reconstruct the carriageway pavement due to its current poor condition.

Option 1

35. Option 1 involved making no changes to the existing street arrangements. The existing street carriageway width along Derby Street is 14 metres between Springfield Road and Onslow Street, and 11 metres between Onslow Street and Papanui Road, while Onslow Street and Stoneyhurst Street remain at 10.5 metres and 11.5 metres respectively. All three streets have existing kerb and dish channel.
36. There is very little landscaping provided along the streets at present except for some landscaping at the Papanui Road intersection and a couple of street trees. Existing grass berms are provided for the majority of the length along Derby Street except for most of the section between Onslow Street and Papanui Road. There is little or no existing grass berm along Onslow Street or Stoneyhurst Street.

4. cont'd**Option 2**

37. Option 2 involved the full pavement reconstruction of Derby Street, Onslow Street and Stoneyhurst Street, and the replacement of the existing kerb and deep dish channel with kerb and flat channel. The existing kerb and flat channel at the intersection of Derby Street with Papanui Road, which extends through the narrowing at the intersection (i.e. for approximately 70 metres), would not be replaced.
38. This option reduced the existing carriageway width of 14 metres on Derby Street, from Springfield Road to Onslow Street, to 10 metres. The carriageway between Onslow Street and Papanui Road on Derby Street was reduced from 11 metres to 10 metres, and merged into the existing narrowing at the intersection of Derby Street with Papanui Road. The existing carriageway width of 10.5-11 metres along Onslow Street was reduced to 10 metres width, and Stoneyhurst Street was reduced from 11.5 metres to 10 metres width.
39. A carriageway width of 10 metres is one metre wider than the minimum carriageway width noted in the City Plan for a local road has been considered, due to the high parking demand along the streets. The high parking demand is associated with long-term commuter parking and residents' parking, as there are a high number of apartments in the area.
40. Kerb build-outs were proposed at the intersection with Stoneyhurst Street, with a one metre reduction on the north and south side of Derby Street at the intersection giving an overall width of 8 metres on Derby Street for a length of 20 metres. Stoneyhurst Street was narrowed to 8 metres at the intersection with one metre kerb build-outs on both sides of the carriageway for a length of 18 metres.
41. Onslow Street was narrowed to 8 metres at the intersection with Clare Road for a distance of 15 metres to the north of the intersection and 20 metres to the south. The existing kerb build-outs at the intersection of Onslow Street with Holly Road remained, with a 7 metre wide carriageway. The intersection of Stoneyhurst Street with Bealey Avenue was reduced to 7 metres width with a 75mm raised threshold.
42. The existing footpaths were removed and a new footpath installed on both sides of the carriageway along all three streets. Along Derby Street, the footpath was 1.65 metres wide and located against the property boundaries for the full length on the northern side, except outside properties No. 15, 19 and 35 Derby Street, where narrow service strips (i.e. 0.8 metres wide) were provided to accommodate existing vegetation. The footpath was located against the property boundaries on the southern side, except from Stoneyhurst Street to opposite Onslow Street where it was located between the grass berm and a narrow 0.8 metre wide service strip.
43. Along the western side of Onslow Street between Holly Road and Clare Road, the footpath was 1.65 metres wide and was located against the kerb line. On the eastern side of Onslow Street, the footpath was 2.3 metres wide between Holly Road and Clare Road. Along the western side of Onslow Street between Clare Road and Derby Street, the footpath was 2.3 metres wide, while on the eastern side the footpath was 1.65 metres wide and located against property boundaries.
44. Along the eastern side of Stoneyhurst Street, the 1.65 metre wide footpath was located against property boundaries, except for a narrow service strip outside No. 22 and No. 26 Stoneyhurst Street. Along the western side, the footpath was 2 metres wide and located against property boundaries, except for service strips retained in front of some properties.
45. Grass berm was proposed on the northern side of Derby Street from Springfield Road to Onslow Street. This berm area was approximately 2.6 to 3.0 metres wide. No berm was provided on Derby Street between Onslow Street and Papanui Road on either side due to the narrower road reserve along this section. The grass berm on the southern side of Derby Street was approximately 3.5 to 4.0 metres wide.
46. Between Holly Road and Clare Road, there was no grass berm provided along the eastern side of Onslow Street, except for a 0.8-metre wide service strip outside No. 44 Onslow Street. There was a 1.1 metre wide service strip along property boundaries with grass and landscaping along the western side of Onslow Street. Between Clare Road and Derby Street, there was no grass berm or service strip along the western side of Onslow Street. Along the eastern side, there was a 1.2 metre wide grass berm against the kerb line.

4. cont'd

47. A 2.2 metre wide grass berm was planted along the eastern side of Stoneyhurst Street to allow for the inclusion of street trees. There was no grass berm along the western side of Stoneyhurst Street, except for service strips retained in front of some properties.
48. One existing street tree was removed near the Derby Street/Onslow Street corner as part of the project. New landscaping was provided at the Stoneyhurst Street intersection and new street trees were planted in the berm areas on both sides of the carriageway along Derby Street (i.e. Paperbark Maple along the northern side and Callery Pear along the southern side).
49. Landscaping and a Paperbark Maple tree were planted at the Clare Road/Onslow Street intersection. Paperbark Maple trees were planted along the eastern side of Stoneyhurst Street within the berm.
50. Currently Stoneyhurst Street and most of Derby Street has a high parking demand throughout the day due to commuter parking. This leaves little space for residents and their visitors to park during these times. Therefore it was proposed to include some time restricted parking along Derby Street, Onslow Street and Stoneyhurst Street. The following parking restrictions were proposed:
 - P120 Mon to Fri on the southern side of Derby Street from the narrowing at Papanui Road to No. 34 Derby Street (just west of the existing bend).
 - P120 Mon to Fri on the northern side of Derby Street from Stoneyhurst Street (No. 49) to No. 63 Derby Street.
 - P120 Mon to Fri along the eastern side of Onslow Street for the full length between Derby Street and Clare Road.
 - P120 Mon to Fri along the eastern side of Onslow Street for the full length between Clare Road and Holly Road.
 - P120 Mon to Fri along the western side of Stoneyhurst Street for the full length of the street.
 - The existing resident-only parking space at No. 24 Onslow Street was retained.
51. 'No Stopping' areas were proposed on the southern side of the bend outside No. 36 Derby Street, to improve the sight distance around the bend for vehicles exiting the driveway at No. 34. There were also no stopping restrictions at the Clare Road/Onslow Street intersection for the extent of the road narrowing and at the Holly Road intersection at the existing kerb build-outs, as well as at the Derby Street/Stoneyhurst Street intersection and the Bealey Avenue/Stoneyhurst Street intersection for the extent of the road narrowings.
52. A street lighting upgrade was investigated for the preferred option along all three streets, and narrow vehicles crossovers were widened to a minimum of 3.5 metres as part of the works.

Option 3

53. Option 3 is similar to Option 2 except for the following differences:
 - A service strip was provided on both sides of the carriageway along Derby Street from Springfield Road to Onslow Street.
 - Kerb build-outs were provided on both sides of Derby Street at the Springfield Road intersection.
 - A kerb extension was constructed on the southern side of Derby Street at the bend outside No. 36 to improve visibility for vehicles exiting the driveway at No. 34.

THE PREFERRED OPTION

54. As a result of the feedback received during consultation, the following changes were made to the concept plans presented in the consultation newsletter (May 2007):

Derby Street

- The P120 parking has been removed in Derby Street between Papanui Road and Onslow Street.
- A 2 metre wide kerb build-out has been installed on the north-western corner of the Derby Street/Onslow Street intersection to provide additional landscaping along the streets.

4. cont'd

- Tactile pavers have been added to the Derby Street crossing points at the Springfield Road, Stoneyhurst Street, and Onslow Street intersections. These have been added due to the streets' location close to the central city and its close proximity to the premises of the Royal NZ Foundation for the Blind, which is located on Bristol Street.
- The service strip on the boundary between No. 18 and No. 38 Derby Street has been removed. This has been incorporated within the main berm area, and the footpath is now located along the property boundary.
- The grass area on the kerb in front of No. 22/1 Derby Street has been changed to landscaping.
- The sealed area through the berm outside No. 39/1 Derby Street has been replaced with grass, as this is no longer a driveway.
- A service strip has been provided outside No. 73 and the tree in the berm has been removed.
- A service strip has been provided outside No. 76 Derby Street due to overhanging roses, which are to be retained.
- A service strip has been provided outside No. 77 Derby Street to allow for the box hedge along the frontage to be retained.
- The driveway at No. 34 Derby Street has been widened to 6 metres.
- A driveway has been included at No. 57 Derby Street on the western boundary of the property.
- The driveway at No. 60 Derby Street has been widened to 5.2 metres.

Onslow Street

- The P120 parking has been removed in Onslow Street between Clare Road and Holly Road.
- A 2 metre wide kerb build-out has been installed on the north-western corner of the Derby Street/Onslow Street intersection to provide additional landscaping along the streets.
- Tactile pavers have been added to the Onslow Street crossing points at the Derby Street, Clare Road and Holly Road intersections. These have been added due to the streets location close to the central city and its close proximity to the Royal NZ Foundation for the Blind, which is located on Bristol Street.
- The grass berm on the boundary of No. 21 Derby Street, which is located on the north-eastern corner of the Derby Street/Onslow Street intersection, will be removed and the existing carpet roses will remain.
- The driveway for No. 21 Derby Street, which is located on Onslow Street, has been widened to 6 metres.
- The service strip shown originally outside No. 40 Onslow Street for a hedge is now shown correctly outside No. 44 Onslow Street.
- A service strip has been provided outside No. 52a Onslow Street.

Stoneyhurst Street

- Tactile pavers have been added to the Stoneyhurst Street crossing points at the Bealey Avenue and Derby Street intersections. These have been added due to the streets' location close to the central city.
- The grass strip by the kerb outside No. 71 Bealey Avenue has been removed.
- The service strip on the boundary outside No. 33 Stoneyhurst Street on the Derby Street frontage has been removed and incorporated with the main berm area. The footpath on Derby Street is now located along the property boundary.
- The tree in the berm on the Derby Street frontage of No. 33 Stoneyhurst Street has been removed.
- The grass berm area against the boundary on the south-eastern corner of the Stoneyhurst Street/Derby Street intersection has been removed.

4. cont'd

55. Thus the key features of the preferred option for each of the streets in the Derby Cluster project are:

Derby Street

- Full pavement reconstruction of Derby Street and the replacement of the existing kerb and dish channel with kerb and flat channel.
- Retention of the existing kerb and flat channel at the Papanui Road intersection, which extends through the narrowing of the intersection (i.e. approximately 70 metres). The new kerb line will merge in with the existing kerb and flat channel at the Papanui Road intersection.
- Reduction of the existing carriageway width of 14 metres, from Springfield Road to Onslow Street, to 10 metres.
- Reduction of the existing carriageway width of 11 metres, from Onslow Street to Papanui Road, to 10 metres, and this will be merged into the existing narrowing at the Papanui Road intersection. A 10 metre wide carriageway is one metre wider than the minimum carriageway width noted in the City Plan for a local street, due to the high parking demand along the street.
- Inclusion of kerb build-outs at the Derby Street/Stoneyhurst Street intersection, resulting in a one metre reduction on the north and south side of Derby Street at the intersection giving an overall width of 8 metres on Derby Street for 20 metres. Stoneyhurst Street will be narrowed to 8 metres at the intersection with one metre kerb build-outs on both sides of the carriageway. The build-out is 18 metres long along Stoneyhurst Street.
- Installation of a 2 metre wide kerb build-out on the north-western corner of the Derby Street/Onslow Street intersection to provide additional landscaping along the streets. This will reduce the width at the intersection on Onslow Street to 8 metres. The build-out is 13 metres long along Onslow Street.
- The existing footpaths will be removed and a new footpath will be installed on both sides of the carriageway. The footpaths will be 1.65 metres wide and will be located against the property boundaries for the full length of the northern side of Derby Street, except outside No's 15, 19, 35, 73 and 77 where narrow service strips (approximately 0.8 metres wide) will be provided to accommodate existing vegetation. The footpath will be located against the property boundaries on the southern side of Derby Street, except outside No. 72 and 76 Derby Street, where narrow service strips will be provided to accommodate existing vegetation.
- Grass berm will be provided on both sides of Derby Street from Springfield Road to Onslow Street. This berm area will be approximately 2.6 to 3 metres wide on the northern side of the street, and approximately 3.5 to 4 metres on the southern side. No berm will be provided on either side of Derby Street between Onslow Street and Papanui Road due to the narrower road reserve along this section of Derby Street.
- One existing street tree will be removed near the Onslow Street corner. New landscaping will be provided at the Derby Street/Stoneyhurst Street and Derby Street/Onslow Street intersections, and new street trees will be planted in the berm areas on both sides of the carriageway.
- Tactile pavers will be provided at all the Derby Street crossing points at the Springfield Road, Stoneyhurst Street and Onslow Street intersections.
- Time restricted parking will be provided along Derby Street to allow space for residents and their visitors to park during weekdays, as follows:
 - P120 Monday to Friday on the southern side of Derby Street from Onslow Street (outside No. 28/4) to the no stopping lines outside No. 34 Derby Street (ie just west of the existing bend).
 - P120 Monday to Friday on the northern side of Derby Street from Stoneyhurst Street (No. 49) to No. 63 Derby Street.
- Provision of 'No Stopping' areas at the following locations:
 - On the southern side of the bend outside No. 36 Derby Street. Installing no stopping in this location will improve the sight distance around the bend for vehicles exiting the driveway at No. 34 Derby Street.
 - Onslow Street intersection for the extent of the narrowing.
 - Springfield Road intersection directly at the intersection.
 - Stoneyhurst Street intersection for the extent of the narrowing.
- Upgrading of street lighting will be carried out as part of the project.

4. cont'd

- Narrow vehicle crossovers will be widened to 3.5 metres as part of the works. It should be noted that the vehicle crossover at No. 34 Derby Street will be 6 metres wide, and the vehicle crossover at No. 60 Derby Street will be 5.2 metres wide.

Onslow Street

- Full pavement reconstruction of Onslow Street and the replacement of the existing kerb and dish channel with kerb and flat channel.
- Retention of the existing kerb and flat channel at the Holly Road intersection, which extends through the narrowing of the intersection (i.e. approximately 15 metres). The new kerb line will merge in with the existing kerb and flat channel at the start of the narrowing.
- Removal of approximately 30 metres of kerb and flat channel on Clare Road to make way for the kerb build-outs at the intersection.
- Reduction of the existing carriageway width of 10.5/11 metres to 10 metres. A 10 metre wide carriageway is one metre wider than the minimum carriageway width noted in the City Plan for a local street, due to the high parking demand along the street.
- Inclusion of kerb build-outs at the Onslow Street/Clare Road intersection, resulting in a narrowing of the carriageway to 8 metres on Onslow Street on the north and south approaches to the intersection. The narrowing extends for 20 metres on the southern approach and 15 metres on the northern approach.
- Installation of build-outs on the southern side of Clare Road at the intersection to allow the limit line on Onslow Street (south approach) to be moved forward to improve visibility to the west along Clare Road.
- Installation of a 2 metre wide kerb build-out on the north-western corner of the Derby Street/Onslow Street intersection to provide additional landscaping along the streets. This will reduce the width at the intersection on Onslow Street to 8 metres. The build-out is 13 metres long along Onslow Street.
- The existing footpaths will be removed and a new footpath will be installed on both sides of the carriageway.
- The footpath on the eastern side of Onslow Street between Holly Road and Clare Road will be 2.3 metres wide with no grass berm. A service strip 0.8 metres wide will be provided outside No. 44 and No. 52a Onslow Street where existing vegetation protrudes out onto the footpath. A 1.65 metre wide footpath will be provided on the western side of Onslow Street between Holly Road and Clare Road. This footpath will run along the kerb line and a 1.1 metre wide service strip will be provided against the property boundary. The service strip will consist of both landscaping and grass berm.
- The footpath on the eastern side of Onslow Street between Clare Road and Derby Street will be 1.65 metres wide and run along the boundary with a 1.2 metre wide grass berm running along the kerb line. A 2.3 metre wide footpath will be provided on the western side of Onslow Street between Clare Road and Derby Street.
- Landscaping areas and a Paperbark Maple tree will be provided at the Onslow Street/Clare Road intersection.
- Tactile pavers will be provided at all the Onslow Street crossing points at the Derby Street, Clare Road and Holly Road intersections.
- Time restricted parking will be provided along Onslow Street to allow space for residents and their visitors to park during weekdays, as follows:
 - P120 Monday to Friday on the eastern side of Onslow Street for the full length between Derby Street and Clare Road (the existing one resident parking space will be retained outside No. 24 Onslow Street).
- Provision of 'No Stopping' areas at the following locations:
 - Onslow Street intersection for the extent of the narrowing.
 - Holly Road intersection at the existing kerb build-outs.
 - Clare Road intersection for the extent of the road narrowing.
- Upgrading of street lighting will be carried out as part of the project.
- Narrow vehicle crossovers will be widened to 3.5 metres as part of the works. It should be noted that the vehicle crossover at No. 21 Onslow Street will be 6 metres wide.

4. cont'd

Stoneyhurst Street

- Full pavement reconstruction of Stoneyhurst Street and the replacement of the existing kerb and dish channel with kerb and flat channel.
- Reduction of the existing carriageway width of 11.5 metres to 10 metres. A 10 metre wide carriageway is one metre wider than the minimum carriageway width noted in the City Plan for a local street, due to the high parking demand along the street.
- Inclusion of kerb build-outs at the Stoneyhurst Street/Derby Street intersection, resulting in a one metre reduction on the north and south side of Derby Street at the intersection giving an overall width of 8 metres on Derby Street for 20 metres. Stoneyhurst Street will be narrowed to 8 metres at the intersection with one metre kerb build-outs on both sides of the carriageway. The build-out is 18 metres long along Stoneyhurst Street.
- Inclusion of kerb build-outs as a threshold treatment at the Stoneyhurst/Bealey Avenue intersection. The treatment includes a 75mm raised road hump set back 5.3 metres from the intersection. This will reduce the carriageway width from the existing 11.5 metres to 7 metres along Stoneyhurst Street for the first 12 metres.
- All of the carriageway narrowing will occur on the eastern side of the road to provide the opportunity to install a grass berm and street trees on one side of the carriageway. The footpath on the eastern side of the street has been widened, as overhead wires are located on the western side of Stoneyhurst Street.
- The footpath on the eastern side of the carriageway will be 1.65 metres wide and run along the boundary. The grass berm on the eastern side is 2.2 metres wide. The narrow service strip, approximately 0.8 metres wide outside No. 22 and No. 26 Stoneyhurst Street will remain so the existing vegetation can remain. The footpath on the west side will remain the same width as existing, which is 2 metres wide. Some service strips approximately 0.8 to one metre wide will be retained in front of properties.
- Landscaping will be provided at the Derby Street intersection.
- Tactile pavers will be provided at all the Stoneyhurst Street crossing points at the Derby Street and Bealey Avenue intersections.
- Time restricted parking will be provided along Stoneyhurst Street to allow space for residents and their visitors to park during weekdays, as follows:
 - P120 Monday to Friday on the western side of Stoneyhurst Street for the full length.
- Provision of 'No Stopping' areas at the following locations:
 - Bealey Avenue intersection for the extent of the narrowing.
 - Derby Street intersection for the extent of the narrowing.
- Upgrading of street lighting will be carried out as part of the project.
- Narrow vehicle crossovers will be widened to 3.5 metres as part of the works.

ASSESSMENT OF OPTIONS**The Preferred Option**

56. Option 2 was selected as the preferred option for Derby Street, Onslow Street and Stoneyhurst Street with the changes made as a result of consultation feedback, and as described in paragraphs 54 and 55 above.
57. This option meets all of the objectives of the project, as follows:
 - New kerb and flat channel will be installed.
 - Due to the high parking demand along the street, the scheme design has been completed to limit the loss of on-street parking. This has been achieved with a loss of on-street parking at the bend outside No. 34 and at the kerb build-outs at the Stoneyhurst Street intersection to improve safety.
 - Parking surveys were carried out to assess the parking characteristics along the street. This highlighted a high amount of long-term commuter parking during the day and a small amount of residential parking during the evening. P120 parking restrictions are proposed for part of the length along Derby Street, Onslow Street and Stoneyhurst Street to provide on-street parking supply for residents and residential visitors.
 - Street trees and landscaped areas are proposed, which will provide aesthetic enhancement.

4. cont'd

- It is expected that reducing the width of Derby Street and including kerb build-outs at the Derby Street/Stoneyhurst Street and Stoneyhurst Street/Bealey Avenue intersections will provide some deterrent to vehicles short-cutting along Derby Street.
- The geometry of the intersection at Derby Street / Papanui Road was reviewed and no changes were deemed appropriate to alleviate the issue of vehicles turning right into Derby Street.
- The safety at the bend is expected to be improved by the installation of no stopping restrictions on the southern side of the bend to improve sight distances for vehicles exiting the driveway at No. 34.

58. The preferred option takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with the project.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on the social, cultural, environmental and economic wellbeing of the community. Increased safety for vision-impaired pedestrians through the inclusion of tactile pavers at road crossing points.	Parking migration that will occur due to the installation of time restricted parking areas, and is expected to force commuter parkers into new areas.
Cultural	-	-
Environmental	New street trees will be planted and replace any that are removed. Increased amount of landscape enhancement along the street with additional landscaping at the Onslow Street intersection.	One street tree will be removed.
Economic	No existing assets will be removed, with the existing kerb and flat channel at the Papanui Road intersection being retained.	Cost estimate for Derby Street (\$738,800), Onslow Street (\$539,300) and Stoneyhurst Street (\$343,700).
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular, the strategic direction for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 16 to 18 above, and as detailed in Attachment 4 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

5. CROSBIE PARK MAJOR TREE REPLACEMENT PLANTING PLAN

General Manager responsible:	General Manager City Environment Group DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Mary Hay, Consultation Leader, Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval of the Major Tree Replacement Planting Plan for Crosbie Park, following consultation with the local community.

EXECUTIVE SUMMARY

2. Board members will recall that the concept plan for the Major Tree Replacement Planting Programme on Crosbie Park was presented to the Works Traffic and Environment Committee on Monday 23 April 2006, prior to carrying out consultation with the local community.
3. The plan was circulated to approximately 350 residential properties within the general catchment area of Crosbie Park. There was a good response from the local community with a total of 37 individual residents returning the comment form providing feedback on the proposed plan (See **attached** comments). This equates to a 10.5% response rate. Overall the response from the local community was very positive and supportive with 35 respondents (or 94.5 %) expressing support for the proposed plan.
4. A number of respondents commented positively on how the tree removal programme had improved and enhanced the park. There were also a number of appreciative comments relating to the reintroduction of water through the park as a result of the Ilam Stream revitalisation.
5. The proposed plan utilised a broad range of native and exotic plant species, and this aspect was well received and supported by many of the respondents. There was a small number of site specific comments related to planting, which generally fell into one of two areas. The first was from residents whose property bounded the park, and their concerns generally related to potential problems with shade as the trees developed and matured. The second group was from residents who expressed caution about the level of planting around or near the children's playground and toilet.
7. The consultation also identified two other minor matters unrelated to the replanting programme. The first was related to a littering issue and the other was a request for some additional soil around the informal BMX area so that the local children could construct some more jumps. Both of these matters are being attended to as operational items.
8. Maintenance staff have already arranged the delivery of additional soil on site. Our observations confirm that the local children have begun to move and shape the soil to suit their needs. We will continue to monitor the litter issue at this stage to determine if any further action is required in the future.
9. In recognition of the residents' feedback, the Capital Programme Group proposes to make three minor changes to the original plan (see **attached** plan). The proposed changes will address the issues highlighted by the residents in their feedback. Staff have been very conscious of shade related issues and the need to maintain good sightlines and visibility when considering species selection for specific areas within the plan. The changes are listed below.

Proposed Changes

- (a) Reduce the number of Acer Davidii (Maple) by four and replace them with Prunus Yedoensis (Flowering Cherry) to compliment the existing cherry trees along the Woodbury Street frontage.
 - (b) Replace the Californian Redwood near the basketball court with Pinus pinea being a smaller species in recognition of potential shade issues.
 - (c) Replace the Persian Ironwoods on the eastern boundary with four Kowhais to further mitigate any potential shade issues in this location of the park.
10. The amended plan has undergone an internal peer review based around general CPTED (Crime Prevention Through Environmental Design) principles and practices, which also included an on-site visit and visual assessment. Staff are confident the proposed plan does not create any issues around park user safety or potential for an unacceptable level of property shading.

5. cont'd.

11. However, the CPTED audit did identify one or two minor issues with existing vegetation in an area near the tennis courts and the foot bridge crossing Ilam Stream. While they are not significant at this stage, the potential risk factor could increase over time if left unattended. The two matters will be resolved through some minor maintenance pruning and canopy lifting. The work will be attended to in the near future as a routine operational maintenance matter.
12. There are still a few remaining poplar trees to be removed as part of the overall tree removal/replanting programme. These were the lower priority trees in the removal programme and when completed over the next two or three years will see the completion of the tree removal aspect of this project. The removal work will be undertaken within the existing operational budget and the current replanting plan addresses these removals in advance.

FINANCIAL IMPLICATIONS

13. The Council funding is being provided from the Transport and Greenspace Capital Programme. Specifically:

2007/08 \$30,000	Crosbie Park – Major Park Tree Replacements
2008/09 \$10,000	Crosbie Park – Major Park Tree Replacements

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

14. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-16 LTCCP.

LEGAL CONSIDERATIONS

15. There are no legal considerations that would have a direct impact on this proposal.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. **LTCCP 2006-2016
Parks, Open Spaces and Waterways – Page 123**

Recreation – By offering a range of active and passive recreation and leisure opportunities
Health – By providing areas for people to engage in healthy activities

Recreation and Leisure – Page 131

Recreation – By encouraging more people to participate in leisure, physical and sporting activities

Parks and Open Spaces Activity Management Plan

ALIGNMENT WITH STRATEGIES

17. Social Wellbeing and Youth Strategy and Safer Parks Policy

CONSULTATION FULFILMENT

18. Extensive consultation has been undertaken with the local community via a letterbox drop and comment form resulting in feedback from interested stakeholders (see **attachment**).
19. 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 when the plan would be presented to the Fendalton Waimairi Community Board for approval. (see **attachment 4**) Details of the meeting (time, date, venue etc) were also provided so that any interested people could attend or address the Board prior to the decision being made.

5. cont'd.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Works Traffic and Environment Committee approve:

- (a) The Crosbie Park Major Tree Replacement Planting Plan;
- (b) That implementation of the approved Plan be commenced by the Capital Programme Group.

6. **FENDALTON MALL SAFETY REVIEW**

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Basil Pettigrew, Traffic Engineer, Community

PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of the outcomes and recommendations of a Traffic Management study concerning vehicle pedestrian and cycle conflicts within the vicinity of the Fendalton Mall's exit and entry, and to seek approval for proposed safety improvements to the exit and entry.

EXECUTIVE SUMMARY

2. The Christchurch City Council:
 - (a) Has received a number of calls from the public concerning the safe operation of the entrance and exit from the Fendalton Mall car park into Memorial Avenue. These concerns are predominantly based on incidents where cyclists and pedestrians have experienced conflict with vehicles entering the car park and from drivers who have taken evasive action to avoid collisions with vehicles exiting the car park.
 - (b) A safety evaluation of the site has identified hazards created by conflicts between motor vehicles, cyclists and pedestrians in Memorial Avenue between the Fendalton Mall entrance and Otara Street. The safety solutions outlined in this report will remove a number of conflicts and safety for all road users.
 - (c) Most problems highlighted have been addressed. However, given the need to maintain a four-lane roadway and flush median on the Memorial Avenue approach to the traffic signals at the Fendalton Road/Clyde Road intersection, it is not practical to introduce a cycle lane between Clyde Road and the revised Mall entrance. Instead, the removal of a section of dual lane on the left turn approach to the car park and left turn bay will lessen the conflict between through traffic and cyclists. Coloured cycle lane markings should be marked on the southern approach to, and north from, the existing bus stop.
 - (d) When Memorial Avenue between Fendalton Road and Otara Street is widened to four lanes in the future, many of the problems relating to merging traffic and right turns will be addressed. Given that carriageway widening is unlikely to occur within the next 10 years it is recommended that the work identified be implemented as soon as practicable.
3. The cost of the works involved with the proposed safety improvements is \$52,000, to implement the plan (**attached**).

FINANCIAL IMPLICATIONS

4. An estimated cost for this works is \$52,000 with funding to come from the Safety Improvement Works Budget.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. As per paragraph 4.

6. cont'd

LEGAL CONSIDERATIONS

6. There are no legal constraints anticipated.

Have you considered the legal implications of the issue under consideration?

7. As per paragraph 6.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes: Safety by providing a safe transport system, Community by providing easy access to facilities.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

10. Parking strategy (see section 8.1 (7) "Review all existing pedestrian areas and upgrade if necessary to best practice standards" Christchurch Road Safety Strategy. Supports all 5 Goals Section 5.

Do the recommendations align with the Council's strategies?

11. As per paragraph 10.

CONSULTATION FULFILMENT

12. Preliminary consultation has been carried out with local land owners. Full consultation is required, following the Fendalton/Waimairi Board's approval of the project.

STAFF RECOMMENDATION

It is recommended that the Board approve the plan **attached** with the following features:

- (a) Left Turn Bay into Mall.
- (b) Coloured Cycle Lane features.
- (c) Realignment of the Flush Median incorporating Right Turn Bays.
- (d) Reduction of Dual Lanes from Fendalton Road.
- (e) Visibility improvements at Mall exit.
- (f) Give Way Control at Mall exit.

6. cont'd

BACKGROUND (THE ISSUES)

13. The Christchurch City Council (CCC) has received a number of Requests for Service (RFS) from the public concerning conflicts and near hit events in the vicinity of the Fendalton Mall entrance and exit on Memorial Avenue. The complainants for the RFS's consider that the present road layout is unsafe. In particular they have concern for motorists turning into, and out of the Mall car park and the safety of the road users (including cyclists) along Memorial Avenue.
14. The entrance to the Fendalton Mall car park is located approximately 200 metres north of the traffic signal controlled junction of Fendalton Road/Clyde Road/Memorial Avenue. Memorial Avenue is an arterial route that connects the northern suburbs of Ilam, Avonhead and Burnside with the City Centre.
15. This section of Memorial Avenue, between Fendalton Road and Otara Street, has been identified as the last section of the Avenue to be developed into a four-lane, median divided road.
16. A review of the current 10 year Capital Works programme indicates that this project has not been identified as a priority. It is also understood that Memorial Avenue has been identified as a cycle route that will be developed as part of the greater Christchurch City Cycle Strategy.
17. Vehicles exiting westbound from the Memorial Avenue/Fendalton Road/Clyde Road traffic signal controlled intersection merge with other traffic in the vicinity of Fendalton mall. As drivers are merging, other drivers are undertaking either a departure movement into the car park, or are endeavouring to re-enter the traffic stream having exited from the Mall car park. These movements create conflicts at the entry and exit points to the car park.
18. Conflicts also occur at the end of the merge at Otara Street including right turners from Memorial Avenue queuing in the through lane rather than from the flush median to carry out this manoeuvre.
19. Further conflict is created by buses that use the bus stop. Buses parked in the stop block the left hand (kerb side) lane. This also restricts visibility to the right for traffic exiting from the car park.
20. Vehicles exiting from the car park do so through defined left turn and right turn lanes. Drivers queuing across the footpath often encroach into the through lane to gain visibility in front of a vehicle queued in the parallel lane alongside.
21. The following observations were made from visits to the site and from viewing an eight hour video:
 - (a) Entrance to the car park is gained within the merge zone exiting from the Memorial Avenue/Fendalton Road/Clyde Road traffic signal controlled intersection. The merge zone extends through to the Otara Street intersection. Due to the angle of approach, drivers are able to make a high speed exit off Memorial Avenue into the Mall car park conflicting with cycle movements and pedestrians on the footpath.
 - (b) Cyclists are required to share the left lane with through traffic and buses in the merge conflict zone. Cyclists have been observed riding on the footpath in the vicinity of the Mall car park entrance and exit in an attempt to avoid conflicting with traffic in the through lanes.
 - (c) Roadside planting exists in the vicinity of the entrance and exit to the Mall car park affecting visibility. The Mall exit is defined with a left turn and a right turn lane often resulting in vehicles queuing across the footpath.
 - (d) Drivers turning right out of the Mall exit and from Otara Street rarely use the flush median before merging with traffic approaching from the left.
 - (e) Drivers turning right from Memorial Avenue into Otara Street invariably position their vehicles in the through lane rather than from the flush median.

6. cont'd

THE OBJECTIVES

22. The objectives are to:

- (a) Improve the left turn from Memorial Avenue into the car park so that vehicles depart from the traffic lane at a location where drivers exiting the car park are able to identify available gaps in the approaching traffic.
- (b) Reduce the conflict between cyclists using the kerbside lane and drivers turning left into the Mall entrance.
- (c) Reduce the conflict between pedestrians and cyclists travelling north along Memorial Avenue in the vicinity of the Mall entrance and exit.
- (d) Reduce the conflict between buses (at the bus stop) and other road users in the kerbside lane.
- (e) Improve the visibility of approaching traffic for vehicles exiting the Mall car park.
- (f) Reduce the current Practice of drivers creeping forward into the through lane to execute turns out of the Mall car park into Memorial Avenue.
- (g) Reduce the conflict between merging traffic in Memorial Avenue and vehicles exiting the Mall car park.
- (h) Encourage drivers to use the flush median to turn right off Memorial Avenue into Otarā Street, and the Mall car park.

THE OPTIONS

23. Fendalton Mall Entrance.

- (a) Construct a left turn bay in the location of the existing grass verge and trees to assist the 1411 vehicles that enter from this direction during a 12 ½ hour period.
- (b) Remove or relocate existing trees to allow for the construction of the left turn bay ensuring that driver sight lines are maintained.
- (c) Redefine the footpath across the Mall entrance.
- (d) Construct a right turn bay within the Flush Median. This facility will provide for the 562 vehicles that right turn in over a 12 ½ hour period.

24. Fendalton Mall Exit.

- (a) Remove and/or trim all boundary vegetation that impedes the drivers view of approaching traffic.
- (b) Consider relocating a street tree to improve visibility for drivers exiting the car park.
- (c) Install coloured cycle lane markings prior to and from the existing bus stop through the exit from the card park to raise drivers awareness of the presence of cyclists.
- (d) Install an RG-6 "Give Way" sign adjacent to the limit line at the property boundary.

25. Otarā Street Intersection.

- (a) Install coloured cycle lane markings through the intersection to raise driver's awareness of the presence of cyclists.
- (b) Mark right turn lanes and break the flush median in Memorial Avenue on the approaches to the Otarā Street intersection.
- (c) Investigate lengthening the existing broken yellow 'No Stopping' line in Memorial Avenue north of the intersection to improve visibility.

6. cont'd

26. Memorial Avenue Merge Zone.
- (a) Reduce the length of the dual lane discharge for north bound vehicles from the traffic signals at the Fendalton Road/Memorial Avenue intersection.
 - (b) The 220 metres long dual lane discharge from the traffic signals should be reduced in length to 100 metres and terminate adjacent to the service entrance into the Mall.
 - (c) Define the merge zone between the end of the dual lane discharge and the Otara Street intersection through the application of new road markings.

THE PREFERRED OPTION

27. It is recommended that the scheme is implemented in its entirety with the following elements.
- (a) Construct a left turn bay at the entrance to the Mall car park.
 - (b) Install a coloured cycle lane 1.8 metres wide along the south-western side of Memorial Avenue on the southern approach to, and north, from the existing bus stop.
 - (c) Realign the flush median and incorporate 2.5 metres wide right turn bays at Otara Street and the Mall entrance.
 - (d) Terminate the dual lane discharge on Memorial Avenue from Fendalton Road prior to the proposed left turn bay into the Mall car park.
 - (e) Improve the visibility for vehicles exiting from the Mall car park by removing the adjacent vegetation.
 - (f) Install a 'Give Way' sign at the exit from the Fendalton Mall car park.

7. NAMING PROCEDURE FOR THE STYX CATCHMENT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Christine Heremaia, Parks and Waterways Planner

PURPOSE OF REPORT

1. The purpose of this report is to obtain approval in principle, subject to further consultation, for a Naming Procedure for the naming of new reserves and important natural and cultural features alongside waterways and wetlands within the Styx catchment.

EXECUTIVE SUMMARY

2. Land adjacent to waterways and wetlands within the Styx catchment is coming into public ownership as a result of changing land uses, the Long Term Council Community Plan, and the Styx Vision 2000 – 2040. The naming of these new reserves, together with natural and cultural features associated with them, will occur in an ad hoc manner if there is no overall framework to guide decision making associated with the naming process.
3. Place names not only provide a spatial reference point, but are also an important component of the cultural landscape. Place names preserve history, descriptions, and fashions. They may not tell us much about what a landscape looks like but how we want it to look, or how we want others to perceive it.¹ Consequently careful consideration needs to be given to both the process used and outcomes derived from the naming process.
4. The report sets out a policy for the selection and use of names in the Styx catchment that will be in addition to the 'Code of Practice for Naming of Reserves and Facilities within the Christchurch

¹ Personal Communication Dr Jacky Bowring Lincoln University 2003

7. cont'd

District (1993)', and the requirements associated with the Reserves Act (1977) and the New Zealand Geographic Board Act (1946).

5. Assuming the Board approves the procedure, in principle, further community input and consultation will be required.

FINANCIAL IMPLICATIONS

6. There are no financial implications in terms of the Naming Policy, but some funding will be required for the actual signage. As there is currently no capital funding for new signs in the Capital Works Programme, future funding will be sought in the review of the LTCCP.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

7. The Naming Procedure aligns with the Community Outcomes, but as no funding is currently available for signage on new reserves, future funding will be sought in the review of the LTCCP.

LEGAL CONSIDERATIONS

8. The naming of new reserves will be undertaken in terms of the Reserves Act (1977) and the naming of geographic and hydrographic features will be undertaken in accordance with the requirements of the New Zealand Geographic Board Act (1946).

Have you considered the legal implications of the issue under consideration?

9. Yes as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. The proposed naming procedure celebrates and promotes Christchurch's identity, cultures and diversity by protecting and promoting the heritage character and history of the city as stated in the 'Long Term Council Community Plan'.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

11. The proposed naming procedure supports the 'Styx Vision 2000 – 2040'.

ALIGNMENT WITH STRATEGIES

12. The proposed naming procedure supports the 'Waterways and Wetlands Natural Asset Management Strategy'.

Do the recommendations align with the Council's strategies?

13. Yes

CONSULTATION FULFILMENT

14. The proposal has been presented at a seminar to the Shirley/Papanui and Fendalton/Waimairi Community Boards. Further consultation is proposed in the report.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board support the following 'Naming Procedure' in principle, subject to further public consultation, community and Council input.

7. Cont'd

BACKGROUND ON THE USE OF NAMES IN THE STYX CATCHMENT

15. Land adjacent to waterways and wetlands within the Styx catchment is being acquired for reserves as a result of changing land uses, the Long Term Council Community Plan, and the Styx Vision 2000 – 2040. The naming of these new reserves, together with features associated with them, will occur in an ad hoc manner if there is no overall framework to guide decision making.
16. Place names provide spatial reference points to identify locate and describe where we are on the land. They also identify some sense of belonging, rights, or uses to the land. In that sense they are a form of cadastre or property ownership. Names and the cadestra link land and people, and both represent the marks of people on the land.²
17. There are six main categories of names used in New Zealand³ as follows –
 - (a) The Maori names derived from oral tradition, which are regarded as taonga (treasures) of the people and have traditionally been passed on from generation to generation. These are often associated with historic events and persons;
 - (b) Maori names adopted and adapted by Europeans, sometimes misplaced or misspelt or corrupted in some way;
 - (c) Maori versions or transliterations of European place names:
 Eg Atens = Athens
 Ranana = London
 Hiruharama = Jerusalem
 - (d) Those names brought by European explorers and settlers and their descendents;
 - (e) Names given since European settlement to commemorate people, events or other associations with the place;
 - (f) A combination of both Maori and European as dual names, to represent both histories of New Zealand.
18. In the Styx locality, original Maori place names have been lost or are known only to Tangata Whenua, and are therefore no longer in general usage. Names that are in general usage do, however, provide some clues about early Maori and European influences, including people who lived in the area, land uses and the nature of the land.
19. Currently, new reserves are given the name of the adjacent road unless there is a request by a member of the community through the appropriate Community Board for an alternative name. A request for a name change for an existing reserve can also occur through the same process. New waterways and associated features (eg ponds) are also given the name of the nearest road. The names of all assets are listed in the Council's asset management register.
20. Considerable research has gone into researching the origins of names currently associated with waterways and reserves in the Styx catchment. Many of these names originate from the early European settlers who lived in the area. More recent names associated with new developments reflect the aspirations of the developer, and the way they wish their development to be perceived (ie Regents Park). Although some research has occurred in terms of Maori place names, this research can only continue with input from the local rununga.

² Page 57 Frameworks of the New Zealand Geographic Board

³ Page 57 Frameworks of the New Zealand Geographic Board Ngapou Taunaha O Aotearoa September 2003 Version 1

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21. Council staff are currently investigating the possibility of reserves associated with the Styx River corridor being given Regional Park status. If this occurs then it is important that the names associated with this river system are able to be recognised from a regional perspective.
22. The completion of a naming procedure for the Styx will then enable signage to be installed on many of the area's new reserves that are yet unnamed. There is currently no capital funding for signage on newly acquired reserves.

LEGISLATION

23. The process of accepting or rejecting geographical and hydrographic names within New Zealand and its territorial waters is the responsibility of the New Zealand Geographic Board Nga Pou Taunaha o Aotearoa, an independent body responsible to the Minister for Land Information.
24. Section 16 (10) Reserves Act (1977) states that Councils can declare that such a reserve will be known by such a name through a notice in the *Gazette*.
25. There are no specific requirements regarding naming in the Local Government Act (2002). It does however, indicate the principles underpinning the consultation process when consulting with the community.

New Zealand Geographic Board Nga Pou Taunaha o Aotearoa

26. The New Zealand Geographic Board Nga Pou Taunaha O Aotearoa operates under the New Zealand Geographic Board Act (1946) and has the following functions:
 - to adopt rules of naming
 - to examine cases of doubtful spelling
 - to investigate and determine the priority of discovery
 - to collect original Maori place names for recording on official maps
 - to encourage the use of original Maori place names
 - to determine what foreign names should be replaced by Maori or British names
 - to investigate any proposed alteration of a place name or any proposed new name
 - to make any inquiries and recommendations on any matter referred to it by the Minister.
27. The Board has the authority to assign place names for small urban settlements, localities, mountains, lakes, rivers, waterfalls, harbours and any other natural features. It does not have the authority to change the name of local authority districts or regions (unless those districts have first agreed to the change). Streets and roads are named by local authorities.
28. The Board has adopted the following rules which act as guiding principles in any naming proposals.
 - (a) Names which have historic, geographic or particular local significance are generally acceptable. So too, for example, are names of early explorers and discoverers, early settlers, surveyors and geologists and early notable people or events which have some connection with the proposed area to be named.
 - (b) Names of persons will not be given to features during the person's lifetime. If the name of a deceased person is used, generally the surname is chosen. For example, the South Island's Brunner Range, which rises from the south bank of the Buller River, is named after the nineteenth century explorer Thomas Brunner. Brunner's surname was not given to the mountain range until several years after his death.
 - (c) Descriptive names can be used provided there is no duplication of the name in a neighbouring area.
 - (d) Name duplication is avoided.
 - (e) The use of the possessive form, for example, Danseys Pass, is avoided.
 - (f) Names in local usage normally take precedence, but may be subject to spelling corrections or alteration if previously known original names (either Maori or European) are

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discovered. Mangemangeroa Creek, which flows into Auckland's Tamaki Strait, is an example of a correction in spelling. This creek was originally recorded as Maungamaungaroa Creek.

(g) Names considered to be in poor taste are avoided.

29. In 2002, the New Zealand Geographic Board Nga Pou Taunaha O Aotearoa Board adopted a policy for Maori place names. This policy states that 'original Maori names be given preference'.

Ngai Tahu Resource Management Strategy for the Canterbury Region

30. Te Whakatau Kaupapa, Ngai Tahu Resource Management Strategy for the Canterbury Region is given status under the Resource Management Act Part 5, Standards, Policy Statements and Plans. This document, prepared by Te Runanga Ngai Tahu, seeks to identify and protect Ngai Tahu beliefs and values. It lists a range of policies with the following policy having relevance in the naming of places:

That any interpretation of Ngai Tahu histories for either public or commercial reasons must be approved by the appropriate Runanga and its beneficiaries. This policy includes identification of traditional place-names.⁴

Christchurch City Council

31. The Christchurch City Plan does not specifically discuss the use of names, although it does indicate the need to 'identify' places of special significance to Tangata Whenua. It states⁵ -

(a) Policy: Places of Special Significance

5.1.4 To identify places of special significance to Tangata Whenua and minimise, avoid, remedy or mitigate adverse effects upon their values.

Environmental results anticipated: Identification of places of special significance to the Tangata Whenua and Maori in general, and the maintenance of these values.

(b) Policy: Community Identity and Participation

9.3.3 To reinforce neighbourhoods and communities and their individual sense of identity through the recognition of residents groups, their boundaries and activity centres and to support the involvement of local communities in the planning and management of local community services and neighbourhood improvements.

Environmental results anticipated: Identification and reinforcement of areas of local communities

32. The 'Long Term Council Community Plan' has as its strategic direction 'strong communities', 'healthy environment', 'liveable city', and 'prosperous economy'. There is no specific reference to names, however, under 'strong communities' it states the following⁶:

Celebrate and promote Christchurch's identity, cultures and diversity by protecting and promoting the heritage character and history of the city.

33. In 1993, the Christchurch City Council adopted the following code of practice for the naming of reserves and facilities within the Christchurch district⁷.

(i) All reserves vested in or under the control of the Council shall be given an appropriate name. The procedures to be followed shall be as set out in 2 to 5 below.

⁴ Page 4-38 Te Whakatau Kaupapa, Ngai Tahu Resource Management Strategy for the Canterbury Region, 1990

⁵ Christchurch City Plan Volume Two, 5/5

⁶ Page 60 Our Community Plan 2006 – 2016 Volume 1

⁷ Parks and Recreation Committee, 27 July 1993

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- (ii) Proposed names shall be approved, by resolution of the Council, or where appropriate, recommended for approval to the New Zealand Geographic Board. Naming shall be initiated either at the time of vesting or at the latest, when development proposals for the particular reserve are being considered for adoption.
- (iii) For existing reserves, whether previously formally or informally named, and through common usage are accepted by the community, generally these names shall be retained. Where changes are to be sought, the procedures as outlined for new reserves shall be followed.
- (iv) For reserves having local or major status, naming proposals, including options, shall in the first instance be referred to the appropriate Community Board. To the extent deemed necessary, proposals will then be referred to the community for comment prior to formal adoption and recommendation, to the Council.
- (v) For reserves having metropolitan status, proposals shall be referred to the appropriate Council Committee (currently Parks and Recreation) for consideration and recommendation to the Council after having been first referred to the Community Board for comment.
- (vi) Names approved by the Council for reserves having major status or above, shall be referred to the New Zealand Geographic Board via the local office of the Department of Survey and Land Information, for final approval.
- (vii) That the Parks Manager be responsible for organising the formal naming process.

DISCUSSION

- 34. The process of naming is a very powerful process, therefore careful thought needs to be given to both the process of name selection and the names used.
- 35. Maori and Pakeha have different approaches to naming places. Most Pakeha names mark individual places and individual memories of parcels of history. They generally have no particular connection to each other, each standing in its own right. The meaning of many Maori names, however, can only be understood through their connection to other names and other places. Whole series of names belong together in groups, commemorating journeys of exploration by an ancestor, the myth memory of how the land was made or a series of traditional events and people relationships.⁸
- 36. In 1993, the Christchurch City Council adopted a policy for the naming of reserves and facilities but not for other features within the public domain. In terms of reserves, this policy indicates a clear process that Council needs to follow, however, very little guidance was provided on the actual selection of a name.
- 37. As names provide a spatial reference point that enable people to locate themselves within the landscape, it is important that what they refer to in terms of location and boundaries, is easily understood by the local and wider community. Reserves alongside the Styx River are gradually being acquired piece by piece as council staff work with individual landowners

Confusion can occur when areas of land are given different reserve names, even though they are physically connected. It is preferable that these separate allotments are grouped together to form one reserve, both in terms of management and naming. The larger land area should be defined by physical features that form legible landscape boundaries to these reserves (eg roads) rather than historical land tenure patterns. The only exception being when there is a specific value (eg. heritage) that needs to be preserved.

- 38. The Styx River originates in the Harewood area and flows through north east Christchurch for approximately 28 kilometres before it enters Brookland's Lagoon. As public access to this river system is limited, people often do not connect an upstream stretch of the Styx River with a downstream stretch of the same river system. The promotion of the 'Styx' as one river system can be achieved not only through improved signage of waterways, but also by utilising and promoting the word 'Styx' in the names of reserves alongside the Styx River. Similarly for Kaputone Creek, Smack's Creek and other waterways. Although this approach enables the river system to be perceived and understood as a whole, it makes it difficult to differentiate

⁸ Page xiii New Zealand Geographic Board 1990 He Korer Pūrākau mo Ngā Taunahanahatanga a Ngā Tūpuna, Place Names of the Ancestors, A Maori Oral History Atlas, Government Printing Office Wellington

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between the different segments. The use of the river name together with a word that highlights the uniqueness of a particular area will enable both aspects to be achieved.

39. Names can also signal and promote specific values and therefore expected management outcomes. For example, the use of words such as 'conservation', 'wildlife', 'recreation', and 'esplanade' convey not only the values of the reserve but also how the area should be managed. This is an important consideration in ensuring that certain community values and management outcomes are protected in the long term.
40. Names also signal ownership. In terms of the Reserves Act (1974), the word 'reserve' means any land set apart for any public purpose⁹.
41. There are many instances throughout the Styx locality where original names are now spelt differently from the original name given to that feature (eg Smacks Creek, Kaputone Creek). The decision of whether or not to revert to the original name will be dependent on the reason for it not being spelt correctly, the implications and ease of correcting the spelling, along with community and Tangata Whenua aspirations.
42. Names can also be given to natural and cultural features that are iconic (ie springs), valued by the community (ie pa harakeke) and/or also provide an important reference point (ie walkways).

RECOMMENDED POLICY

43. The following procedure is recommended. It applies only to the Styx catchment and is in addition to the Christchurch Code of Practice for Naming Reserves and Facilities¹⁰.
 - (i) The Maori name and the European name to be used as appropriate.
 - (ii) Names will be given to:
 - natural features that are iconic and valued by the community (eg waterways, springs, ponds, areas of bush).
 - cultural features that assist in people's appreciation and navigation of the Styx locality (eg walkways, landmarks).
 - sites where specific activities occur (eg pa harakeke).
 - (iii) New reserves alongside waterways in the Styx catchment be named as follows:

Name of waterway + word for local iconic feature or value + 'conservation' + 'reserve'

An example of this type of approach is:

Styx Mill Conservation Reserve

Exceptions may occur where there is another particular value that needs to be recognised and/or preserved.
 - (iv) That one name, or alternatively a European and Maori name, be associated for each reserve that is clearly defined by a legible landscape boundary that is easily understood by the local and wider community.
 - (v) Artworks to be named by the artist.
 - (vi) Naming rights will be allowed in exceptional circumstances.

⁹ Section 2 Interpretation, Reserves Act (1977)

¹⁰ Adopted by Christchurch City Council Parks and Recreation Committee, 27 July 1993. Refer to paragraph 19 of this report.

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THE PROCESS FORWARD FOLLOWING ADOPTION OF THIS PROCEDURE

44 The consultation process will be staged as follows:

- (a) Focus group discussions with interest groups to identify suitable names for features and reserves within the Styx catchment, along with the reasons for these names.
- (b) Consultation with the wider community through:
 - (i) brochures
 - (ii) wide letterbox drop
 - (iii) media releases
 - (iv) involvement by local community paper (communication advisor to investigate).

Feedback will be via submissions and hearings if required.

- (c) A separate consultation process will be undertaken with Tangata Whenua.

45. The results of the consultation process will be presented to the Shirley/Papanui and Fendalton/Waimairi Community Boards via a joint seminar. A report with recommendations will then be presented to the Shirley/Papanui and Fendalton/Waimairi Community Board and Council. Where required, new names will then be formalised through the New Zealand Geographic Board, Nga Pou Taunaha o Aotearoa, or advertised in the *Gazette* if it is a reserve.

THE OPTIONS

46. The options are as follows:

- (a) To have a naming procedure for the naming of new reserves and important natural and cultural features alongside waterways and wetlands within the Styx catchment.
- (b) To not have a naming procedure for the naming of new reserves and important natural and cultural features alongside waterways and wetlands within the Styx catchment.

THE PREFERRED OPTION

47. The preferred option is to have a naming procedure for the naming of new reserves and important natural and cultural features alongside waterways and wetlands within the Styx catchment. The reasons for this is that it will provide important spatial reference points and add to the cultural layers and richness of a locality.

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ASSESSMENT OF OPTIONS

The Preferred Option

48. The preferred option is to have a naming procedure for the naming of new reserves and important natural and cultural features alongside waterways and wetlands within the Styx catchment.

	Benefits (current and future)	Costs (current and future)
Social	The procedure will raise awareness of recreational opportunities	No financial implications.
Cultural	The procedure will highlight and raise people's awareness of cultural features, values, and sense of place.	No financial implications.
Environmental	The procedure will highlight and raise people's awareness of natural features and values.	No financial implications.
Economic	The procedure will add to potential tourism opportunities	Funding is required for signage on new reserves.
<p>Extent to which community outcomes are achieved:</p> <p>The naming procedure will add to the following community outcomes: an attractive and well designed city, a city of people who value and protect the natural environment.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>The naming procedure will assist in the naming of new reserves and features.</p> <p>Effects on Maori:</p> <p>It will enable Maori place names to be recognised on the landscape.</p> <p>Consistency with existing Council policies:</p> <p>It is consistent with the 'Styx Vision 2000 – 2040' and the 'Waterways and Wetlands Natural Asset Management Strategy'.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>The views and preferences of persons affected or likely to have an interest are yet to be obtained.</p> <p>Other relevant matters:</p>		

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Maintain the Status Quo (if not preferred option)

49. To not have a naming procedure for the naming of new reserves and important natural and cultural features alongside waterways and wetlands within the Styx catchment.

	Benefits (current and future)	Costs (current and future)
Social		Lost opportunity to raise awareness of recreational opportunities
Cultural		Lost opportunity to highlight and raise people's awareness of cultural features, values, and sense of place through a co-ordinated approach will be lost.
Environmental		Lost opportunity to highlight and raise people's awareness of natural features and values will be lost.
Economic		Lost opportunity to add to the tourism of the area. Funding is required for signage on new reserves.
<p>Extent to which community outcomes are achieved:</p> <p>The lack of a naming procedure will result in a lost opportunity to add to the following community outcomes: an attractive and well designed city, a city of people who value and protect the natural environment.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Without a procedure, naming of new reserves and features will occur in an ad hoc manner, and therefore losing an opportunity to highlight the Styx River ecosystem and the rich culture of the area.</p> <p>Effects on Maori:</p> <p>An opportunity to highlight early Maori place names on the landscape will be lost.</p> <p>Consistency with existing Council policies:</p> <p>It is inconsistent with the 'Styx Vision 2000 – 2040' and the 'Waterways and Wetlands Natural Asset Management Strategy'.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>The views and preferences of persons affected or likely to have an interest are yet to be obtained.</p> <p>Other relevant matters:</p>		

At Least One Other Option (or an explanation of why another option has not been considered)

50. Although a third option was considered which was to apply the procedure city wide (eg south west Christchurch), it was felt that it should be piloted on the Styx River ecosystem first in order to highlight and sort out any issues that may occur.