



Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 5 SEPTEMBER 2007

4.00 PM

IN THE BOARDROOM
PAPANUI SERVICE CENTRE
CORNER LANGDONS ROAD AND RESTELL STREET

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

Community Board Adviser

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 15 AUGUST 2007**

The report of the Board's ordinary meeting of Wednesday 15 August 2007 has been **separately circulated** to members.

CHAIRPERSON'S RECOMMENDATION

That the report of the Board's ordinary meeting be confirmed.

3. **DEPUTATIONS BY APPOINTMENT**

Nil.

4. **PETITIONS**

Nil.

5. **BRIEFINGS**

Nil.

6. REQUEST FOR FUNDING – GRANT BALLINGER

General Manager responsible:	General Manager, Community Group, DDI 941-8534
Officer responsible:	Unit Manager Recreation and Sport Unit
Author:	Helen Miles, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present an application for funding to the Board from the 2007/08 Discretionary fund.

EXECUTIVE SUMMARY

2. The applicant is Grant Ballinger – a 30 year old seeking funds to attend the Special Olympics 2007 World Summer Games in China for the New Zealand Basketball team. The Games run from the 21 September - 17 October 2007.

Background on Grant Ballinger

3. Grant Ballinger lives in Independence House in Bristol Street, St Albans. Grant currently attends Peeps Trust three days a week and is a gardener at Hillmorton Hospital two days a week. Grant has been playing basketball for the last 10 years.
4. Grant is enthusiastic about his basketball and is very committed to developing his potential. Only two athletes were selected from Canterbury Basketball Special Olympics to represent New Zealand. Grant currently trains four times a week and has attended three intensive team camps in the lead up to the Special Olympics Summer Games.
5. This event is a once in a life time opportunity for Grant. The World Summer Games will be held in Asia for the first time and only the second time out of the United States. Over 7,500 athletes will compete at the event. Running in conjunction with the competition programme is a health and activity programme for all athletes.
6. Grant has been working hard to fundraise with the other athletes from Canterbury; he also is planning to sell some of his paintings. The financial resources of the family are very limited and any assistance from the Board would be much appreciated. This is the first time the applicant has applied to the Board.
7. The following tables provide a general overview of the funding requested:

New Zealand Special Olympics World Summer Games China 21 September - 17 October 2007.	
Total Cost	10,000
Special Olympics Canterbury Committee Contribution	5,000
Money Raised so far	1,400
Amount Requested from Board	\$ 1,000

FINANCIAL IMPLICATIONS

8. There are no direct financial considerations.

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

9. Covered by existing Community Board budgets.

6 Cont'd

LEGAL CONSIDERATIONS

10. Not applicable.

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

11. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Page 176 of the LTCCP, level of service under Community Board funding.

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. Recreation and Sport, Youth, Community & Social Wellbeing policies.

Do the recommendations align with the Council's strategies?

15. Yes.

CONSULTATION FULFILMENT

16. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board approves \$1,000 from 2007/2008 Discretionary funds to enable the applicant Grant Ballinger to attend the World Summer Special Olympics Games in China from 21 September -17 October 2007.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

7. STYX RIVER CONSERVATION RESERVE (REDWOOD SPRINGS) PLAYGROUND

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to detailed design and construction/implementation of the Styx River Conservation Reserve (Redwood Springs) playground.

EXECUTIVE SUMMARY

2. The Styx River Conservation Reserve (Redwood Springs) is located in Redwood at the northern termination of Grimseys Road. Redwood Springs is named for the many springs along the adjacent Styx River. A pond at the western end of the reserve adjacent to the main walkway and railway line has a number of springs bubbling up within it.
3. Vaughan and Alwyn Reserve are close by but are quite small and, of these, only the latter includes play equipment. The nearby Murchison Park had a development plan finalised in July 2007, which included a substantial new playground that will be installed later this year. The consultation on this project indicated a strong desire for the development at Redwood Springs to proceed as soon as possible.

Previous planning work at Redwood Springs

4. A proposal was developed for the Styx River Conservation Reserve (Redwood Springs) in 2005/06 that incorporated wildlife habitat, walkways, access to the water's edge, and features being made of the springs, previous history and children's play areas. This development plan was approved by the Board in April 2006, subject to further consultation being undertaken regarding the proposed playground and interpretation structure and monitoring of parking in the area.
5. The above proposal originally located the playground at the eastern end of the reserve and included a large area to kick a ball around in, a water play area associated with an existing well, and an obstacle course. Concerns were raised during consultation about the playground's location (parking requirements, motorway) and elements of its design (the proposed rope structure). In response to this, the concept was amended by relocating the playground more centrally to the large grass space at the end of Riverwood Boulevard and seeking further consultation on the design of the playground.
6. The above development plan for the reserve will be implemented over a five year period beginning in 2006. For reference, a proposed timeline for the next two years is included below.

Construction in 2007	<ul style="list-style-type: none"> • Playground equipment, picnic tables and paths around play area (<i>subject to Board approvals</i>) • Springs lookout, boardwalk and jetty at western end of reserve
Construction in 2008	<ul style="list-style-type: none"> • Planting around play area • Specimen trees - orchard trees • Lookout by walnut trees • Two jetties, boardwalks and tracks • Swale and retention basin • Continuation of bush and wetland planting

7 Cont'd

7. The previous planning work informed the project objectives, which were to:
- To provide interesting play equipment that promotes physical activity, is adventures, encourages social and communication skills and helps develop fundamental movement skills and meets the local communities' needs, within the available funds
 - To provide a creative play space that interacts with the surrounding natural environment
 - To ensure that the playground is consistent with the development plan for the area
 - To consider the visual effects of the proposed playground on the surrounding properties
 - To ensure that the playground is consistent with New Zealand Playground Standards
8. The project team developed a concept to meet these objectives, which included the following:
- Dual flying fox
 - Tyre swing
 - Wooden climbing frame (includes items such as a rope ladder, spinning bar, gym rings)
 - Small timber tower and slide
 - Maypole
 - Rope suspension bridges
 - Water pump with water play activities on a timber deck and seating
 - Junior mountain bike track
 - Asphalt paths to connect play areas and provide hard surface's for learning to bike, rollerblade etc.
 - Transition areas between play equipment to include such as stepping stones/balance logs
 - Picnic/seating area and landscaping

This concept plan was developed to appeal to a wide range of children, have minimum visual impact on surrounding neighbours and to be in keeping with the overall vision for this reserve.

9. In July/August 2007 a publicity pamphlet was distributed to approximately 280 residences and key stakeholders (refer **attachment 1**). This pamphlet included a summary of the concept, an initial concept plan and a feedback form. The project team sought feedback from the community to see whether the proposal was generally supported.
10. The consultation received a 24% response rate (66 responses). Community feedback was generally very positive. The consultation outcome and project team responses are included in **attachment 2**.
- Sixty-two of the 66 respondents (94%) responded "YES – I generally support the plan"
 - four of the 66 respondents (6%) responded "NO – I do not support the plan", because:

Reason for opposition to plan	Project team response
Use the money elsewhere: <ul style="list-style-type: none"> • on a walkway along the river linking the Main North Road from Styx Mill Road downstream toward Marshlands Road • on a bridge linking Redwood Springs to Northwood and the Supa Centre 	<ul style="list-style-type: none"> • Funding set aside in the LTCCP for this playground • Planning is underway for a Source to Sea walkway, as part of the 2000-2040 Styx Vision • A linkage between Redwood Springs and Northwood is beyond the scope of this project. This will be considered as the land north of the Styx is developed
Playground not necessary/wanted <ul style="list-style-type: none"> • Children will drive away wildlife • Local kids can use Murchison Park 	<ul style="list-style-type: none"> • A playground in this area has been approved by Council and funding set aside in the LTCCP for this facility
Location opposed: <ul style="list-style-type: none"> • Potential flooding in the area poses a health hazard to children, adults and pets • Styx River poses a safety hazard to children 	<ul style="list-style-type: none"> • The frequency and intensity of flood events has been taken into consideration. Play equipment will be located in higher areas • The river and springs in this area are known to the local community. The location of the playground was determined in the development plan. The playground is in a clearly defined area which can be monitored

7 Cont'd

Design aspects opposed: <ul style="list-style-type: none"> Flying fox is unlikely to be well used Children will not just cycle on the track; they will be all over the grass and plantings. Has the stranger danger been taken into account? 	<ul style="list-style-type: none"> The feedback on the recent Murchison Park consultation included a number of requests for a flying fox Any damage to the proposed plantings will be addressed, as necessary The concept was developed in accordance with CPTED principles
Car parking on Willowview Drive will create safety hazard - parking bays needed	The need for car parking will be monitored
Toilets needed	Toilets are usually only provided on sports parks, which have a number of users at one time

11. In terms of the proposed playground development, the main requests made by submitters were for:
- more play equipment for toddlers (14 submitters)
 - a pedestrian/cycle link to Northwood/Supa Centre to be planned for (13 submitters)
 - consideration to be given to potential pressure for parking and congestion in Willow View Drive (eight submitters)
 - addition of a toilet (five submitters)
12. The project team considered the feedback from consultation and revised the concept plan by including the installation of a:
- two-bay toddler swing, a Fantail and a see-saw
 - bike stand/hitching post
 - rubbish bin
 - park signage
 - new section of path (linking to the eastern kerb cut down)
 - yellow 'no-stopping' lines in intersection
13. Willow View Drive is a relatively narrow local road that, if cars are parked on both sides of the road, only allows for the passage of one vehicle. This roading design slows traffic speeds and provides some traffic safety benefits. However the community has raised concerns about car parking and the potential for traffic congestion. In response to consultation, this proposal will include yellow 'no-stopping' lines around the intersection of Riverwood Boulevard and Willow View Drive (where parking is not permitted under the road code) and also adjoining the playground's park frontage to ensure that these areas do not become congested. In addition, once the playground is installed, these issues will be monitored and addressed, as necessary.
14. In general toilets are included in sports parks, to cater for peak demand by large numbers of users that often travel some distance to the park. This is a local playground, which is anticipated will be used by local residents and, as such, a toilet has not been included in the development plan for this reserve.
15. The consultation feedback included a number of queries and requests with regard to the development plan. In particular, a number of submitters requested the removal of the willows on the Styx river bank. These will be gradually removed to allow for habitat restoration of the waterway, in accordance with the development plan.
16. A pedestrian/cycle linkage between Redwood Springs and Northwood was requested by a number of residents but is beyond the scope of this project or the current Styx River Conservation Reserve development plan. As such, funding has not been set aside in the Long Term Council Community Plan for a bridge across the Styx at this point. However the need for a pedestrian/cycleway to Northwood will be considered by Council as the land to the north of the Styx is developed and opportunities to provide linkages arises.

7 Cont'd

17. The recommended concept plan is included as **attachment 3**. Styx River Conservation Reserve (Redwood Springs) concept plan will be implemented over two stages, (1) the play equipment, paths, seating and picnic area will be constructed in the period of December 2007 to February 2008 (2) the landscaping within the playground will be completed in April 2008.

FINANCIAL IMPLICATIONS

18. The funding from council is being provided from the Transport and Greenspace Capital Programme. Specifically:

2007/08 \$220,000

Redwood Springs (Styx Esplanade Reserves) – Waterways and Wetlands Restorations.

19. It is estimated that the proposed playground concept, including the play equipment, park furniture, paths and landscaping, will cost in the order of \$175,000.

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

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

LEGAL CONSIDERATIONS

21. Nil.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

22. **LTCCP 2006-2016**

Parks, Open Spaces and Waterways – Page 123

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

Recreation and Leisure – Page 131

- (a) Recreation – By encouraging more people to participate in leisure, physical and sporting activities

23. **Parks and Open Spaces Activity Management Plan**

ALIGNMENT WITH STRATEGIES

24. Social Wellbeing and Youth Strategy and Safer Parks Policy

CONSULTATION FULFILMENT

25. Extensive consultation has been undertaken will the local community via a letterbox drop and comment form to the local community.

7 Cont'd

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approve the plan in **attachment 3** in order to proceed to detailed design and construction/ implementation of the Styx River Conservation Reserve (Redwood Springs) playground;
- (b) Resolve that the stopping of vehicles be prohibited at anytime on:
 - (i) The south side of Willow View Drive commencing from its intersection with Riverwood Boulevard and extending in a westerly direction for a distance of 14.0 metres.
 - (ii) The south side of Willow View Drive commencing from its intersection with Riverwood Boulevard and extending in a easterly direction for a distance of 30.0 metres.
 - (iii) The north side of Willow View Drive commencing at a point 12.0 metres west of Riverwood Boulevard and proceeding in an easterly direction for a distance of 65.0 metres.
 - (iv) The east side of Riverwood Boulevard commencing from its intersection with Willow View Drive and proceeding in a southerly direction for a distance of 15.0 metres.
 - (v) The west side of Riverwood Boulevard commencing from its intersection with Willow View Drive and proceeding in a southerly direction for a distance of 10.5 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

8. SAWYERS ARMS ROAD AT COTSWOLD AVENUE INTERSECTION

General Manager responsible:	General Manager, City Environment, DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Peter Rivers, Project Manager

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Shirley/Papanui and Fendalton/Waimairi Community Boards to proceed to final design, tender and construction of the safety improvement works in Sawyers Arms Road over the Cotswold Avenue and Glasnevin Drive intersections.

EXECUTIVE SUMMARY

2. The project is on the boundary between the Shirley/Papanui Community Board area and the Fendalton/Waimairi Community Board area adjacent to The Papanui Club and Emmanuel Christian School. There are bus stops opposite each other on both sides of Sawyers Arms Road outside The Papanui Club. The immediate surrounding area is residential (within the block) with farm/market garden land to the northwest.
3. The primary objectives for the project include: provide a safer crossing for pedestrians over Sawyers Arms Road; maintain or enhance existing levels of service for other road users; ensure adequate street lighting; make provision for right turning motorists where appropriate.

FINANCIAL IMPLICATIONS

4. This project is programmed in the Transport and Greenspace Unit's capital programme, for implementation in the 2007/2008 financial year with a budget of \$327,440 (to be shared with three other pedestrian improvement projects). The cost estimate for this project is \$56,633.

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

5. Aligns with the Transport and Greenspace Unit's Safety Improvements and School Road Safety Projects of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

LEGAL CONSIDERATIONS

6. Community Board resolutions are required to approve the new traffic restrictions. There are no other legal implications for this project.

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

7. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Aligns with the LTCCP Community Outcome – A Safe City and the Capital Works Programme – Safety Improvement Projects. Aligns with the Transport and Greenspace Unit's Safety Improvements and School Road Safety Projects 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?

9. Contributes to providing a safe transport system LTCCP Safety Outcome, pg 151.

ALIGNMENT WITH STRATEGIES

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

8 Cont'd

Do the recommendations align with the Council's strategies?

11. As above.

CONSULTATION FULFILMENT

12. A seminar was held with the Fendalton-Waimairi and Shirley-Papanui Community Boards on 28/5/2007 and 30/05/2007 respectively, prior to the preferred concept plan for Sawyers Arms Road being presented to the public for consultation. Community consultation was undertaken in June 2007 on the preferred concept plan. This included two street meetings held on 10 and 11 June 2007 and the visiting of all properties with proposed no stopping restrictions.
13. Approximately 235 households in surrounding area and other interested parties (including Cotswold and Emmanuel Christian Schools) were consulted. One hundred and fifty responses have been received. The majority of respondents (86%) were in general support of the proposal.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board and the Shirley/Papanui Community Board:

- (a) Approve the Sawyers Arms Road Crossing facility project to proceed to final design, tender and construction, as shown on the construction plan (**Attachment 1**).
- (b) Approve revoking the following current stopping prohibitions:
- (i) That the existing prohibition of stopping of vehicles on the north side of Sawyers Arms Road commencing at a point 51 metres east of its intersection with Cotswold Avenue and extending 26 metres in an easterly direction be revoked and replaced with the following :
- (c) Approve the following new "no stopping" restrictions:
- (i) Sawyers Arms Road, south side from a point 64 metres west of the intersection with Cotswold Avenue to the intersection with Cotswold Avenue.
- (ii) Sawyers Arms Road, south side, from a point 20 metres east of the intersection with Cotswold Avenue to the intersection with Cotswold Avenue.
- (iii) Sawyers Arms Road, south side, from a point 32 metres east of the intersection with Cotswold Avenue to a point 87 metres east of the intersection with Cotswold Avenue.
- (iv) Sawyers Arms Road, north side, from a point 67 metres west of the intersection with Cotswold Avenue east to a point 25 metres east of the intersection with Glasnevin Drive.
- (v) Cotswold Avenue, west side, from the intersection with Sawyers Arms Road south for a distance of 8 metres.
- (vi) Cotswold Avenue, east side, from the intersection with Sawyers Arms Road south for a distance of 8 metres.
- (d) Approve moving existing bus stops as follows:
- (i) That the existing bus stop be revoked from the north side of Sawyers Arms Road at its present position commencing 35 metres east of the intersection with Cotswold Avenue and extending 17 metres in an easterly direction, and reinstated on the north side of Sawyers Arms Road commencing 18 metres west of the intersection with Glasnevin Drive and extending 12 metres in a westerly direction.

8 Cont'd

- (ii) That the existing bus stop be revoked from the south side of Sawyers Arms Road at its present position commencing 36 metres east of the intersection with Cotswold Avenue and extending 19 metres in a easterly direction, and reinstated on the south side of Sawyers Arms Road commencing 20 metres east of the intersection with Cotswold Avenue and extending 12 metres in an easterly direction.

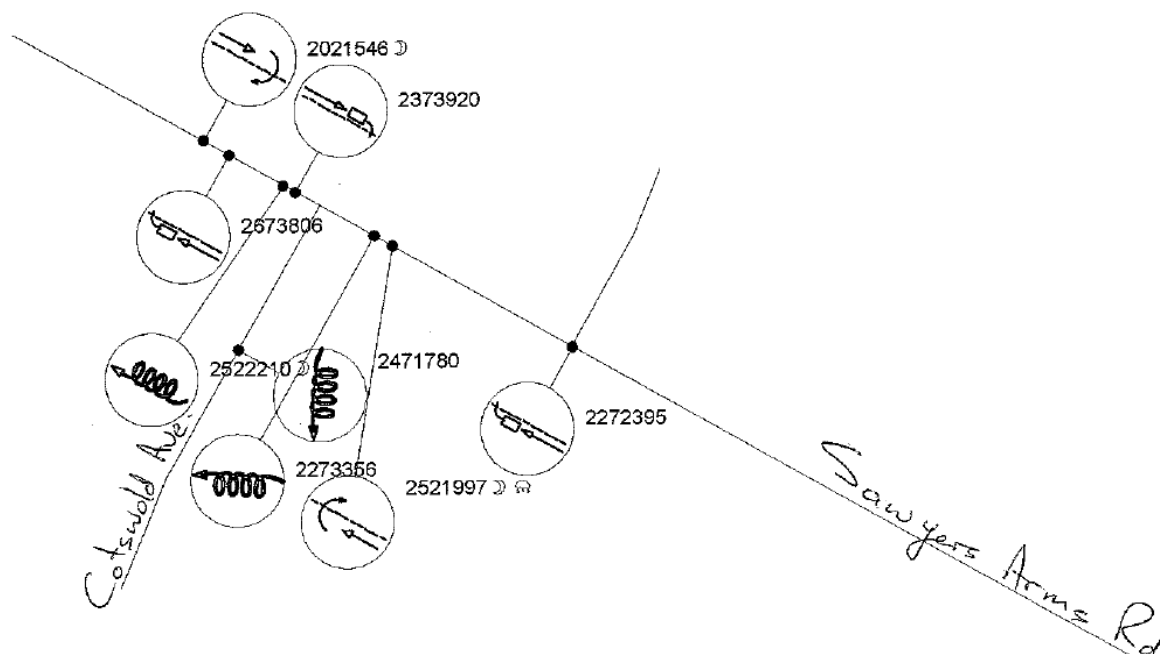
CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

8 Cont'd

BACKGROUND (THE ISSUES)

14. The Land Transport Safety Crash Analysis System shows there have been eight crashes between 2000 and 2006. Three were classified as minor injury crashes. Five of the eight crashes involved stationary vehicles waiting to turn or U-turning vehicles.



15. The public have identified to elected members and staff that crossing Sawyers Arms Road in this area is difficult, particularly for children and the elderly. In 2005 a petition supporting this view was submitted with 57 signatures.

CONSULTATION RESULTS

16. Strong support for the project has been received from the parents of school pupils and staff at the Christian Emmanuel and Cotswold Schools (see **attachment 2**),
17. A number of local residents in Sawyers Arms Road have expressed concern about the removal of parking outside their properties.
18. Several residents have stated that there was agreement at the time of the opening of Emmanuel School that resident's on-street parking would not be affected and that they perceive that this is now happening with this project.
19. Support for the project has also been received from some patrons of the Papanui Club who walk to the club.

THE OBJECTIVES

20. The primary objectives for the project are as follows:
- Provide a safer crossing across Sawyers Arms Road, particularly for students of Emmanuel Christian School and Cotswold Primary School.
 - Maintain or enhance existing levels of service for other road users including bus users and cyclists.

8 Cont'd

21. The secondary objectives for the project are as follows in priority order:
 - (a) Ensure adequate street lighting is provided.
 - (b) Make provision for right turning motorists to address accidents associated with right turning movements.

THE OPTIONS

22. Four options were developed for the Sawyers Arms Road crossing facility including a do nothing option. Option 4 was selected as the preferred option and was the option taken to the community for consultation.
23. Option 1 involves no changes to the existing street arrangement. The existing carriageway width of 12 metres and lane markings for the length of the project are retained, no physical works are proposed.
24. Option 2 consists of the introduction of a 2 metre wide flush median, a 9 metre pedestrian refuge island opposite No. 303 Sawyers Arms Road (outside the Working Men's Club), indented bus bays and the introduction of no stopping lines on the northern and southern sides of Sawyers Arms Road for the length of the Project.
25. In order to provide better delineation for motorists and cyclists this option considers the implementation 3.3m traffic lanes and 1.6m cycle lanes for the length of the Project. This is in accordance with the City Plan guidelines for a Minor Arterial. The narrow carriageway width necessitates that the bus bays be indented and parking is restricted on both sides of Sawyers Arms Road in order to achieve the proposed lane widths.
26. Option 3 consists of the introduction of a 2 metre wide flush median, 9 metre pedestrian refuge island opposite No. 303 Sawyers Arms Road (outside the Working Men's Club), an indented bus bay and no stopping lines on the northern side of Sawyers Arms Road.
27. This option retains an amount of parking on the south side of Sawyers Arms Road; however the resulting 3.8 metre lane width is inadequate as a shared facility for vehicles and cyclists and is a safety concern.

THE PREFERRED OPTION

28. Option 4 consists of the introduction of a 2 metre wide flush median, 9 metre pedestrian refuge island opposite No. 303 Sawyers Arms Road (outside the Working Men's Club), and no stopping lines on both sides of Sawyers Arms Road for the length of the Project.
29. The introduction of the 2 metre wide flush median will provide a refuge for right turners into the Working men's Club and the back to back right turn facility provides refuge for right turners into the Emmanuel Christian School and into Cotswold Street. These facilities, focus on minimising the crashes associated with stationary vehicles (rear end crashes) and with right turners crashes.
30. A 9 metre pedestrian refuge island is provided opposite No. 303 Sawyers Arms Road, between the northbound and southbound bus stop and provides a safer crossing point across Sawyers Arms Road, particularly for the students of Emmanuel Christian School and Cotswold Primary School pupils living in the Glasnevin Drive area.
31. No stopping on either side of Sawyers Arms Road enable the implementation of 4.9 metre shared traffic lanes for motorists and cyclists. Although the proposal does not include lane marking for cycle lanes the layout allows for its future implementation if required.
32. The bus stops are relocated to improve sightlines and minimise narrowing of the through vehicle traffic lanes in the vicinity of the pedestrian refuge island.

8 Cont'd

ASSESSMENT OF OPTIONS

The Preferred Option

33. Option 4

	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 pedestrians by providing a safe refuge in between the two vehicle lanes, and for vision-impaired pedestrians through the inclusion of tactile pavers at road crossing points.	Loss of on street parking.
Cultural	-	-
Environmental	-	-
Economic	-	Estimate \$56,633
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic direction for a safe transport system.</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 road safety capital 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>External consultation has indicated that the preferred option is supported by the community.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

8 Cont'd

Maintain the Status Quo (if not preferred option)

34. Option 1

	Benefits (current and future)	Costs (current and future)
Social	No loss of car parks.	No enhancement of pedestrians' ability to cross Sawyers Arms Road.
Cultural	-	-
Environmental	-	-
Economic	No outlay of capital cost.	-
<p>Extent to which community outcomes are achieved:</p> <p>No improvement to improved road safety or school road safety community outcomes</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Existing situation will continue with no improvement to the overall traffic conditions in this street.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with the road safety improvement aspect of the capital programme works outlined in the LTCCP 2006-2016.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>This option is not supported by petitioners or the majority of consultation respondents.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

8 Cont'd

Other Options

35. Option 2

	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 pedestrians by providing a safe refuge in between the two vehicle lanes, and for vision-impaired pedestrians through the inclusion of tactile pavers at road crossing points. Increased safety for cyclists in the immediate area of the project.	Possible increased risk to cyclists outside the area of works. Westbound cycle lane is blocked when bus is stopped at the bus stop.
Cultural	-	-
Environmental	-	-
Economic	-	As for preferred option plus the cost of two bus stop indentations (estimated additional cost \$40,000)
<p>Extent to which community outcomes are achieved:</p> <p>Improved pedestrian safety.</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 road safety capital 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>Members of the community supporting the preferred option would be also likely to support this option.</p> <p>Other relevant matters:</p> <p>Treatment would be inconsistent with the rest of Sawyers Arms Road.</p>		

8 Cont'd

36. Option 3

	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 pedestrians by providing a safe refuge in between the two vehicle lanes, and for vision-impaired pedestrians through the inclusion of tactile pavers at road crossing points.	Increased risk to cyclists.
Cultural	-	-
Environmental	-	-
Economic	-	As for preferred option plus the cost of one bus stop indentation (estimated additional cost \$20,000)
<p>Extent to which community outcomes are achieved:</p> <p>Improved pedestrian safety.</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 road safety capital 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>Members of the community supporting the preferred option would be also likely to support this option. However there are significant safety disbenefits for cyclists.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

9. INNES ROAD - PARKING RESTRICTIONS

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

PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of the out comes of consultation regarding the implementation of a combination of P10/P30 restricted parking and our subsequent recommendation.

EXECUTIVE SUMMARY

2. The Board :
 - (a) Received a deputation relating to parking issues affecting businesses on Innes Road during its 6 December 2006 meeting.
 - (b) The Board requested "that staff investigate and report back with options (including the use of P30 and & P10) to assist local businesses by providing appropriate access for the community".
 - (c) Preliminary discussion was held by Transport and Greenspace staff with some of the business owners to determine a possible workable solution.
 - (d) A plan was drawn up and this was circulated to all the property owners shown on the plan. A covering letter was attached requesting comment on the plan before 16 July 2007.
 - (e) The following summarises the returns;
 - (f) Implement Plan 9 yes and 5 no.
 - (g) The respondents not in favour of the scheme have off road parking available, but it is anticipated that the P30 areas would also work for their staff and clients.
 - (h) The owner of the property at 424 Innes Road is in agreement with the P30 outside this property, but has requested that this apply only from Monday to Friday. The proposal has been changed to accommodate this.

PARKING STRATEGY

3. The Council's City Wide draft Parking Strategy 2003 provides guidance for the allocation of parking. For commercial/retail areas, Policy 6G On Street Parking provides:
 - (a) "To use a mix of pricing regimes, time and parking restrictions to encourage the turnover of on-street parking in areas of high demand".
 - (b) The strategy suggests that kerbside parking space should be allocated in general in accordance with the table below:

Commercial/Retail Areas (including Central City) Parking Priority	
1	Bus stops
2	Taxi, limousine and shuttle services
3	Loading zones
4	Parking for people with disabilities
5	Short-stay private vehicle parking for business and retail needs
6	Resident parking
7	Commuter parking

9 Cont'd

4. Because the commuter parking has the lowest priority the staff recommendations outlined below are submitted.

Existing			Proposed	
	P10	P30	P10	P30
On North Side	0	0	3	4
On South Side	0	5	5	8
(See plan attached – Innes Road 2)			(See plan attached – Innes Road Proposed Mod)	

FINANCIAL IMPLICATIONS

5. The installation of the appropriate signs and markings of the roadway has been quoted at \$2,900. This work can be covered by the existing signs and markings budget.

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

6. As per point 5.

LEGAL CONSIDERATIONS

7. There are no legal constraints anticipated.

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

8. As per point 7. above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Aligns with the streets and Transport activities by contributing to the Council's Community outcomes. 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?

10. No specific criteria identified.

ALIGNMENT WITH STRATEGIES

11. Parking strategy policy 6 G "On Street Parking" to use a mix of pricing regimes, time and parking restrictions to encourage the turnover of on street parking in areas of demand.

Do the recommendations align with the Council's strategies?

12. As per point 11. above.

CONSULTATION FULFILMENT

13. Preliminary consultation carried out with local businesses and residents. Results of the consultation reported back along with the plan for the Board's consideration. Any opposing residents advised to request a deputation with the Board.

9 Cont'd

STAFF RECOMMENDATION

It is recommended that the Board approve the plan **attached** for installation with the following parking restrictions:

- (a) That all existing parking restrictions on Innes Road between Philpotts Road and Mahars Road be rescinded.
- (b) That the parking of vehicles be restricted to a maximum period of 30 minutes Monday to Friday on the south side of Innes Road commencing at a point 143 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a south westerly direction for a distance of 24 metres.
- (c) That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Innes Road commencing at a point 112.5 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a south westerly direction for a distance of 19 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Innes Road commencing at a point 67.5 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a south westerly direction for a distance of 13 metres.
- (e) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Innes Road commencing at a point 56.5 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a south westerly direction for a distance of 13 metres.
- (f) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Innes Road commencing at a point 34 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a south westerly direction for a distance of 13 metres.
- (g) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Innes Road commencing at a point 15.0 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a north easterly direction for a distance of 23.5 metres.
- (h) That the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Innes Road commencing at a point 52 metres from its intersection with the easterly kerb line of Philpotts Road and extending in a north easterly direction for a distance of 6 metres.
- (i) That the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Innes Road commencing at a point 96 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a north easterly direction for a distance of 11 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

10. HAREWOOD ROAD PEDESTRIAN AND CYCLE SAFETY

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Paul Burden, Consultant

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 pedestrian and cycle safety on Harewood Road between Sails Street and the railway line (see **attachments 1 and 2**).

EXECUTIVE SUMMARY

2. Members will be aware of the Community Board seminar meeting held on 16 May concerning this item. This report reflects the outcomes of that meeting.
3. Concerns have been expressed by the community regarding pedestrian safety when crossing Harewood Road, particularly in the section west of the railway line. There are a number of elderly persons residing in this area as well as a significant number of school children all with a desire to cross the road to access retail shopping, schools, preschools and churches. Harewood Road is a busy arterial road and currently presents a significant obstacle to pedestrians, particularly in the more vulnerable age groups.
4. The primary focus of the study concerned improving the safety and level of service for pedestrians when crossing Harewood Road. The study also examined the needs of cyclists travelling along this section of road and the integration of improvements that balance the needs of all road users including the consideration of on street car parking demands.
5. Comprehensive video survey analysis was used to gain data concerning the existing road user activity along the road.
6. The survey data shows that there are a consistent number of pedestrians crossing Harewood Road. There are two main desire lines being at the railway crossing and immediately to the west between St James Avenue and the railway crossing; however there are significant crossing movements within each of the sections surveyed. The traffic volumes on Harwood Road are considerable and it is acknowledged that improved pedestrian facilities are required. The average delay to pedestrians without any facility can be excessive during periods of peak traffic flow.
7. The investigation examined the most appropriate pedestrian facility and was conducted using economic analysis and reference to the draft guidelines for pedestrian facilities. Based on this technical evaluation the most appropriate method of improving the level of safety and service to pedestrians crossing this section of Harewood Road is to install additional pedestrian islands. These would provide a greater sense of safety and security as well as an acceptable average delay to pedestrians given the arterial status of Harewood Road.
8. The current volume of pedestrians crossing the road does not warrant a zebra crossing and overall this option is less economically viable than pedestrian islands. Added to this is the fact that there is no single strong desire line making strategic placement of a zebra crossing difficult which is likely to lead to poor patronage.
9. The community is seeking the safe passage of pedestrians across Harewood Road. This objective is shared by the City Council. On a technical level, pedestrian islands are the preferred facility both in terms of being within the recommended guidelines and producing the greatest road user benefits relative to costs. It is possible that a zebra crossing may be perceived as providing greater benefits by some members of the community. However there have been no reported crashes involving pedestrians and a zebra crossing is not recommended in terms of the guidelines. Thus any decision to install a zebra crossing to address these perceptions should be balanced against the dis-benefits at a technical and economic level.

10 Cont'd

10. At the seminar meeting some members raised particular concerns regarding the specific requirements for pedestrians crossing Harewood in the vicinity of the pre-school and elderly person's homes opposite. It is understood that children are often required to cross on mass and the existing pedestrian island has insufficient storage capacity. The outcome of this discussion was that a larger island could be built in this location with a "staggered" crossing which would significantly increase the storage capacity.
11. There is a relatively consistent level of cycle activity along the section of road. Harewood Road forms part of a strategic route into the CBD, local schools, the Papanui commercial centre as well as providing a connection to the railway cycle/pathway. The study identified that dedicated cycle lanes would provide a higher level of safety and service to cyclists in this section of road. The road width required for exclusive cycle lanes needs to be balanced against the available widths required for vehicular and pedestrian traffic. The current roadway width is insufficient to meet all demands simultaneously therefore the demands for kerbside parking need to be carefully considered.
12. The video data as well as casual observations show that the greatest demand for kerbside parking occurs on the north side directly outside the "*Albarossa Retirement Home*" and to a lesser degree opposite outside the "*Wesley Home*". There is also a minor demand outside the Sanitarium gardens on the north side and on the south side immediately west of the rail crossing outside "*The Advertising Club*". There is a significant but short lived demand in the immediate vicinity of the pre-school at 97 Harewood Road but this is typically limited to twice per day and occurs in the morning and evening commuter peak periods. Beyond these areas the evidence suggests that there is very little demand for kerbside parking throughout the day. Generally only five percent of the available kerbside parking space is occupied by vehicles for periods greater than half an hour.
13. The study included the development of a Traffic Management Plan. The recommended plan provides good balance in road uses and involves the strategic placement of pedestrian islands within a painted median and includes exclusive cycle lanes. The painted median is currently only 1.5 metres wide and this can be increased to 2 metres to provide better protection for and storage for pedestrians. The existing island east of Sails Street can be replaced with a wider and longer island for greater pedestrian storage capacity with an associated localised increase in the width of the painted median.
14. The proposed Traffic Management Plan is attached. Features of the Plan are as follows:
 - (a) Three additional pedestrian islands located:
 - Immediately west of Chapel Street;
 - Immediately east of Matsons Avenue;
 - Immediately east of St James Avenue.
 - (b) Widening and lengthening of the existing pedestrian island east of Sails Street.
 - (c) Two recessed bus bays.
 - (d) The removal of kerbside parking predominantly along the south side of the road but maintaining car parking in most instances where there is a recognised demand.
 - (e) A 2 metre wide painted median over the majority of road length.
 - (f) Exclusive cycle lanes over the length of the road section.
15. The retention and widening of the painted median will improve the level of safety for pedestrians (particular those pushing pushchairs or using mobility devices) and provides protected right turns for vehicles turning into the side roads minimising any disruption to the through traffic stream.
16. The plan reflects a desire to retain as much parking as possible in areas with a proven demand.
17. The proposal provides a careful balance in the uses of road space, will meet the requirements of most, if not all road users and is considered the most cost effective option.

10. Cont'd

FINANCIAL IMPLICATIONS

18. The proposal is estimated to cost approximately \$152,000 to fully implement. However it is possible to stage the implementation with Stage one being the installation of the larger island east of Sails Street outside the preschool . The indicative cost of Stage One is \$20,000.

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

19. This sum required to fully implement the Plan is currently not identified in the LTCCP and it is unlikely that the proposal would attract funding from any minor safety works budgets due to the absence of any pedestrian related crashes. It follows that the proposal will be placed on a priority improvements list and wait until funding is available.

LEGAL CONSIDERATIONS

20. The Land Transport Rules provides for the installation of cycle lanes, painted medians and the installation of parking restrictions.

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

21. Yes, as above

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

22. Aligns with the Streets and Transport activities by contributing to the Council Community outcomes - Safety

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

23. Yes, as above

ALIGNMENT WITH STRATEGIES

24. Pedestrian and Cycle Strategy

Do the recommendations align with the Council's strategies?

25. Yes, as above

CONSULTATION FULFILMENT

26. Consultation with affected parties will occur once finance for all or Stage One of the project is available.

STAFF RECOMMENDATION

It is recommended that the Board support the Traffic Management Plan in principal.

CHAIRPERSON'S RECOMMENDATION

11 . NEIGHBOURHOOD WEEK FUNDING

General Manager responsible:	General Manager Community Services, DDI 941-8534
Officer responsible:	Community Support Manager
Author:	Roger Cave, Engagement Adviser

PURPOSE OF REPORT

1. The purpose of this report is to set in place a decision making process for applications for Neighbourhood Week funding.

EXECUTIVE SUMMARY

2. Local community groups, including residents' associations and neighbourhood support groups will be sent information inviting them to apply for the Neighbourhood Week Funding that has been set aside by the Board.
3. Neighbourhood Week is a dedicated week in which individuals and groups are encouraged to get together and get to know one another locally. Neighbourhood Week 2007 is to be held from 26 October – 4 November 2007. Applications for funding close on 21 September 2007.
4. This report requests that the Board reaffirms its authority being given to the Events Committee to receive the applications for consideration, and to allocate funds accordingly.
5. In some previous years where the demand for Neighbourhood Week funds has exceeded the funds set aside, the Board has allocated additional funds out of the Board's Discretionary Funding towards Neighbourhood Week to enable more groups to receive some funding towards their event. This has happened when there has been an increase in the number of groups applying for Neighbourhood Week funds.

Should this be the case, the Board may wish to allocate a set amount of the Board's Discretionary Funds as a contingency towards the above situation with the proviso that those funds not required go back into the Board's Discretionary Fund.

FINANCIAL IMPLICATIONS

6. The Board has set aside \$6,000 from project funding to assist individuals and groups run events. It is not the intention of this funding to totally finance events. Those applying for funding are expected to partially resource events themselves either financially or through supply of materials.

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

7. Yes.

LEGAL CONSIDERATIONS

8. Under Council Standing Orders 1.9 and 1.10 a sub committee may be appointed and given powers of delegation.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Yes.

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

11. As above.

11 Cont'd

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. Funding for Neighbourhood Week activities aligns with the Council's Strong Communities strategic outcomes.

CONSULTATION FULFILMENT

13. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Reaffirms its authority being given to the Events Committee to receive the applications for consideration, and to allocate funds accordingly'.
- (b) Allocate a set contingency amount from the Board's Discretionary fund should the demand for money exceed the Board's money set aside and the Events Committee allocating the funds decide that the number of applications received warrants applying extra funding.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

12. NOTICES OF MOTION

Pursuant to Standing Order 2.16.1, the following Notices of Motion have been received in writing:

- (i) Mahars Road/Westminster Street
That the Board request staff to install yellow no-parking lines on both sides of the corner of Mahars Road and Westminster Street.

Moved by Yvonne Palmer, seconded by Myra Barry.

13. CORRESPONDENCE

Nil

14. COMMUNITY BOARD ADVISER'S UPDATE

14.1 Current Issues

14.2 Community Board Funding - Update

Attached.

14.3 Customer Service Request – August Report

Attached.

15. CHAIRPERSON'S AND BOARD MEMBERS INFORMATION EXCHANGE

16. MEMBERS' QUESTIONS