

**FENDALTON/WAIMAIRI COMMUNITY BOARD
AGENDA**

TUESDAY 13 APRIL 2010

AT 4PM

**IN THE BOARDROOM
FENDALTON SERVICE CENTRE
CORNER JEFFREYS AND CLYDE ROADS**

Community Board: Val Carter (Chairperson), Cheryl Colley (Deputy Chairperson), Sally Buck, Faimah Burke, Jamie Gough, Mike Wall and Andrew Yoon.

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1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 7 APRIL 2010

The minutes of the Board's ordinary meeting of Wednesday 7 April 2010 will be **separately circulated** to members and tabled for information at the meeting.

CHAIRPERSON'S OR STAFF RECOMMENDATION

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

3. DEPUTATIONS BY APPOINTMENT

Nil.

4. PRESENTATION OF PETITIONS

Nil.

5. NOTICES OF MOTION

Nil.

6. CORRESPONDENCE

Nil.

7. BRIEFINGS

8. PROPOSED CONDELL AVENUE STREET RENEWAL PROJECT AND TRAFFIC AND PARKING AMENDMENT (CONDELL AVENUE) BYLAW 2010

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace General Manager
Author:	Transport Consultation Leader, Brian Boddy

PURPOSE OF REPORT

1. The purpose of this report is to request that the Fendalton/Waimairi Community Board recommends to Council that a special consultative procedure be commenced for the establishment of cycle lanes on both sides of Condell Avenue between Blighs Road and Matsons Avenue as part of the Condell Avenue Street Renewal Project, and the amendment of the Christchurch City Council Traffic and Parking Bylaw 2008. This report is also being considered by the Shirley/Papanui Community Board.

EXECUTIVE SUMMARY

2. This project was initiated by the Transport and Greenspace Unit in June 2009 to renew the remaining kerb and dish channel in Condell Avenue. This project covers the 625 metre section of Condell Avenue between Matsons Avenue and Blighs Road. Condell Avenue forms the boundary between the Shirley/Papanui and Fendalton/Waimairi Community Board areas, so both Community Boards will be included in the consultation for this project.
3. Condell Avenue is a Collector Road, with an average traffic count of approximately 3,200 vehicles per day. The adjacent land use along the route is predominantly residential, although the route also contains a rest home, a retirement village, Laidlaw College and is used as a route to school for many children. Condell Avenue has a memorial street status.
4. In addition to replacing the kerb and channel, other objectives of the street renewal are to maintain and improve safety for all road users, and to renew street drainage pipes where required. Traffic calming facilities (kerb build-outs with scarlet oak trees) together with new magnolia vulcan trees down both berms will enhance the character of the area and street lighting will be upgraded. There will be no under grounding of the overhead services. Cycle lanes are proposed along both sides of the road, along with the addition of improved pedestrian crossing facilities. The proposed cycle lanes will link with existing cycle lanes in Blighs Road. Tactile pavers have been included in the plan at new pedestrian crossing points.
5. The City Plan requires cycle facilities to be considered for collector and arterial roads and the Council Infrastructure Design Standard states that cycle lanes must be included for all street works on collector and arterial roads. A cycle lane is classed as a special vehicle lane and under the Transport Act 1962, special vehicle lanes must be specified in a bylaw. The most appropriate way for Christchurch City Council (the Council) to achieve this is to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 (the Bylaw). Under the Council's bylaw making powers in section 72(1) (kb) of the Transport Act 1962, a special vehicle lane can only be created by specifying the road on which the lane is on in a bylaw. To ensure that the proposed cycle lane can be enforced it needs to be specified by inclusion in Schedule 2 of the Bylaw following a special consultative procedure for making amendments to the Bylaw. The Local Government Act (2002) specifies that any alterations or additions to a bylaw may only be undertaken following a special consultative procedure.
6. The Council's Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch. Enhancing the physical environment is a key method of achieving the Strategy's objectives. (The Council's Full Cycle Network Plan includes Blighs Road as part of the recommended route from Bishopdale to the city.) Provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on-road and off-road cycle routes. Priority (of provision) is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.

8. Cont'd

7. The New Zealand Transport Agency Crash Analysis System shows a total of seven crashes occurred along this section of Condell Avenue over the last five years. 'Road factors' possibly contributed to four of these crashes. One crash occurred on the Blighs Road approach to the Blighs Road/Condell Avenue intersection. Along Condell Avenue one crash involved a vehicle undertaking with an unsafe overtaking manoeuvre (where excess speed was sited as a contributory factor), leading to a serious and two minor injuries, another when a cyclist changed lanes into the path of a car when approaching the Aorangi Road Intersection (resulting in no injury), and the final accident occurred when a vehicle tried to undertake a u-turn manoeuvre and was hit by a vehicle in a "rear-end shunt" style accident, resulting in a minor injury.
8. This street renewal project reduces the total number of carparks along this section of Condell Avenue. Parking surveys have been completed for the street and the proposed number of car parks more than caters for the maximum observed number of vehicles that park on the street. The reduction of car parking is due to a number of factors including: extending the no stopping beside the bus stops, so that the bus stops are marked in accordance with current design standards; including the standard 4.1 metre wide cut-downs at the entrances to driveways, which widens the majority of the existing entrances; including build-outs for traffic calming and landscaping; including the pedestrian islands to improve pedestrian safety when crossing the road; and including the associated tapers for the cycle lane. The result of these factors reduces the total number of car parks from approximately 84 existing car parks to approximately 64 proposed parks.
9. **Attachment 1** is a statement of proposal (including the proposed Traffic and Parking Amendment (Condell Avenue) Bylaw 2010, and the proposed plan, **Attachment 2**) is a summary of information, as required under the Local Government Act 2002, for formal approval by the Council. Refer **attachment 3** for Consultation pamphlet and **attachment 4** for the "Have your Say" submission form.
10. The process for making the amendments to the Bylaw is as follows:
 - (a) The Council resolves that the amendments to the Bylaw are the most appropriate way to address the perceived problems (which are identified above) and that there are no inconsistencies with the New Zealand Bill of Rights Act (see recommendations below);
 - (b) The Council approves the statement of proposal and summary of information, publicises it to enable public submissions and appoints a hearings panel to hear submissions (see recommendations below);
 - (c) The special consultative procedure for this proposal will be from Friday 30 April to Monday 31 May 2010;
 - (d) If any submitters wish to be heard, hearings will take place between 28 and 30 June 2010;
 - (e) The Council will then receive a report from the hearings panel to consider the recommendations of the panel, and adopt the amendments to the Bylaw (**Attachment 1a**). Construction of the cycle lane may then take place.

FINANCIAL IMPLICATIONS

11. Funding is provided in the Capital Work Programme and covers all project costs from investigation through to implementation. Recent cost estimates indicate that this project can be completed within the allocated budget.

Do the Recommendations of this Report Align with the 2009-19 Long Term Council Community Plan (LTCCP) budgets?

12. The recommendations of this report align with the 2009-19 LTCCP budgets.

8. Cont'd

LEGAL CONSIDERATIONS/SECTION 155

13. Section 155 of the Act requires the Council to determine whether the making or amending of a bylaw is *"the most appropriate way to address the perceived problem"*. The Council is also required to determine whether the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act 1990 (NZBORA).

APPROPRIATE WAY TO ADDRESS PROBLEM

14. The following three options were considered for the Condell Avenue (Blighs to Matsons) street renewal project.
15. Option 1 includes maintaining the existing arrangements along the route, simply replacing the existing dish channel, with kerb and flat channel. No other changes are proposed. This do-minimum option meets few of the aims and objectives, replacing only the existing dish channel with kerb and flat channel. Existing arrangements in terms of street drainage, carriageway structure, footpaths, street lighting, signs and markings and other infrastructure are maintained, with no improvements made.

Conclusion - Option 1 has not been selected as the preferred option as it does not meet the project's aims and objectives.

16. Option 2 (refer **Attachment 1**) includes providing two 3.1 metre traffic lanes, two 1.8 metre cycle lanes, two 2 metre parking lanes, using the remaining width to provide a 1.65 metre wide footpath, behind a 1.5 metre wide grass berm (within which all service poles will be located). Traffic calming will be provided in the form of three build-outs (outside 19, 55 and 71 Condell Avenue) and three pedestrian islands (outside 37, 95 and 107 Condell Avenue) providing pedestrian linkage to bus stops and Matsons Avenue. Build-outs will include tree pits, reflecting the 'memorial street' status of Condell Avenue, and the berms will be of a sufficient width to accommodate trees. The cycle lanes will be continued up to the Blighs Road intersection. Swept path assessments have been undertaken to ensure that a bus can still enter and exit Condell Avenue and Blighs Road.

Conclusion - Option 2 has been selected as the preferred option.

17. Option 3 includes narrowing of the carriageway to 12 metres, providing two 4 metre traffic lanes, two 2 metre parking lanes, using the remaining width to provide a 3 metre wide contra flow shared cycle/footpath on the north-east side of Condell Avenue, along with a 1.65 metre wide footpath on the south-west side, and two 1.73 metre berms. Traffic calming will be provided in the form of build-outs, which will include tree pits, reflecting the memorial status of Condell Avenue. The scheme will also provide a three pedestrian crossing facilities in the locations specified in Option 2. There is a reduction in the total number of car parks on the street.

In this option, only one cycle lane will be located on only one side of the road, which would likely reduce the use of the cycle lane. There would also be potential conflicts with entering and exiting the shared path due to the contra flow nature of the cycle lane.

Conclusion - Option 3 has not been selected as the preferred option.

Appropriate form of bylaw

18. The form in which the proposed amendment to the second schedule of the Bylaw has been drafted is considered appropriate in specifying the road where the special vehicle lane will be and the approximate location in the road, and is in accord with the format used in the Second Schedule of the Christchurch City Council Traffic and Parking Bylaw 2008 attached.

8. Cont'd

19. If a greater level of detail was specified, then if any changes were made to the road in the future which required the alteration of the special vehicle lane the bylaw would need to be amended. If the bylaw was not amended and the changes on the road were made, then that may make enforcement of the bylaw more difficult. The Second Schedule contains wording which provides that lanes will be marked as required/prescribed under the Land Transport legislation or at the officer's discretion in accordance with best practice guidelines.

New Zealand Bill of Rights Act (NZBORA) 1990

20. The only provision of the NZBORA which has a bearing on the proposed amendment to the Bylaw is section 18, which provides that everyone lawfully in New Zealand has the right to freedom of movement. Creating special vehicle lanes provides a limitation on this right, but the limitation is considered to be a reasonable restriction in a free and democratic society, in accordance with section 5 of the NZBORA. Persons can still move around the city, and in fact creating cycle lanes may uphold another right under the NZBORA: freedom from discrimination (cycle lanes may provide a safe option for those who cannot drive cars because of a disability or age). Therefore there are no inconsistencies between the draft amended bylaw and the NZBORA.

Legal requirements of a special consultative procedure

21. The special consultative procedure under the Act requires that the Council prepare a statement of proposal that must include:
- “(a) as the case may be -
- (i) A draft of the bylaw as proposed to be made or amended; or
 - (ii) A statement that the bylaw is to be revoked; and
 - (iii) The reasons for the proposal; and
 - (iv) A report on any relevant determinations by the local authority under section 155.”
22. The Act also requires the Council to determine the form of the summary of information. Section 89(c) requires that it be distributed "*as widely as reasonably practicable (in such a manner as is determined appropriate by the local authority, having regard to the matter to which the proposal relates)...*" Section 83(e) of the Act also requires that the Council must give public notice of the proposal and the consultation being undertaken.
23. The proposed amendment to the Bylaw concerns a road in one part of the Council's district. It is therefore proposed that the summary of information be distributed to all properties and businesses along the route and nearby properties in adjacent streets and any absentee owners identified within the distribution area. The summary of information will also be sent to other relevant stakeholders, including the Police, Spokes, Taxi Federation, transport groups, and any resident groups in the distribution area. Public notice of the proposal will be published in a local newspaper with a wide circulation in the Council's district. Copies of the consultation documents will be available from the Civic Offices, and selected Council service centres and libraries.

Decisions that are inconsistent with Council policies

24. If the Council decides to pursue an option that is significantly inconsistent with any of its adopted policies or strategies, it is required to comply with section 80 of the Local Government Act 2002. This section requires the Council to identify the inconsistency, the reasons for it and any intention to amend the policy to accommodate the decision.

8. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

25. Yes.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

26. Yes.

ALIGNMENT WITH STRATEGIES

27. The proposed cycle lane is aligned to the following strategies:

- (a) Cycle Strategy 2004.
- (b) Draft Infrastructure Design Standard (2009).
- (c) Council's Parking Strategy (2003).
- (d) Metro Strategy.
- (e) Sustainable Energy Strategy.
- (f) Physical Recreation and Sport Strategy.
- (g) Road Safety Strategy.
- (h) National Walking and Cycling Strategy.
- (i) New Zealand Land Transport Strategy.

STAFF RECOMMENDATION

28. That the Fendalton/Waimairi Community Board through a joint Chairperson's report (with the Shirley/Papanui Community Board) recommend that the Council:

- (a) Resolve that the proposed Traffic and Parking Amendment (Condell Avenue) Bylaw 2010, amending the CCC Traffic & Parking Bylaw 2008 and providing for special vehicle lanes (Cycle Lanes) on Condell Avenue between Blighs Road and Matsons Avenue, is the most appropriate way to address the objectives stated in paragraph 4 of this report.
- (b) Resolve that there are no inconsistencies between the amendments and the New Zealand Bill of Rights Act 1990, and that the draft amendments to the Bylaw are in the most appropriate form.
- (c) Resolve that the Council commence a special consultative procedure to make the Bylaw and that the attached Statement of Proposal (which includes the proposed Traffic and Parking Amendment (Condell Avenue) Bylaw 2010) and the Summary of Information be adopted for consultation and made available for public inspection at selected Council Service Centres, Council libraries and on the Council's website.
- (d) Determine that the Summary of Information be distributed to all properties and businesses along the route and nearby properties in adjacent streets, and any absentee owners identified within the distribution area, as well as to other relevant stakeholder groups, including Spokes, Taxi Federation, Transport Groups, and any resident groups in the distribution area.
- (e) Resolve that public notice of the proposal be published in a newspaper having a wide circulation in the Council's district.

8. Cont'd

- (f) Appoint a hearings panel to consider submissions on the proposed Traffic and Parking Amendment (Condell Avenue) Bylaw 2010.
- (g) Note that this report is to be included in the Council agenda of 22 April 2010.

8. Cont'd

BACKGROUND

29. The Shirley/Papanui and Fendalton/Waimairi Community Boards were advised by memorandum of the proposed works in November 2009. An initial survey was then taken with the residents, rest home, retirement village, college and property owners over November – December 2009. Their main concerns identified by the survey were landscaping (trees) and traffic speed.
30. Details of the proposed Condell Avenue (Blighs Road to Matsons Avenue) renewal project were presented as a seminar to the Shirley/Papanui and Fendalton/Waimairi Community Boards on 17 and 22 February 2010 respectively. The statutory special consultative procedure will follow the adoption of the recommendations of this report.
31. The objectives of this project are;
 - Meet budget and achieve lowest overall cost solution.
 - Maintain or improve user safety and level of service.
 - Renew the kerbs and channels to suit drainage and adjacent street drainage needs as required.
 - Renew street drainage pipes as required.
 - Renew carriageway(s) as required.
 - Renew footpaths as required.
 - Renew berms as required.
 - Renew streetlight assets as required.
 - Renew signs and markings as required.
 - Renew other Transport and Streets assets e.g. cycle, traffic signals, retaining walls, fences, railings, etc if required.
 - Install traffic calming infrastructure to suit the speed environment required.
 - Install new landscaping and street trees to meet Council's Community Outcomes.
 - Install additional assets to meet current standards and the new street layout.

KEY FEATURES OF THE PREFERRED OPTION

- Replaces the existing kerb and dish channel with kerb and flat channel;
- Provides a continuous cycle lane on each side of Condell Avenue from Blighs Road to Matsons Avenue;
- A reduction in the amount of car parking spaces spread along the street. Parking surveys indicate that the number of parks proposed will more than cater for the maximum parking demand observed on this street.
- Inclusion of a number of kerb build outs to accommodate tree planting and landscaping and to provide traffic calming measures;
- Improved pedestrian crossing points by the addition of three pedestrian islands at desired pedestrian crossing locations.
- The existing street trees, which are predominantly Silver Birches, are to be replaced with magnolia vulcan trees along the berms and scarlet oak trees in the kerb build outs.

9. FENDALTON NORTH CLUSTER - WROXTON TERRACE STREET RENEWAL

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Jennie Hamilton, Consultation Leader – Transport,

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to detailed design, tender and construction for the Wroxton Terrace street renewal, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. The project is to replace the existing kerb and dish channel and undertake full carriageway reconstruction in Wroxton Terrace. Together with Jacksons Road and Clifford Avenue, this street is being managed as the Fendalton North Cluster. Separate Board reports have been prepared for Jacksons Road and Clifford Avenue.
3. Planning for the Wairakei Duplication and Fendalton Diversion links to the Western Interceptor sewer line revealed that both Wairarapa Terrace and Queens Avenue – which were also part of the Fendalton North Cluster - would be affected by these works. As a result, funding for these two street renewals was deferred to 2014/15 in the Long Term Council Community Plan (LTCCP) 2009-2019.
4. The Fendalton North Cluster project was initiated as part of the asset management programme in December 2007. Council has allocated funding in the street renewal section of the Transport and Greenspace Capital Works Budget.
5. The primary (must do) objectives for the project are as follows:
 - (a) To replace the kerb and dish channel with kerb and flat channel;
 - (b) To maintain and improve safety for all road users;
 - (c) To ensure adequate drainage is provided;
 - (d) To complete the project within the allocated budget;
 - (e) To complete the construction in the 2010/11 financial year;
 - (f) To minimise whole-of-life costs.

FINANCIAL IMPLICATIONS

6. Funding for the project is provided in Long Term Council Community Plan (LTCCP) 2009 – 2019 Street Renewal Programme, page 245.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

7. Yes, based on current estimates there is sufficient budget allocated in the 2009-2019 LTCCP to implement the project, which is programmed for construction in the 2011/12 financial year.

LEGAL CONSIDERATIONS

8. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install traffic and parking restrictions by resolution.
9. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control devices.

9. Cont'd

10. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

13. Yes.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

15. Yes.

CONSULTATION FULFILMENT

16. An Initial Issues survey was carried out in the Fendalton North Cluster, including Wairarapa Terrace and Queens Avenue, in August 2008. One hundred and one responses were received from residents, absentee property owners and other stakeholders. Respondents in Wroxton Terrace indicated that drainage, landscaping and through traffic were their most significant concerns.
17. The Council's project team initially included Wroxton Terrace's ageing but distinctive plane trees in the street design. However, after receiving an arborist's report stating that these trees were reaching the end of their life and should be replaced, the Council's project team organised a site meeting and then a survey of Wroxton Terrace property owners and residents living between the Garden Road intersection and the railway line. Of the 23 residents who responded, eight wanted the plane trees retained and 15 said they should be replaced. Of those who opted for new trees, seven wanted small to medium-sized trees on both sides of the street, two wanted narrow upright trees on both sides, and six wanted larger trees on one side of the street (where there are no overhead power lines) and small to medium trees on the other side. Residents from elsewhere in the street also expressed differing views on what should be planted. As a result the street plan was changed to incorporate new trees. The project team's arborist and landscape architect suggested both Magnolia 'Burgundy Star' (a small tree) on both sides or Magnolia Burgundy Star on the north side (under wires) and the taller growing *Liriodendron tulipifera* (tulip tree) on the south side.
18. Further information from the arborist suggested that the health of the plane trees had been harmed by soil compaction which would cost \$30,000 to try and reverse, with no guarantee of success. Street renewal works would further damage the roots of the trees and Orion contractors would need to trim sections of the foliage to avoid conflict with power lines. The arborist advised that the plane trees, which had been retained and pollard in nearby Garden Road, were generally in better condition and were being kept and managed as a representative example of these trees.

9. Cont'd

19. Preferred plans for the Jacksons Road, Clifford Avenue and Wroxton Terrace were presented in a seminar to the Board on Tuesday 18 August 2009 and the Board's Works, Traffic and Environment Committee on 24 August 2009. Issues raised were:
 - (a) Rescheduling of the Wairarapa Terrace and Queens Avenue street renewals to 2014/15 because of sewer links to the Western Interceptor.
 - (b) Location of the footpath at the Fendalton Road end of Clifford Avenue in the proposed consultation plan. This ran in front of the large trees in order to reduce root damage.
 - (c) Wroxton/Idris Road intersection. Two options including the 7 metre narrowing recommended in the plan. Staff were requested to ensure residents be clearly informed in the consultation leaflet that this would preclude two cars turning out of Wroxton Terrace at the same time. This information was incorporated in the plan.
20. Community consultation was undertaken from 11 September to 2 October 2009. Consultation leaflets were delivered to stakeholders including approximately 300 residents in Wroxton Terrace, Jacksons Road and Clifford Avenue, and absentee property owners. In addition residents were invited to two drop-in sessions at the Fendalton Service Centre on Monday 21 September 2009 and the Tui Room at St Barnabas, Tui Street, on Thursday 24 September 2009.
21. Ninety eight submissions were received by 12 October 2009. Of these, 62 (63.26%) generally supported the plans, five (5.1%) said they were generally supportive, with qualifications, 11 (11.22%) were opposed, and 15 submitters (15.31%) did not indicate whether they supported or opposed the plans. Five submissions provided limited information eg only contact details or tree choices.
22. The proposed narrowing of the Idris/Wroxton intersection to 7 metres was one of the main issues raised by submitters. Thirty four (34.7%) of the 98 submissions received opposed the narrowing of the intersection. A meeting of 17 residents from Wroxton Terrace and other streets in the cluster, and the Jacksons Road Residents' Association meeting on Sunday 18 October 2009, also opposed reducing the exit to one lane. As a result of this feedback the intersection will be increased from the 7 metres recommended in the consultation plan to 9 metres. This will enable two cars exiting Wroxton Terrace to turn left and right at the same time. A Give Way sign will also be installed at the Wroxton Terrace/Idris Road intersection.
23. Many residents in each of the three streets in the project area requested the undergrounding of overhead services. This work is outside the scope of the project and there is no funding for this purpose in the LTCCP 2009-2019. However, the Jacksons Road Residents' Association planned to survey its residents to determine whether it would approach the Board to take up the case in Council for a targeted rate.
24. Submissions on tree choices provided a clear response. Twenty six Wroxton Terrace submitters supported the planting of the proposed Magnolia Burgundy Star trees, four preferred a combination of magnolia and tulip trees, and four stated they wanted the plane trees retained. A Clifford Avenue resident also called for the retention of the plane trees.
25. It is clear that a small number of residents want the plane trees to be retained and one has questioned the Council arborist's assessment that the trees are failing and new specimens should be planted. The project team decided the plane trees should be replaced because of the reasons outlined in paragraphs 17 and 18. The situation is very similar to that in Hamilton Avenue in 2006 when the Council arborist recommended the removal of the plane trees. His view was confirmed by an independent arborist's report.
26. Following consultation, the landscape architect visited the nursery and found that the Magnolia Burgundy Star – a relatively new variety – had been badly frosted and there was a high risk of new stock suffering a similar fate when planted. He has suggested a very similar deciduous tree – Magnolia black tulip – which is more hardy. Wroxton submitters have been informed of the proposed change and been sent pictures of the tree and current stock in the nursery.

9. Cont'd

27. Wroxton Terrace submitters expressed differing views on the proposed raised platforms at the Jacksons Road and Clifford Avenue intersections. With the Wroxton Terrace entrance to Idris likely to be widened to 9 metres, these platforms are important measures to calm traffic and deter through traffic.
28. Twenty six respondents to the Initial Issues survey indicated that street drainage was a serious or moderate problem. Improved drainage will be provided by the new kerb and flat channel. Overland flows will be conveyed to sumps and subsurface drains. These issues will be addressed in the detailed design stage.
29. All respondents who commented on the consultation plan in September and early October 2009 were sent a letter thanking them for their input and an A3 colour copy of the finalised recommended plan for their street. The letter informed respondents when the plan would be presented to the Board for approval. Details of the meeting (time, venue etc) were also provided so that any interested people could attend or address the Board prior to the decision being made.
30. As a result of community consultation and further investigations the following changes have been made to the Wroxton Terrace street renewal plan recommended for Board approval:
 - (a) The Wroxton Terrace intersection with Idris Road has been increased from 7 metres to 9 metres to allow cars exiting Wroxton Terrace to turn left and right at the same time. The patterned threshold treatment at the intersection has also been removed.
 - (b) Pedestrian entry provided at No 37 Wroxton Terrace.
 - (c) The proposed Magnolia Burgundy Star tree variety has been replaced by the Magnolia black tulip which is more frost hardy.
 - (d) The reference to proposed parking bays outside No 11 Wroxton Terrace has been removed.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board:

- (a) Approve the Wroxton Terrace Street Renewal Plan, TP 312001, Attachment 1, for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove Existing No Stopping:

- (i) That any existing parking restrictions at any time on the north and south sides of Wroxton Terrace commencing at its intersection with Idris Road extending in a easterly direction to Garden Road be revoked.
- (ii) That any existing parking restrictions at any time on the west and east sides of Poynder Avenue commencing at its intersection with Wroxton Terrace extending in a northerly direction for a distance of 17 metres be revoked.

New no stopping:

- (i) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at its intersection with Idris Road and extending 34 metres in a easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at its intersection with Idris Road and extending 30 metres in a easterly direction.

9. Cont'd

- (iii) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at a point 73 metres east of its intersection with Idris Road and extending 20 metres in a easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at a point 81 metres east of its intersection with Idris Road and extending 20 metres in a easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at a point 156 metres east of its intersection with Idris Road and extending 30 metres in a easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at its intersection with Jacksons Road and extending 12 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at its intersection with Jacksons Road and extending 12 metres in a easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at a point 257 metres east of its intersection with Idris Road and extending 23 metres in a easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at a point 261 metres east of its intersection with Idris Road and extending 23 metres in a easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at a point 334 metres east of its intersection with Idris Road and extending 30 metres in a easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at its intersection with Clifford Avenue and extending 12 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at its intersection with Clifford Avenue and extending 12 metres in a easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at a point 458 metres east of its intersection with Idris Road and extending 30 metres in a easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at its intersection with Poynder Avenue and extending 12 metres in a westerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at its intersection with Poynder Avenue and extending 12 metres in a easterly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at its intersection with Garden Road and extending 17 metres in a westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at its intersection with Garden Road and extending 17 metres in a westerly direction.

9. Cont'd

- (xviii) That the stopping of vehicles be prohibited at any time on the west side of Poynder Avenue commencing at its intersection with Wroxton Terrace and extending 17 metres in a northerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the east side of Poynder Avenue commencing at its intersection with Wroxton Terrace and extending 17 metres in a northerly direction.

CHAIRPERSON'S RECOMMENDATION

That the matter lay on the table until May to enable more information to be gathered by staff to be presented to the Board.

9. Cont'd

BACKGROUND (THE ISSUES)

31. Wroxton Terrace is a local road located between Idris Road and Garden Road in Fendalton.
32. Approximately 580 metres long, the existing carriageway width varies between 9 metres and 13 metres.
33. The Main Trunk Railway Line intersects Wroxton Terrace between Jacksons Road and Clifford Avenue. A cycle path and walkway runs along one side of the railway line. Residents have requested that tall plants should not be planted near the line and path because of visibility issues.
34. The proposal involves full carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of Wroxton Terrace. The proposed carriageway width will be 9 metres, except at the four platforms and the railway crossing where the road will be narrowed to 6 metres.
35. Traffic volume and speed surveys undertaken in March 2008 indicated that an average of 1,405 vehicles travelled along the street daily, suggesting significant through traffic. This is partly due to the ban on right turns from Clifford Avenue and Jacksons Road onto Fendalton Road. The 85th speed percentile was 45 kilometres per hour.
36. The Land Transport New Zealand Crash Analysis System shows that six crashes were recorded in the Fendalton North Cluster in the five year period to December 2008. These included a non injury accident at the Wroxton Terrace and Clifford Avenue intersection when a vehicle failed to give way when turning right.

THE OBJECTIVES

37. The aims and objectives are to be met in this project by:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel;
 - (b) Maintaining and improving safety for all road users by narrowing the carriageway and constructing two mid-block platforms to slow traffic.
 - (c) Improving pedestrian safety by reconstructing all footpaths to a minimum width of 1.65 metres and reducing the crossing distances at intersections;
 - (d) Upgrading street lighting which will assist drivers and pedestrians;
 - (e) Improving drainage by installing additional pipes;
 - (f) Minimising whole-of-life costs by replacing the existing kerb and channel and reconstructing the pavement. As a result the roads will have a longer useful life than the current site condition.

THE OPTIONS – WROXTON TERRACE – IDRIS ROAD TO POYNDER AVENUE

38. Three options were considered for Wroxton Terrace from Idris Road to Poynder Avenue. All include the replacement of kerb and dish channel with kerb and flat channel. Option One formed the basis of the plan for this section of the street taken to the community for consultation.

9. Cont'd

OPTION ONE

39. Option One provides for the narrowing of the carriageway from 14 metres to 9 metres between kerbs. As well as other elements such as new footpaths and landscaping enhancement on both sides of the road this option also includes:
- (a) Improvements to the thresholds at the intersections with Idris Road, Jacksons Road, Clifford Avenue and Poynder Avenue
 - (b) A raised patterned platform between Idris Road and Jacksons Road to calm traffic.
 - (c) Narrowing of Wroxton Terrace to 6 metres at the railway crossing to reduce the crossing distance for pedestrians and cyclists.

OPTION TWO

40. Option Two is the same as Option One but with the following changes:
- (a) Five speed humps will be installed at mid-block sections.
 - (b) Paved recessed parking bays will be constructed on both sides of the road between Jacksons Road and Clifford Avenue.

OPTION THREE

41. Option Three is similar to the Option Two but the road alignment will be offset between the existing kern lines to form slight chicanes between Jacksons Road and Poynder Avenue. A tighter 5 metre wide chicane with flush cobblestones is proposed between Idris Road and Jacksons Road.

THE OPTIONS – WROXTON TERRACE – POYNDER AVENUE TO GARDEN ROAD

42. Three options were considered for Wroxton Terrace from Poynder Avenue to Garden Road. All included replacing the existing kerb and dish channel with kerb and flat channel. Option One formed the basis of the plan for this section of the street taken to the community for consultation.

OPTION ONE

43. Option 1 includes the following:
- (a) The carriageway will be 9 metres kerb to kerb except near the Garden Road intersection where it narrows to 7 metres.
 - (b) Parking will be available on both sides of the road.
 - (c) New footpaths are constructed on both sides of the road

OPTION TWO

44. This option includes the following:
- (a) The carriageway will have a 6 metre trafficable width
 - (b) A speed hump to calm traffic
 - (c) Parking will be available on both sides of the road. Parking bays will be paved and recessed around trees. 'No stopping' parking restrictions are proposed where the road narrows.

9. Cont'd

- (d) Existing street trees will be retained, grass berms will be provided.

OPTION THREE

45. Option Three includes the following:

- (a) The carriageway will have a 6 metre trafficable width
- (b) The road alignment will be offset between existing kerb lines to form a slight chicane near Poynder Avenue
- (c) Parking will be available on both sides of the road. Parking bays will be paved and recessed around trees. 'No stopping' parking restrictions are proposed where the road narrows.
- (d) Existing street trees will be retained, grass berms will be provided.

THE PREFERRED OPTION

46. Option One encompasses the following physical works in Wroxton Terrace:

- (a) Full carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of the street.
- (b) Carriageway narrowed from 14 metres to 9 metres between kerbs.
- (c) A 1.2 metre wide service strip adjacent to the property boundaries.
- (d) The width of Wroxton Terrace at the intersection with Idris Road has been increased to 9 metres to accommodate both left and right turning movements from the exiting lane at the same time.
- (e) Improvements to the thresholds at the intersections with Jacksons Road, Clifford Avenue and Poynder Avenue. The existing kerb and flat channel will be removed and the road width narrowed to 6 metres at the thresholds which will have a raised patterned profile.
- (f) A raised 6 metre-wide patterned platform to be constructed through the mid-block between Idris Road and Jacksons Road to calm traffic.
- (g) The Main Trunk Line runs parallel to Jacksons Road. A shared pedestrian and cycle way lies adjacent to the railway line. The road will be narrowed to 6 metres at the railway crossing, reducing the crossing distance for pedestrians and cyclists.
- (h) Parking will be retained on both sides of the road with the exception of short sections of 'No Stopping' parking restrictions at locations where the road narrows at the thresholds.
- (i) New footpaths will be constructed on both sides of the road.
- (j) Tactile paving will be provided at pedestrian crossing points.
- (k) Landscaping enhancements including grass berms and new Magnolia black tulip street trees on both sides of the road.
- (l) Replacement of the existing 150 diameter AC water main between Clifford Avenue and Garden Road due to the lowering of the carriageway reducing the depth of cover over the water main between acceptable limits.
- (m) Street lighting to be upgraded.

10. COMMUNITY SERVICES COMMITTEE MEETING – MEETING REPORT OF 7 APRIL 2010

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941 8462
Officer responsible:	Democracy Services Manager
Author:	Peter Croucher, Community Board Adviser

PURPOSE OF REPORT

The purpose of this report is to submit the following outcomes of the Community Services Committee meeting held on Wednesday 7 April 2010 at 8.00am.

The meeting was attended by Faimeh Burke (Chairperson), Sally Buck, Val Carter, Cheryl Colley, Jamie Gough, Mike Wall and Andrew Yoon.

1. FENDALTON/WAIMAIRI YOUTH DEVELOPMENT SCHEME 2009/10 – ADDITIONAL FUNDING ALLOCATION

The Committee's recommendation was sought regarding approval to transfer funds from the Fendalton/Waimairi Community Board's 2009/10 Discretionary Fund to the Board's Youth Development Scheme 2009/10.

Committee Recommendation

The Committee **decided** to recommend that the Board approve the transfer of an additional \$2,500 from the Board's 2009/10 Discretionary Response Fund to the Fendalton/Waimairi Youth Development Scheme.

2. FENDALTON/WAIMAIRI YOUTH DEVELOPMENT SCHEME 2009/10 – APPLICATION - LUKE GELLEN

The Committee's recommendation was sought for an application for funding from Community Board's Youth Development Scheme 2009/10

Committee Recommendation

The Committee **decided** to recommend that the Board allocate \$300 from its Youth Development Scheme 2009/10 to Luke Gellen towards the costs involved with participating in the International Future Problem Solving Conference in Wisconsin, USA from 10 June to 13 June 2010.

3. FENDALTON/WAIMAIRI YOUTH DEVELOPMENT SCHEME 2009/10 – APPLICATION - MARGOT GIBSON

The Committee's recommendation was sought for an application for funding from the Community Board's Youth Development Scheme 2009/10.

Committee Recommendation

The Committee **decided** to recommend that the Board allocate \$300 from its Youth Development Scheme 2009/10 to Margot Gibson to compete at the World Secondary Schools Cross County Championships in Slovakia in April 2010.

4. FENDALTON/WAIMAIRI YOUTH DEVELOPMENT SCHEME 2009/10 – APPLICATION - SHANNON DILGER

The Committee's recommendation was sought for an application for funding from the Community Board's Youth Development Scheme 2009/10.

10. Cont'd

Committee Recommendation

The Committee **decided** to recommend that the Board allocate \$300 to Shannon Dilger from its Youth Development Scheme 2009/10 to compete in the World Irish Dancing in Glasgow, Scotland in April 2010.

5. **FENDALTON/WAIMAIRI YOUTH DEVELOPMENT SCHEME 2009/10 – APPLICATION - JOASH SUTHERLAND**

The Committee's recommendation was sought for an application for funding from the Community Board's Youth Development Scheme 2009/10.

Committee Recommendation

The Committee **decided** to recommend that the Board allocate \$300 from its Youth Development Scheme 2009/10 to Joash Sutherland to compete in the Mediterranean International Cup being held in Barcelona in April 2010.

6. **FENDALTON/WAIMAIRI YOUTH DEVELOPMENT SCHEME 2009/10 – APPLICATION - EMMA SOLOMON**

The Committee's recommendation was sought for an application for funding from the Community Board's Youth Development Scheme 2009/10.

Committee Recommendation

The Committee **decided** to recommend that the Board allocate \$300 from its Youth Development Scheme 2009/10 to Emma Solomon to attend Outward Bound in Anakiwa in April 2010.

7. **2008/09 STRENGTHENING COMMUNITIES FUND, SMALL GRANTS FUND AND DISCRETIONARY RESPONSE FUND – END OF PROJECT ACCOUNTABILITY REPORTS**

The Committee considered detailing the end of project accountabilities for the above funding schemes covering the 2008/09 period.

Committee Recommendation

The Committee **decided** to recommend that the Board receive the end of projects 2008/09 accountability reports covering the Strengthening Communities Fund, Small Grants Fund, Discretionary Response Fund and Key Local Project.

The meeting concluded at 8.26am.

STAFF RECOMMENDATION

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

11. COMMUNITY BOARD ADVISER'S UPDATE

11.1 CURRENT ISSUES

11.2 UPDATE ON LOCAL CAPITAL PROJECTS

Attached

11.3 2009/10 BOARD FUNDING UPDATE

11.4 CUSTOMER SERVICE REQUEST REPORT FOR MARCH 2010

Attached

12. ELECTED MEMBERS' INFORMATION EXCHANGE

13. QUESTIONS UNDER STANDING ORDERS