

**SHIRLEY/PAPANUI COMMUNITY BOARD
AGENDA**

WEDNESDAY 17 FEBRUARY 2010

AT 4.00PM

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

Community Board: Yvonne Palmer (Chairperson), Ngaire Button, Kathy Condon, Pauline Cotter, Aaron Keown, Matt Morris, and Norm Withers

Community Board Adviser
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**PART A - MATTERS REQUIRING A COUNCIL DECISION
PART B - REPORTS FOR INFORMATION
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1. APOLOGIES

Pauline Cotter.

2. CONFIRMATION OF MINUTES– 3 FEBRUARY 2010

The minutes of the Board's ordinary meeting of Wednesday 3 February 2010 are **attached**. The public excluded minutes of the meeting have been separately circulated to members.

CHAIRPERSON'S OR STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting of Wednesday 3 February 2010 (*both open and public excluded sections*) be confirmed.

3. DEPUTATIONS BY APPOINTMENT

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. BRIEFINGS

6.1 LAKE ROTO KOHATU/CLEARWATER/GROYNES MASTER PLAN

Richard Holland (Team Leader Network Planning Greenspace) will discuss the preparation of a Master Plan for the interlinked reserves of Lake Roto Kohatu, Clearwater and The Groynes.

7. PROPOSED SIGNALISED PEDESTRIAN CROSSING AT BISHOPDALE SCHOOL ON GREERS ROAD

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Authors:	Jack Wormald, Capital Programme, Project Manager Mike Thomson, Senior Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council that a signalised pedestrian crossing replace the existing zebra pedestrian crossing and 40 kilometre per hour school zone at Bishopdale School on Greers Road.
2. Note this will be a joint recommendation to the Council with the Fendalton/Waimairi Community Board.

EXECUTIVE SUMMARY

3. The Fendalton/Waimairi Community Board requested a signalised crossing at the Bishopdale School in a submission to the 2009/19 LTCCP and it appears as a pedestrian safety initiative for delivery in the 2009/10 financial year.
4. Council staff from the project team are recommending that the Signalised Crossing be installed at Bishopdale School as shown in the **attachment**.
5. The School staff and pupils are having trouble managing the operation of the school patrol on this ring road with increasing traffic volumes.
6. The introduction of the signalised crossing will enable the safe and efficient operation of this busy school crossing at peak traffic flow times.
7. Specific consultation has been carried out with the School and directly affected residents on the implementation of the proposed signalised crossing.
8. The existing 40 kilometre per hour school zone on Greers Road is now 10 years old and the electronic signs are in need of an upgrade. This zone was one of the first five zones set up as a trial when Christchurch sought approval of these to become a traffic control device on New Zealand roads outside schools.
9. Following implementation, the New Zealand Police education officer advised of the increased difficulty for school children to operate the school patrol when the 40 kilometre per hour zone is operating. This is due to the reduced headway (gap between vehicles) when traffic speeds are lower.
10. The combination of a 40 kilometre per hour zone and signals has the potential to create a safety issue. This is where persons crossing away from the signals may believe the motorists are travelling slower than they actually are and then choose an inappropriate gap to cross the roadway. Research has proved that motorists quickly forget about signage they have passed by, particularly when interrupted by traffic signals. Where the motorist has stopped for the signals and then accelerates away, they may not necessarily adhere to the 40 kilometre per hour maximum speed requirement.
11. There are some alterations to parking restrictions required as part of this project.

FINANCIAL IMPLICATIONS

12. Funding for this project is provided within the 2009/10 Transport and Greenspace Capital Programme – Road Safety at Schools. Based on current estimates, staff believe there is sufficient funding to complete the installation of this project. Pricing information is included in the public excluded section of this agenda.

7 Cont'd

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

13. Yes. Funding for this project is provided in the 2009/19 LTCCP, page 247 – Road Safety at Schools Programme which has a total budget of \$238,000.

LEGAL CONSIDERATIONS

14. 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. The Community Boards do not have the delegated authority to approve the traffic signals as Greers Road is a Minor Arterial.
15. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

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

18. As above.

ALIGNMENT WITH STRATEGIES

19. The recommendations align with the Council Strategies including the Road Safety Strategy 2004, the Safer Christchurch Strategy 2005, and the Pedestrian Safety Strategies 2001.

Do the recommendations align with the Council's Strategies?

20. As above.

CONSULTATION FULFILMENT

21. Consultation has been carried out with the school and directly affected residents on the proposed Signals and alterations to parking restrictions. All are in support of the proposal. In particular, the removal of the school zone has been discussed with school officials who are in support of the overall proposal to replace the zebra crossing and school zone with the signalised pedestrian crossing.
22. Consultation has been carried with the school and directly affected residents on these proposed Signals. All are in support of the proposal.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board recommend the following to the Council for approval:

- (a) That the existing no stopping of vehicles at any time on the north west side of Greers Road commencing at a point 93 metres south west from its intersection with Paprika Place and extending in a south westerly direction for a distance of 47 metres be removed;

- (b) That the existing no stopping of vehicles at any time on the south east side of Greers Road commencing at a point 118 metres north east from its intersection with Langdons Road and extending in a north easterly direction for a distance of 41 metres be removed;
- (c) That the zebra pedestrian crossing on Greers Road located at a point 103 metres south west from its intersection with Paprika Place be removed;
- (d) That a pedestrian crossing, controlled by a traffic signal be installed on Greers Road located at a point 104 metres south west from its intersection with Paprika Place.
- (e) That the stopping of vehicles be prohibited at any time on the north west side of Greers Road commencing at a point 74 metres southwest from its intersection with Paprika Place and extending in a south-westerly direction for a distance of 30 metres;
- (f) That the stopping of vehicles be prohibited at any time on the north west side of Greers Road commencing at a point 107 metres southwest from its intersection with Paprika Place and extending in a south-westerly direction for a distance of 34 metres;
- (g) That the stopping of vehicles be prohibited at any time on the south east side of Greers Road commencing at a point 102 metres northeast from its intersection with Langdons Road and extending in a north-easterly direction for a distance of 30 metres;
- (h) That the stopping of vehicles be prohibited at any time on the south east side of Greers Road commencing at a point 134 metres northeast from its intersection with Langdons Road and extending in a north-easterly direction for a distance of 30 metres;
- (i) That the 40 kilometres per hour variable speed limit located on Greers Road, at Bishopdale School be removed.

CHAIRPERSON'S RECOMMENDATION

That the Board approves staff recommendation (a) to (h) and that (i) be for discussion.

8. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD'S YOUTH DEVELOPMENT FUND – RHETT CHARLES MOORE

General Manager responsible:	General Manager, Community Services, DDI 941-8607
Officer responsible:	Unit Manager, Youth Development Fund
Author:	Helen Miles Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present an application for funding to the Community Board from the 2009/10 Youth Development Fund.

EXECUTIVE SUMMARY

2. The applicant is Rhett Moore – a 17-year-old seeking funds to assist with the costs associated with attending the National Touch Tournament representing Canterbury in the under 21 team. The Tournament is being held in Auckland from the 3-7 March 2010.
3. Rhett Moore lives in Belfast. He currently is a year 13 student attending Papanui High School. Rhett is currently employed part time by the Christchurch City Council as a lifeguard. Rhett was a lifeguard at Belfast Pool and Jellie Park Pool this summer.
4. Rhett has a real passion for sport, playing soccer, rugby, basketball, surf lifesaving and touch. Rhett has been playing touch since he was four years old. He has represented Canterbury since he was 12 years old. Rhett is currently training approximately seven hours a week. Rhett's ultimate goal is to play for the New Zealand Seven's team. Rhett's short-term goals for touch are to be part of the winning team at this year's Nationals and to gain a place in the New Zealand U21 Touch team.
5. This year's National Touch Tournament will have over 45 teams from throughout New Zealand competing in Men's, Women's and Mixed Grades, from Under 19 to Over 45. The Tournament provides Rhett with the opportunity to play at an elite level and to have the opportunity to learn and develop skills from other teams and players attending the Tournament. Rhett has always been willing to share the skills he has learnt and this can be demonstrated in his involvement in teaching Casebrook students touch.
6. Rhett has two younger siblings. Both his siblings are talented sports people. His younger brother will be attending the New Zealand U14 Ocean Surf Lifesaving Athlete Championships at Mt Maunganui in a couple of weeks time, whilst his sister has represented Canterbury in Basketball and Soccer.
7. This is Rhett's first application to the Community Board. However, his sister was a past recipient of funding support from the Board through Papanui High School's Youth Development Fund application last year. His family are very supportive of him, however any financial assistance would be greatly appreciated.
8. The following table provides a general overview of the funding requested:

National Touch Tournament	
Expenses	Cost (\$)
Entry Fees	\$110
Team costs including – uniform, physio, petrol, admin, first aid	\$166.
Accommodation	\$172
Food	\$100
Rental Vans	\$ 52
Flights	\$152
Total Cost	\$752.95
Fundraising	\$430
Money still to raise	\$322.95
Amount Requested from the Shirley/Papanui Community Board	as much as possible

8 Cont'd

FINANCIAL IMPLICATIONS

9. The Shirley/Papanui Community Board has available \$2,410 from the Youth Development Fund for allocation.

LEGAL CONSIDERATIONS

10. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. This fund aligns with the 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

12. Aligns with the Strengthening Communities Strategy goals

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board allocate the applicant Rhett Moore \$250 from its 2009/10 Youth Development Fund to enable him to attend the National Touch Tournament being held in Auckland from 3-7 March 2010.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

9. SQUIRE STREET KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager, City Environment Group, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Mary Hay, Consultation Leader – Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Shirley/Papanui Community Board for the Squire Street Renewal project.

EXECUTIVE SUMMARY

2. Squire Street is a local road that runs between Flockton Street and Aylesford Street, in Mairehau. There are 15 residential properties on Squire Street.
3. A concept plan was previously developed and consulted on as part of the Flockton Cluster, in 2006 and feedback was received from four residents of Squire Street at this time. The consultation identified concern about the proposed narrowing of the street (to 8 metres with 4.5 metre narrowings), loss of parking, and opposition to grass berms. At that stage, Squire Street was submitted to the Board for information only and further consultation and Board approval was required.
4. Squire Street is on the Kerb and Channel Renewal programme for the 2010/11 financial year.

The primary objectives for the project are as follows:

- (a) Meet budget and achieve lowest overall cost solution.
 - (b) Maintain or improve user safety and level of service.
 - (c) Renew the kerbs and channels to suit drainage and adjacent street drainage needs as required.
 - (e) Renew street drainage pipes, as required.
 - (f) Renew carriageway(s), as required.
 - (g) Renew footpaths, as required.
 - (h) Renew berms, as required.
 - (i) Renew streetlight assets, as required.
 - (j) Renew signs and markings, as required.
 - (k) Renew other Transport and Streets assets eg cycle, traffic signals, retaining walls, fences, railings etc, if required.
 - (l) Install traffic calming infrastructure to suit the speed environment required.
 - (m) Install new landscaping and street trees to meet Council's Community Outcomes.
 - (n) Install additional assets to meet current standards and the new street layout.
5. A concept was developed to meet these objectives. It included:
 - (a) Full carriageway reconstruction with new kerb and flat channel;
 - (b) Reduction of carriageway width from 11.5 metres to 7.5 metres, to provide a traffic calming benefit;

9 Cont'd

- (c) Provision of new grass berms adjacent to property boundaries, to accommodate the power poles currently located within the existing footpath;
 - (d) Extension of the existing threshold at the intersection with Flockton Street to improve pedestrian safety;
 - (f) Marking of no-stopping lines at both ends of Squire Street to improve sightlines at these intersections.
6. At a proposed width of 7.5 metres, this concept addresses the concern previously raised about the proposed narrowing of the street, which previously included 4.5 metre narrowings. Loss of parking is also minimised. However, grass berms have been retained in the proposal to reflect Christchurch's Garden City image, as well as accommodating the existing power poles which presently obstruct the existing footpath.
 7. The concept was distributed with a letter to the affected community. The consultation received three responses. The key issue raised in consultation relates to concerns raised by the New Zealand Fire Service about the road width and its potential effect on access for fire trucks.
 8. In response to this submission, the project team met with the New Zealand Fire Service and the Council's Network Operations and Traffic Systems Team to discuss the issues raised around the standard width of local roads. The proposed plan for Squire Street meets the requirements of the City Plan, in terms of road width.
 9. Currently there is a project being sponsored at a national level by the New Zealand Transport Agency to determine the recommended width of local roads. Work at the national level is being undertaken alongside key stakeholders within the transport sector, including the emergency service providers. The outcome of this work will determine acceptable widths of local streets and the current feedback from the Christchurch Fire Service needs to be considered in the wider context to avoid the risk of varying regional standards across the whole country.
 10. Significant changes to increase road width would have financial implications for projects, funding contributions and ongoing maintenance costs. The information provided by the New Zealand Fire Service is currently being considered by the Council's Network Operations and Traffic Systems Team and further meetings are planned to talk about their road user needs in general. This work can be undertaken independently of the Squire Street project. This will ensure that the Squire Street Renewal project can be implemented in the 2010/11 financial year. Any future changes to roading policy, such as the need for additional road width, could be applied to Squire Street at a later date by other means such as applying no-stopping restrictions.
 11. The recommended concept for the Squire Street Renewal project is included as an **Attachment**.
 12. These works are scheduled for implementation in the 2010/11 financial year.

FINANCIAL IMPLICATIONS

13. The Kerb and Channel Renewal works for Squire Street are programmed in the Long Term Council Community Plan (LTCCP) for implementation in the 2010/11 financial year.
14. Based on current estimates, staff believe there is sufficient funding in the budget to implement the proposed plan. Pricing information is included in the public excluded section of this agenda.

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

15. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2009-19 LTCCP (refer page 247).

9 Cont'd

LEGAL CONSIDERATIONS

16. There are no land ownership issues associated with this project. The project is within existing land boundaries.
17. No Resource Consents are required.
18. Community board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions, which will require amendment or addition to the Christchurch City Traffic & Parking Bylaw 1991. The Community Board has the delegation from Council to make these decisions. These are detailed in the Staff Recommendations section of this report.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. Funding for the proposed Squire Street Renewal project is programmed in the 2009–19 Long Term Council Community Plan (LTCCP) Street Renewal Programme.

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

20. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme as outlined above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

22. Yes, as above.

CONSULTATION FULFILMENT

Consultation Process

23. A memo was sent to the Community Board on 25 August 2009 seeking feedback about potential issues relating to the Squire Street kerb and channel renewal. No comments were received.
24. The project team advised the Community Board of the upcoming public consultation at a seminar on 18 November 2009. This advised of the proposed concept, consultation stakeholders, project timeline and provided an opportunity for Board members to comment on the consultation programme. Due to the small size of the project (15 properties on Squire Street), the limited options available and the previous consultation undertaken as part of the Flockton Cluster project, the project team advised that this would be a low level consultation and that feedback would be sought by email and phone. The Board supported this approach.
25. The formal public consultation period was open from 1-15 December 2009. A letter was delivered to residents on Squire Street, absentee owners and other key stakeholders. This letter included a summary of the concept and an initial concept plan. The project team sought feedback from the community to see whether they had any concerns about the project.
26. Further informal discussions were held with:
 - (a) The New Zealand Fire Service (Operational Planning)
27. Each submission received an email or phone call, which acknowledged that the submission had been received.

9 Cont'd

28. All respondents were sent a final reply letter that outlined the outcome of consultation and the recommended concept plan. The letter informed respondents that a report would be presented to the Shirley/Papanui Community Board for their approval. Details of the Board meeting were also provided so that any interested residents could attend or address the Board prior to the decision being made.

Consultation Outcome

29. The consultation received a 10 percent response rate. There were three responses: two from one household and one from the New Zealand Fire Service. This is a fairly low response rate. This may be in part because of the simplicity of the proposed concept and that it addresses a number of concerns that were raised in the previous consultation.
30. Two residential respondents, both residing in the same property, indicated full support for the proposal. One respondent, the New Zealand Fire Service, indicated that they had some concerns with the proposal. The qualitative community feedback and project team responses are summarised below and will be circulated to elected members, prior to the meeting.
31. The only issue raised in the public consultation were raised by The New Zealand Fire Service. Their Operational Planning Officer has raised concerns about a number of operational issues with this and other Council designs for streets.
- (a) Concern about road width accommodating fire trucks. The submission states that a 7.5 metre carriageway width will not accommodate the use and movement of fire trucks, if there is parking on both sides of the street. A fire truck is 3 metres wide and an additional 3 metres is sought to allow access to the vehicle. A 10 metre road width is sought, if parking is allowed on both sides of the street. A 7.5 metre road width is sought, if parking is prohibited on one side of the street.
 - (b) Concern about location of fire hydrants. Clarification on the location of fire hydrants is sought. Recommended sites are in the footpath or middle of the carriageway, identified with markings 'Yellow Triangle' and 'Blue Reflective Street Cats Eye'.
32. Council staff from the project team and the Networks Operations and Traffic Systems Team met with the New Zealand Fire Service to discuss these issues. The proposed plan for Squire Street meets the requirements of the City Plan, in terms of road width. Currently there is a project being sponsored at a national level by the New Zealand Transport Agency to determine the recommended width of local roads. While not wanting to predetermine the outcome of this work, it is likely that the new recommended standard will be lower than the Council's current standard widths.
33. Work at the national level is being undertaken alongside key stakeholders within the transport sector, including the emergency service providers. The outcome of this work will determine acceptable widths of local streets and the current feedback from the Christchurch Fire Service needs to be considered in the wider context to avoid the risk of varying regional standards across the whole country.
34. Significant changes to increase road width would have financial implications for projects, funding contributions and ongoing maintenance costs. The information provided by the New Zealand Fire Service is currently being considered by the Council's Network Operations and Traffic Systems Team and further meetings are planned to talk about their road user needs in general. This work can be undertaken independently of the Squire Street project. This will ensure that the Squire Street Renewal project can be implemented in the 2010/11 financial year. Any future changes to roading policy, such as the need for additional road width, could be applied to Squire Street at a later date by other means such as applying no-stopping restrictions.
35. The public consultation did not result in any amendments to the proposal.

9 Cont'd

STAFF RECOMMENDATIONS

It is recommended that the Shirley/Papanui Community Board approve:

- (a) The proposed plan for the Squire Street Renewal (TP180601), as per the **Attachment**; and
- (b) The following parking restrictions for the Squire Street Renewal project.

New no stopping:

- (i) That the stopping of vehicles be prohibited at any time on the north side of Squire Street commencing at its intersection with Aylesford Street and extending 10 metres in a south westerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Squire Street commencing at its intersection with Aylesford Street and extending eight metres in a south westerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Squire Street commencing at its intersection with Flockton Street and extending 14 metres in a north easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Squire Street commencing at its intersection with Flockton Street and extending 13 metres in a north easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

10. CORRESPONDENCE

Items of correspondence have been received and separately circulated to members.

11. COMMUNITY BOARD ADVISER'S UPDATE

11.1 CURRENT ISSUES

11.2 UPDATE ON LOCAL CAPITAL PROJECTS

That the Board receives the Local Capital Project Update for information

11.3 BOARD FUNDING UPDATE FOR 2009/10

11.4 CSR REPORT FOR DECEMBER 2009 AND JANUARY 2010

12. ELECTED MEMBERS' INFORMATION EXCHANGE

The purpose of this exchange is to provide a short brief to other members on activities that have been attended or to provide information in general that is beneficial to all members.

13. MEMBERS QUESTION

14. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.