

**RICCARTON/WIGRAM COMMUNITY BOARD
TRANSPORT AND GREENSPACE COMMITTEE
AGENDA**

MONDAY 21 JUNE 2010

AT 9.30AM

**AT SOCKBURN SERVICE CENTRE
IN THE BOARDROOM,
149 MAIN SOUTH ROAD, CHRISTCHURCH**

Committee: Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn, Judy Kirk, Peter Laloli and Bob Shearing.

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

2. DEPUTATIONS BY APPOINTMENT

3. CORRESPONDENCE

4. BRIEFINGS

- 4.1 Tony Spowart, Regional Traffic and Safety Manager, New Zealand Transport Agency (NZTA), will update the Committee on the NZTA projects within the Riccarton/Wigram Ward.

**5. PROPOSED TREE POLICY FOR TREES ON PUBLICLY OWNED LAND OR SPACES
(SEPARATELY CIRCULATED)**

6. DAWSONS ROAD - PROPOSED PROHIBITED TIMES OF ACCESS AND PARKING ON ROAD

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager of City Environment, DDI 941-8608 |
| Officer responsible: | Unit Manager Transport and Greenspace |
| Author: | Paul Forbes, Network Operations and Traffic Systems Team |

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board to recommend to the Council to prohibit motor vehicles weighing less than 3,500 kilograms from entering and/or being used on Dawsons Road, between West Coast Road and Jones Road, from 9pm to 5am Monday to Sunday (refer **Attachment 1**).

EXECUTIVE SUMMARY

2. The Council has received a request from Selwyn District Council (SDC) to add Dawsons Road to the "Prohibited Roads" under Clause 15 of the Christchurch City Council Traffic and Parking Bylaw 2008. SDC have added the section of Dawsons Road between Jones Road and Maddisons Road to their Bylaw and intend to include the remainder of Dawsons Road (Maddisons Road to West Coast Road) in the near future. To allow enforcement to be carried out, both Councils must include the road on their respective Traffic and Parking Bylaw.
3. Dawsons Road is a boundary road between the Christchurch City Council (CCC) and SDC. Being a reasonably remote rural road it attracts anti-social drivers (boy racers) at night that behave badly, doing burn-outs, racing, vandalising property and leaving broken bottles and rubbish. The fact that very few people reside in Dawsons Road contributes to this group congregating in this area.
4. The Police are aware of these issues on Dawsons Road but without Dawsons Road being added to the CCC bylaw there is little they can do to deter this behaviour. The Police have powers to deal with offences relating to the lack of traction of vehicles and the speed of vehicles. However, this behaviour will usually have stopped by the time the police arrive on the scene and can start up again minutes after they leave. By prohibiting both the spectators and the participants from taking their cars on the road, the problems go away.
5. The most effective way to achieve this is to prohibit those vehicles from using or parking on the road unless they are business/residential owners/occupiers, employees, service or emergency personnel, or bona fide visitors of properties within Dawsons Road.
6. The times that this prohibition operates in the SDC's "Traffic and Parking Bylaw" is 9pm to 5am Monday to Friday. This varies from the times that the CCC's policy states for a residential road which is 10pm to 5am Thursday to Sunday and 10pm to 5am on public holidays. For police to be able to enforce the recommendation in this report the hours of prohibition have been adjusted to match SDC hours.
7. Refer to paragraphs 17, 18 & 19 for consultation details.

FINANCIAL IMPLICATIONS

8. An estimated cost for this work is \$5,400. Selwyn District Council has agreed to pay half of the above cost.

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

9. The installation of road signs and markings are within the LTCCP Transport and Greenspace operational budgets.

6. Cont'd

LEGAL CONSIDERATIONS

10. Clause 15 (1) of the Christchurch City Council Traffic and Parking Bylaw 2008 provides that "The Council may by resolution specify any road or part of a road and the days and times during which motor vehicles weighing less than 3,500 kilograms are prohibited from being used on the road or part of that road or roads."
11. The installation of any 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?

12. As noted in paragraphs 10 and 11.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Transport and Greenspace 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?

14. This contributes to improve the level of service for safety and access.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council's Safer Christchurch Strategy and Litter Strategy.

Do the recommendations align with the Council's strategies?

16. As noted in paragraph 15.

CONSULTATION FULFILMENT

17. The Police support the proposal.
18. The six residences on Dawsons Road that are within the Christchurch City Council boundaries were consulted on the proposal. Four replies were received, all of which were in support of the proposal.
19. The Templeton Residents' Association support the proposal.

STAFF RECOMMENDATION

That the Riccarton/Wigram Transport and Greenspace Committee recommend to the Board to recommend to the Council that pursuant to the Christchurch City Council Traffic and Parking Bylaw 2008, Part 2, clause 15, motor vehicles weighing less than 3,500 kilograms are prohibited from being operated on Dawsons Road between West Coast Road and Jones Road between 9pm and 5am, Monday to Sunday.

7. RATIONALISATION OF NICHOLLS ROAD BUS STOPS

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager, City Environment, DDI 941-8608 |
| Officer responsible: | Unit Manager Transport and Greenspace |
| Author: | Greg Barnard, Coordinator Public Transport Infrastructure |

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board to rationalise the bus stops in Nicholls Road, Halswell and to install no stopping lines to improve the safety of road users and vehicles entering and leaving the adjacent shopping complex.

EXECUTIVE SUMMARY

2. For some years the area outside the supermarket car park at 9 Nicholls Road has been a bus stop and layover area for bus services. During this time the number of buses that utilise this area has grown to a point where there may be three or more buses using the stop at one time.
3. The stop is not clearly defined and this along with the increased number of buses has resulted in the buses spreading out along the kerb and stopping closer to the two driveways that provide access to the supermarket car park. This is reducing sight distances and creating difficulties for vehicles entering and leaving the car park.
4. It is proposed that a bus stop be marked to provide space for four buses and define the area where buses can park. It is also proposed that approximately 11 metres of no stopping lines be marked at each end of the bus stop which will provide improved sight lines for vehicles exiting the supermarket car park.
5. It is proposed to remove the bus stop at the north eastern end of Nicholls Road to provide better sight lines for vehicles entering Nicholls Road from the northeast. The bus service that uses this stop will be accommodated in the proposed extended stop approximately 35 metres to the southwest and the bus stop will be replaced with no stopping lines.

FINANCIAL IMPLICATIONS

6. Costs of \$2000 for installing the bus stop including line marking and signage, will be met from the Passenger Transport Infrastructure budget available for the provision of new bus stop installations. The cost of the providing the bus shelter is approximately \$12000 and this will also be provided by the Passenger Transport Infrastructure budget.

Do The Recommendations of this Report Align with 2009-19 LTCCP Budgets?

7. Yes.

LEGAL CONSIDERATIONS

8. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install 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 December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices including bus stops.
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. Yes. See above.

7. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. LTCCP – Transport and Greenspace Capital Programme.

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

13. Yes, as per above.

ALIGNMENT WITH STRATEGIES

14. Liveable City (3) Provide a safe, efficient and affordable transport system. Ensure access to goods and services, and work opportunities.

CONSULTATION FULFILMENT

15. The property situated at 9 Nicholls Road is jointly owned by a group of investors. The spokesperson for the group advises there are no issues with the changes to the bus stop. The Manager of the supermarket also has no issues and is fully supportive of the changes.

STAFF RECOMMENDATION

That the Committee recommend that the Board approve:

- (a) To remove the existing bus stop on the south side of Nicholls Road commencing at a point 48 metres southwest of Halswell Road and extending for a distance of 12 metres in a south westerly direction.
- (b) To remove the no stopping lines on the south side of Nicholls Road commencing at a point 13 metres southwest of Halswell Road and extending for a distance of 31 metres in a south westerly direction.
- (c) To install no stopping lines on Nicholls Road commencing at a point 13 metres south west of Halswell Road and extending for a distance of 48 metres in a south westerly direction.
- (d) To place a bus stop on the south side of Nicholls Road starting at a point 90 metres southwest of Halswell Road and extending for a distance of 72 metres in a south westerly direction.
- (e) To place no stopping lines on the south side of Nicholls Road starting at a point 78 metres southwest of Halswell Road and extending for a distance of 11 metres.
- (f) To place no stopping lines on the south side of Nicholls Road starting at a point 162 metres southwest of Halswell Road and extending for a distance of 11 metres.

8. PURIRI STREET - STREET RENEWAL

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board for the Puriri Street Renewal Plan, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. The project is to replace the existing kerb and dish channel and undertake other street improvements in the section of Puriri Street, from Riccarton Road to Hinau Street.
3. The project was initiated by the Transport and Greenspace Unit as part of the asset management programme in August 2008. The Council has allocated funding in the street renewal section of the Transport and Greenspace Capital Works Budget.
4. Puriri Street, which extends from Riccarton Road to Kotare Street, is classified as a local road. The section to be renewed is approximately 350 metres long, 14 metres from kerb to kerb and carries about 1500 vehicles per day.
5. The primary (must do) objectives for the project are as follows:
 - (a) To replace the existing kerb and deep dish channel with new 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 2011/12 financial year.
 - (f) To minimise whole-of-life costs.

FINANCIAL IMPLICATIONS

6. Funding for the proposed kerb and channel renewal works in Lyndon Street is provided in the Long Term Council Community Plan (LTCCP) 2009 – 2019 Street Renewal Programme, as shown below:

| | |
|---------|-----------|
| 2009/10 | \$52,000 |
| 2010/11 | \$31,000 |
| 2011/12 | \$804,000 |

Based on current estimates, there is sufficient funding to complete the construction of this project.

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

7. Yes. Funding for this project is provided in the 2009-19 LTCCP, page 245, Street Renewal Programme.

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.

8. Cont'd

9. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
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?

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Funding for the project is provided in the 2009-2019 LTCCP Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Streets and Transport Asset Management Plan.

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

14. Yes.

ALIGNMENT WITH STRATEGIES

15. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

Do the recommendations align with the Council's strategies?

16. Yes.

CONSULTATION FULFILMENT

17. Following a presentation to the Riccarton/Wigram Community Board, an Initial Issues survey was circulated to key stakeholders including residents and property owners, as well as St Teresa's School and St Ninian's Church in September 2009. Concerns highlighted by the 16 respondents included pedestrian safety, through to traffic and cycle safety.
18. The Street Renewal Concept for Puriri Street was presented to the Riccarton/Wigram Community Board's Transport and Greenspace Committee on 22 February 2010.
19. Community consultation on the concept plan was undertaken from 3 March to 24 March 2010. Key stakeholders, including all Puriri Street residents and property owners, and the Riccarton/Kilmarnock Residents' Association, received consultation leaflets.
20. An informal drop-in session was also held in Puriri Street on Tuesday 9 March 2010. The following matters were raised: visibility concerns when backing out of a long narrow drive and no special provision for cyclists. Two residents expressed support for the plan.
21. Thirteen submissions were received by the end of March 2010. Of these, two (15 per cent) supported the proposal, seven (53.8 per cent) gave qualified support, two (15.4 per cent) did not support the proposed plan and two (15.4 per cent) did not indicate their position.
22. St Teresa's Church initially requested a traffic island outside the school and expressed concern about traffic flow in and out of the school. However, after assurances that the entry and exit points would not be affected, and the narrowing of the road outside the school would be a safer option for pupils, the principal was happy with the proposal.

8. Cont'd

23. St Ninian's Church did not initially support the narrowing of the Puriri Street entrance to Riccarton Road, or the narrowing of the road between the church and school. Project team members explained the rationale for the two narrowings and the Reverend Ferguson raised no further objections. The proposed new design has a single lane exit on to Riccarton Road. Traffic counts indicate there should be no queuing as few people turn right at peak times.
24. The Church plans to redevelop its site and has shown preliminary plans to the project team. The Council staff will continue to liaise with the church to incorporate any approved changes to driveways that may occur with the development.
25. A submission from a representative of the Royal New Zealand Foundation of the Blind questioned whether tactile pavers were included at the intersections. The respondent was advised that most of the intersections were existing and tactile pavers would be included for the new works.
26. Three submitters commented on the proposed width of the street. They were advised that 12 metres is consistent with the City Plan and the remaining sections of Puriri Street.
27. Another respondent commented that it would be a bad idea to put grass and a tree close to the corner shop. The proposed grass berm at this location will now be paved. The tree will remain and will have a standard tree grate.
28. The visibility concerns of a resident who backs out of a long driveway have been addressed by removing a proposed street tree outside Number 34 and realigning the footpath.
29. All respondents who commented on the consultation plan in March 2010 were sent a letter thanking them for their input and an A3 colour copy of the recommended plan for their street. The letter informed respondents when the plan would be presented to the Community 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 Puriri Street recommended plan:
 - (a) 1.5 metres wide footpath between berms and a 1.65 metres path against the boundary. The footpath along the eastern side of the carriageway between Riccarton Road and Totara Street will be retained at two metres because of the high volume of foot traffic generated by the adjacent school.
 - (b) Extend the No Stopping outside No. 18 Puriri Street.
 - (c) Change the berm and footpath arrangement outside 32 and 34 Puriri Street and remove one tree from the scheme.
 - (d) Retain berm outside 25 Puriri Street.
 - (e) Change the berm to paving outside Number 3 Puriri Street.
 - (f) Retain the proposed tree outside Number 3 Puriri Street and install a tree pit and grate.
 - (g) Provide a P60 motorcycle park outside Number 3 Puriri Street.

STAFF RECOMMENDATION

It is recommended that the Committee recommend that the Board:

- (a) Approve the Puriri Street Renewal Plan, TP317401 Issue 1, Attachment 1.
- (b) Approve the following parking restrictions to take effect following completion of construction.

8. Cont'd

Revocation of Existing Restrictions:

- (i) That all existing parking restrictions on the east side of Puriri Street between Hinau Street and Riccarton Road be revoked.
- (ii) That all existing parking restrictions on the west side of Puriri Street between Hinau Street and Riccarton Road be revoked.
- (iii) That the existing no stopping restriction on the north side of Riccarton Road commencing at its intersection with Puriri Street and extending in an easterly direction for a distance of seven metres be revoked.
- (iv) That the existing no stopping restriction on the north side of Riccarton Road commencing at its intersection with Puriri Street and extending in a westerly direction for a distance of 12.5 metres be revoked.

Revoke Existing Give-Way control

- (v) That the existing give-way control on Puriri Street on the approach to the intersection with Riccarton Road be revoked.

Revoke Existing Stop control

- (vi) That the existing stop control on Puriri Street on the southern approach to the intersection with Hinau Street be revoked.

New No Stopping restrictions

Hinau Street to Totara Street

- (vii) That the stopping of vehicles be prohibited at any time on the east side of Puriri Street commencing at its intersection with Hinau Street and extending in a southerly direction for a distance of 15 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Puriri Street commencing at its intersection with Totara Street and extending in a northerly direction for a distance of 19 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the west side of Puriri Street commencing at its intersection with Hinau Street and extending in a southerly direction for a distance of 14 metres.
- (x) That the stopping of vehicles be prohibited at any time on the west side of Puriri Street commencing at its intersection with Totara Street and extending in a northerly direction for a distance of 16 metres.

Totara Street to Riccarton Road

- (xi) That the stopping of vehicles be prohibited at any time on the east side of Puriri Street commencing at its intersection with Totara Street and extending in a southerly direction for a distance of 21 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the east side of Puriri Street commencing at a point 40 metres north from its intersection with Riccarton Road and extending in a northerly direction for a distance of 13 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the east side of Puriri Street commencing at its intersection with Riccarton Road and extending in a northerly direction for a distance of 21 metres.

8. Cont'd

- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Puriri Street commencing at its intersection with Totara Street and extending in a southerly direction for a distance of 16 metres.
- (xv) That the stopping of vehicles be prohibited at any time on the west side of Puriri Street commencing at a point 43 metres north from its intersection with Riccarton Road and extending in a northerly direction for a distance of 15 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the west side of Puriri Street commencing at its intersection with Riccarton Road and extending in a northerly direction for a distance of 7.5 metres.

Totara Street

- (xvii) That the stopping of vehicles be prohibited at any time on the north side of Totara Street commencing at its intersection with Puriri Street and extending in a easterly direction for a distance of 22 metres.
- (xviii) That the stopping of vehicles be prohibited at any time on the south side of Totara Street commencing at its intersection with Puriri Street and extending in a easterly direction for a distance of 15 metres.
- (xix) That the stopping of vehicles be prohibited at any time on the north side of Totara Street commencing at its intersection with Puriri Street and extending in a westerly direction for a distance of 16 metres.
- (xx) That the stopping of vehicles be prohibited at any time on the north side of Totara Street commencing at its intersection with Puriri Street and extending in a westerly direction for a distance of 14 metres.

Riccarton Road

- (xxi) That the stopping of vehicles be prohibited at any time on the north side of Riccarton Road commencing at its intersection with Puriri Street and extending in a easterly direction for a distance of 10 metres.
- (xxii) That the stopping of vehicles be prohibited at any time on the north side of Riccarton Road commencing at its intersection with Puriri Street and extending in a westerly direction for a distance of 14 metres.

New Parking Restriction – P5

- (xxiii) That the parking of vehicles be restricted to a maximum period of five minutes at any time on the west side of Puriri Street commencing at a point 7.5 metres north from its intersection with Riccarton Road and extending in a northerly direction for a distance of 28 metres.

New Parking Restriction – Motorcycle

- (xxiv) That a Motorcycle Park with a time limit of 60 minutes be created on the west side of Puriri Street commencing at a point 35.5 metres north from its intersection with Riccarton Road and extending in a northerly direction for a distance of 2.5 metres.

New Give-way

- (xxv) That a give way control be placed against the Puriri Street approach at its intersection with Riccarton Road.

8. Cont'd

New Stop

- (xxvii) That a stop control be placed against Puriri Street on the southern approach to its intersection with Hinau Street.

BACKGROUND (THE ISSUES)

31. Six crashes occurred in Puriri Street (Riccarton Road to Hinau Street) between 2004 and 2008. Two involved cyclists who were travelling westbound on Hinau Street and were hit by northbound motorists on Puriri Street who failed to stop at the stop sign. Another accident involved a car travelling eastbound on Hinau Street. It was hit by a car travelling northbound on Puriri Street which failed to stop at the stop sign.
32. Three of the six accidents occurred at the Riccarton Road/Puriri Street intersection. Two involved cyclists and a motorcyclist travelling eastbound on Riccarton Road and hit by a vehicle turning right into Puriri Street. On both occasions the vehicle failed to give way to non-turning traffic. A motorcyclist travelling east along Riccarton Road was sideswiped by a truck turning left from Riccarton Road to Puriri Street.
33. Traffic volume and speed surveys undertaken in August 2009 showed that the mean speed was approximately 41 kilometres per hour and the 85th percentile speed was approximately 48 kilometres per hour. The typical volume of traffic was 1,900 between Riccarton Road and Totara Street, and 1,440 between Totara Street and Hinau Street.

THE OBJECTIVES

34. The aims and objectives are to be met in this project by:
 - (a) Replacing the existing kerb and filled dish channel with kerb and flat channel;
 - (b) Maintaining and improving safety for all road users by:
 - (i) Providing a consistent 1.5 metre wide footpath for pedestrians on the western side of the carriageway between a landscape strip/berm and a kerbside berm. On the eastern side of the carriageway a two metre wide footpath is proposed between the Riccarton Road/Puriri Street intersection and the Puriri Street/Totara Street intersection. Between the Puriri Street/Totara Street intersection and the Hinau Street/Puriri Street intersection the footpath will be 1.65 metres wide. The footpath would run adjacent to the private boundary on the eastern side.
 - (ii) Build-outs are proposed towards the southern end of Puriri Street outside St Ninian's Church, with crossing facilities incorporated. This is to assist school children to cross the road. The reduction in carriageway width to nine metres on the approach to Riccarton Road will also help pedestrians cross the road. Cut downs and tactile paving will be provided at these two crossing locations.
 - (iii) The width of the carriageway, the existing traffic calming features at the Totara Street and Hinau Street intersections, and the proposed narrowings at the southern end of the scheme should encourage lower vehicle speeds and provide a safe route for cyclists. The 20 kilometre per hour signs at the existing traffic calming features should be replaced with 25 kilometre per hour signs.
 - (c) The scheme will ensure adequate drainage is provided by upgrading the street drainage pipes as required.
 - (d) The proposals will seek to meet the budget and achieve the lowest overall cost solution as the cost estimate produced for the scheme is currently under the budget.
 - (e) It is intended to have all design and documents completed by December 2010 so that construction can commence mid 2011.

- (f) The initial costs for the installation of new pavement, kerb and channels, footpaths and landscaping/berms on Puriri Street would be off-set by lower maintenance costs in the future because the:
- New kerb and channel can be easily cleaned;
 - Type of landscaping to be introduced is low-level and requires little maintenance;
 - Efficient design for drainage can be easily be maintained; and
 - Consultation with other Christchurch City Council teams has identified the need for the replacement of water/sewer pipes. This can now occur prior to the construction period, and therefore will remove the need for the new pavement to be removed shortly after completion to install the pipes and then be reconstructed.

THE OPTIONS

35. Three options were considered for Puriri Street. Option Three has been developed as the preferred option, and formed the basis of the concept plan taken to the community for consultation.

OPTION ONE

36. Option One provides for the replacement of kerb and dish channel with kerb and flat channel, along the existing alignment. It would not change the road width, cross section, speed environment or pedestrian facilities.

OPTION TWO

37. Option Two includes
- (a) Full kerb and channel replacement and reducing the width of the road to 12 metres to match the northern section of Puriri Street.
 - (b) Introducing 90 degree angle parking on the east side of Puriri Street between Totara Street and Riccarton Road. This would provide 19 angle car parks plus one disabled persons' angled car park, to replace the 13 existing kerbside car parks.
 - (c) Constructing build-outs at the Riccarton Road intersection and approximately 50 metres north of Riccarton Road for the school and church, narrowing the road to seven metres.
 - (d) Putting a threshold at the Puriri Street/Riccarton Road intersection.

This option was not selected as the 90 degree parking is not recommended in this street due to the traffic volume, and because there is sufficient parking available when taking into consideration the existing amount of off street parking in the area.

OPTION THREE

38. Option Three is similar to the Option Two except no angled parking is provided and the build-outs at Riccarton Road and outside St Teresa's Primary School Hall will be centred rather than offset. This would result in the loss of approximately four car parks.

8 Cont'd

THE PREFERRED OPTION

39. Option Three, the preferred option, encompasses the following physical works in Puriri Street:
- (a) The road width will be reduced to 12 metres and new kerb and flat channel provided along the proposed alignment. The kerb and flat channel will tie into the existing raised platforms at the Puriri Street/Totara Street intersection and the Puriri Street/Hinau Street intersection.
 - (b) At the southern end of the scheme two build-outs are proposed outside St Ninian's Church and Number 10 Puriri Street to reduce the carriageway to seven metres wide and provide a safe crossing location for school children. A further build-out is proposed on the eastern side of Puriri Street at the intersection with Riccarton Road to narrow the carriageway to nine metres.
 - (c) On-street parking will be retained although the build-outs will reduce the number of on-street car parking spaces by four. The three existing P5 parking bays close to the dairy and Riccarton Road will be retained.
 - (d) A footpath is to be provided alongside the private boundary on the eastern side of the carriageway, and there is a small section close to the Hinau Street intersection where a kerbside berm or landscape strip is proposed to tie in with the existing landscaping at the intersection. On the western side of the carriageway the proposed footpath is between a landscape strip or berm and a kerb side berm.
 - (e) Dogwood trees will be provided in the kerbside berms along the length of the street between Hinau Street and Riccarton Road. Tulip Magnolias will be provided in the pedestrian build out outside St Teresa's School. New landscaping will be provided at the build-outs and upgraded around the existing intersections.

9. LYNDON STREET - STREET RENEWAL

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager City Environment, DDI 941-8608 |
| Officer responsible: | Unit Manager Transport & Greenspace |
| Author: | Jennie Hamilton Consultation Leader, Capital Development |

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board for the Lyndon Street Renewal Plan, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. The project is to replace the existing kerb and dish channel and undertake other street improvements including landscaping in Lyndon Street.
3. The project was initiated by the Transport and Greenspace Unit as part of the asset management programme in August 2008. The Council has allocated funding in the street renewal section of the Transport and Greenspace Capital Works Budget.
4. Lyndon Street is classified as a local road and is currently 13 metres wide. It runs from Picton Avenue to Division Street, crossing Clarence Street mid way.
5. The primary (must do) objectives for the project are as follows:
 - (a) To replace the existing kerb and deep dish channel with new 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 2011/12 financial year.
 - (f) To minimise whole-of-life costs.

FINANCIAL IMPLICATIONS

6. Funding for the proposed kerb and channel renewal works in Lyndon Street is provided in the Long Term Council Community Plan (LTCCP) 2009 – 2019 Street Renewal Programme, as shown below:

| | |
|---------|-----------|
| 2009/10 | \$80,000 |
| 2010/11 | \$104,000 |
| 2011/12 | \$964,000 |

Based on current estimates, there is sufficient funding to complete the construction of this project.

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

7. Yes. Funding for this project is provided in the 2009-19 LTCCP, page 245, Street Renewal Programme.

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. Cont'd

9. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
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. Funding for the project is provided in the 2009-2019 LTCCP Street renewal Programme and is consistent with Activity 10.0: Road Network in the Streets and Transport Asset Management Plan.

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

13. Yes

ALIGNMENT WITH STRATEGIES

14. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

Do the recommendations align with the Council's strategies?

15. Yes.

CONSULTATION FULFILMENT

16. The Street Renewal Concept plan for Lyndon Street was presented to the Riccarton/Wigram Community Board's Transport and Greenspace Committee on 22 February 2010.
17. Community consultation on the concept plan was undertaken from 3 March to 24 March 2010. Key stakeholders, including all Lyndon Street residents and property owners, and the Central Riccarton Residents' Association received consultation leaflets. The Association commented: "It is great to see the council upgrading these older areas of town. The upgrades encourage residents to look after their properties and the surrounding street areas".
18. An informal drop-in session was also held in Lyndon Street on Tuesday 9 March 2010. The following matters were raised: one resident requested a smaller tree outside her property, two elderly residents were concerned about wider grass berms which would need to be mowed, and a wider driveway entrance was requested outside Number 20. Two residents who attended said they were happy with proposal.
19. Twenty two submissions were received by the end of March 2010. Of these, 11 (50 per cent) supported the proposal, eight (36.4 per cent) gave qualified support and one did not support the proposed plan.

9. Cont'd

20. Three submitters expressed concern about the height of the *Liriodendron tulipifera* (tulip) trees which grow to about 17 metres in a street environment. Another submitter said she favoured larger trees that support birdlife. The proposed species was reviewed by the arborist who said the tulip trees had been chosen for their height and ability to be limbed up, pruned and thinned to allow light penetration. The Arborist added that the surrounding area had little in the way of significant trees and Lyndon Street provided a rare opportunity to offer a substantial and consistent avenue of trees to enhance the street and surrounding properties.
21. The creation of wider grass berms concerned two residents but was supported by another submitter. Residents were advised that they could apply for their address to be added to the Council's mowing list if they could not cut the grass themselves.
22. A submission from a representative of the Royal New Zealand Foundation for the Blind questioned whether tactile pavers were included at the intersections. They were advised that the Lyndon Street project is providing tactile pavers at the Division Street end. The Council is not proposing to provide tactile pavers at Clarence Street as the realigned street is joining onto existing kerbs and footpaths at this intersection. The Lyndon Street kerbs also link into the recently constructed Picton Avenue intersection which includes tactile pavers.
23. All respondents who commented on the consultation plan in March 2010 were sent a letter thanking them for their input and an A3 colour copy of the recommended plan for their street. The letter informed respondents when the plan would be presented to the Community 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.
24. As a result of community consultation and further investigations the following changes have been made to the Lyndon Avenue recommended plan:
 - (a) The footpath width has been reduced to 1.5 metres between berms to meet Council footpath standards;
 - (b) Landscaping has been retained outside property Number 4-28; and
 - (c) The section of proposed berm outside property Number 1-20 has been reduced to extend the driveway entrance.

STAFF RECOMMENDATION

It is recommended that the Committee recommend to the Board to:

- (a) Approve the Lyndon Street Renewal Plan, TP317501 Issue 2, Attachment 1.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Revocation of existing restrictions:

- (i) That the stopping of vehicles currently prohibited on the north side of Lyndon Street between Division Street and Picton Avenue be revoked.
- (ii) That the stopping of vehicles currently prohibited on the south side of Lyndon Street between Division Street and Picton Avenue be revoked.

Revoke existing stop controls:

- (iii) That the existing stop control on Lyndon Street on the western approach to the intersection with Clarence Street be revoked.
- (iv) That the existing stop control on Lyndon Street on the eastern approach to the intersection with Clarence Street be revoked.

9 Cont'd

New stopping restrictions:

Division Street to Clarence Street

- (v) That the stopping of vehicles be prohibited at any time on the north side of Lyndon Street commencing at its intersection with Division Street and extending in a easterly direction for a distance of 16 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Lyndon Street commencing at its intersection with Division Street and extending in a easterly direction for a distance of 12 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Lyndon Street commencing at its intersection with Clarence Street and extending in a westerly direction for a distance of 15 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Lyndon Street commencing at its intersection with Clarence Street and extending in a westerly direction for a distance of 12.5 metres.

Clarence Street to Picton Avenue

- (ix) That the stopping of vehicles be prohibited at any time on the north side of Lyndon Street commencing at its intersection with Picton Avenue and extending in a westerly direction for a distance of 15 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Lyndon Street commencing at its intersection with Picton Avenue and extending in a westerly direction for a distance of 17 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Lyndon Street commencing at its intersection with Clarence Street and extending in a easterly direction for a distance of 15.5 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Lyndon Street commencing at its intersection with Clarence Street and extending in a easterly direction for a distance of 15.5 metres.

New Stop

- (xiii) That a stop control be placed against Lyndon Street on the western approach to its intersection with Clarence Street.
- (xiv) That a stop control be placed against the Lyndon Street on the eastern approach to its intersection with Clarence Street.

9 Cont'd

BACKGROUND (THE ISSUES)

25. Two crashes occurred in Lyndon Street between 2004 and 2009. One resulted from a previously parked car colliding with a through vehicle. The other was an elderly driver who lost control, partly owing to dazzling sun. Both were non-injury crashes.
26. According to surveys in August 2009, the 85th percentile speed was approximately 51 kilometres per hour and the typical volume of traffic was 360 vehicles per day.
27. The water main in Lyndon Street is due to be renewed in the 2010/11 financial year, prior to any street works starting. Telephone and power lines are already undergrounded.

THE OBJECTIVES

28. The aims and objectives are to be met in this project by:
 - (a) Replacing the existing kerb and filled dish channel with kerb and flat channel;
 - (b) Maintaining and improving safety for all road users by narrowing the carriageway. This will encourage lower vehicle speeds and enhance the residential nature of the street.
 - (c) Providing a safer cycling environment by reducing vehicle speeds.
 - (d) Improving pedestrian safety by providing a consistent 1.5 metres wide footpath on both sides of the carriageway. For most of the street the footpath is located between two berms, one against the private boundary, and a wider kerb side berm. The footpath against the boundary is 1.65 metres wide.
 - (e) Improving safety for pedestrians by narrowing the roadway width and intersections which will reduce crossing distances.
 - (f) Providing tactile pavers at the crossing point on Lyndon Street as part of this scheme at the Division Street/Lyndon Street intersection. Tactile pavers have been installed at the Picton Avenue/Lyndon Avenue scheme through the Picton Avenue renewal scheme.
 - (g) Upgrading the street drainage pipes as required.
 - (h) Completing the project in the allocated budget. It is intended to have all design and documents completed by December 2010 so that construction can commence mid 2011.
 - (i) Minimising whole life costs. Initial costs for the installation of new pavement, kerb and channels, footpaths and landscaping/berms on Lyndon Street, would be off-set by lower maintenance costs in the future because the new kerb and channel can be easily swept and the low level landscaping requires little maintenance.

THE OPTIONS

29. Three options were considered for Lyndon Street. Option Three has been developed as the preferred option and formed the basis of the plan taken to the community for consultation.

OPTION ONE

30. Option One provides for the replacement of kerb and dish channel with kerb and flat channel, along the current alignment. It would not change the road width, cross section or speed environment.

9. Cont'd

OPTION TWO

31. Option Two includes.
- (a) Full kerb and channel replacement and reducing the width of the road to nine metres and matching the Clarence Street build-outs.
 - (b) Two mid block seven metre narrowings, plus seven metres wide threshold treatments where Lyndon Street meets Division Street
 - (c) Kerbside parking would be retained but 15 car parks would be lost.
 - (d) Option Two was not selected as the preferred concept as the speed survey did not justify traffic calming and because of the possible loss of 15 car parks.

OPTION THREE

32. Option Three is similar to the Option Two with the exclusion of the mid block narrowings. This option would result in the loss of approximately three car parks.

THE PREFERRED OPTION

33. Option Three, the preferred option, encompasses the following physical works in Lyndon Street:
- (a) The road width will be reduced to nine metres and new kerb and flat channel provided along the proposed alignment.
 - (b) As part of the Picton Avenue kerb and channel renewal scheme, Lyndon Street is being reduced to seven metres at the Picton Avenue/Lyndon Street intersection. Landscaping and crossing points are also being provided as part of the scheme.
 - (c) To replicate the narrowing of Lyndon Street at the Picton Avenue intersection, Lyndon Street will also be reduced to seven metres wide at the Division Street intersection. The build-outs will provide additional areas for landscaping, and crossing points will be provided with tactile paving on Lyndon Street at the intersection to assist people crossing.
 - (d) The narrowing of the carriageway to nine metres will tie into the existing narrowings at the Clarence Street intersection, where Lyndon Street forms the minor arms of the crossroads. No further changes are proposed at this intersection.
 - (e) The narrowing of the street will provide space that can be re-allocated to footpaths and berms. Tulip trees will be planted in the berms.
 - (f) Along the northern side of the carriageway the footpath would sit between two berms, and the wider kerb side berm provides space for new trees for the length of the scheme. On the south side of the carriageway, the footpath will be located adjacent to the private boundary between Picton Avenue and Clarence Street, and would then sit between two berms between Clarence Street and Division Street.

10. PLAYGROUND DEVELOPMENT - DE LANGE RESERVE

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager, City Environment, DDI 941 8608 |
| Officer responsible: | Unit Manager Transport and Greenspace |
| Author: | Tara Smith, Consultation Leader, Transport and Greenspace |

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board to the proposed plan for the De Lange Reserve Playground as shown in **Attachment 1LP328902 Issue 1**.

EXECUTIVE SUMMARY

2. De Lange Reserve is a small local park located in Hornby. The park is bounded by De Lange Street, Dufek Crescent and Jasmine Place. Access into this park can be made by using the existing pathways from either of these streets.
3. There is currently no play equipment within this park and requests for play equipment in this park have been made via the Long Term Christchurch City Plan (LTCCP) process. In response to this, funding has been set aside for this project in the 2010/11 financial year.
4. The project objectives for this playground development were to:
 - (a) Provide and design interesting play equipment that promotes physical activity, and challenges the physical and mental abilities of children from the age of five to ten.
 - (b) To consider the needs of the local community and the constraints of the available funds.
 - (c) Provide a safe and accessible playground.
 - (d) Integrate the playground into the site with appropriate landscaping.
 - (e) Locate the playground to link in with the pathways into the reserve.
 - (f) Locate the playground without using up excess open space, to ensure space is retained to cater for informal ball games or cricket.
5. The project team developed a concept plan to meet these objectives, which included the following:
 - (a) Installation of a park bench or picnic table.
 - (b) Construction of a raised timber edge around the play area.
 - (c) New shrubbery borders.
 - (d) Construction of balance and stepping posts.
 - (e) Removal of two trees due to poor condition.
 - (f) Planting of seven new trees.
 - (g) Installation of cushioned soft fall under the play area.
 - (h) Installation of either a slide OR a nest (public feedback to dictate which item).
 - (i) Installation of a nest swing.
 - (j) Installation of a spinner.

10. Cont'd

FINANCIAL IMPLICATIONS

6. Funding for the project is provided in the 2009-19 LTCCP, Neighbourhood Parks Renewal and Replacements, page 141.
7. Current estimates indicate there is sufficient funding in the current budget to complete the proposed development.

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

8. Yes, as above.

LEGAL CONSIDERATIONS

9. All work will be carried out by a Council approved contractor.
10. The Community Board have delegated authority to approve the final plan.
11. No other legal considerations have been identified.

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

12. Yes, as per above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. LTCCP 2009-19
Parks, Open Spaces and Waterways – page 117
 - (a) Safety – by ensuring that our parks, open spaces and waterways are healthy and safe places.
 - (b) Governance – by involving people in decision-making about parks, open spaces and waterways.
 - (c) Recreation – by offering a range of recreational opportunities in parks, open spaces and waterways.

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

14. Yes, as per above.

ALIGNMENT WITH STRATEGIES

15. Social Wellbeing Policy – The Council is committed to enhancing the social wellbeing of its citizens and the community.
16. Strengthening Communities Policy – Strong communities give people a sense of belonging and encourage them to take part in social, cultural, economic and political life.
17. Crime Prevention through Environment Designs – the project is following CPTED guidelines.

Do the recommendations align with the Council's strategies?

18. Yes, as per above.

10. Cont'd

CONSULTATION FULFILMENT

19. On 22 February 2010 the draft concept plan for the playground development was presented to the Riccarton/Wigram Transport and Greenspace Committee prior to consultation. The Committee members present were supportive of the draft plan going out for public consultation.
20. In April 2010 a publicity pamphlet was distributed to approximately 250 residences and key stakeholders. This pamphlet included a summary of the concept, initial concept plans and a feedback form. The project team sought feedback from the community to find out whether the proposal was generally supported and asked submitters to make a choice of play equipment between a slide and a nest.
21. The consultation received a 15 per cent response rate (38 responses) and community feedback was positive.
 - 29 submitters (76 per cent) responded "YES – I/We support the playground development."
 - Five submitters (13 per cent) responded "I/We have mixed views about the playground development."
 - Three submitters (eight per cent) responded "NO – I/We do not support the playground development."
 - One submitter (three per cent) did not indicate a preference.
 - 21 submitters (55 per cent) supported the installation of a slide.
 - 13 submitters (34 per cent) supported the installation of a nest.
 - Four submitters (11 per cent) did not indicate a preference of play equipment.
 - One submitter indicated they would like both pieces of play equipment.
22. The key issues identified by the submitters relate to:
 - (a) The location of the playground within the reserve being too close to some residential properties.
 - (b) Submitters requested the installation of a rugby post, soccer net or netball hoop.
 - (c) More seating was requested.
 - (d) Swings were requested.
 - (e) A request was made for painted hopscotch on the asphalt.
23. The raised issues have been resolved by:
 - (a) The location of the playground has been moved further within the reserve to increase the distance from those submitters who did not want the playground placed too close to their house.
 - (b) The park is not of sufficient size to include a rugby post or soccer net, but staff have included a netball hoop within the revised plan.
 - (c) A picnic table has been included on the plan instead of a bench seat as it will then provide seating for six people instead of three people. The timber edge around the play equipment will also provide for some informal seating for supervisors.

10. Cont'd

- (d) Junior swings have been included in the revised plan.
- 24. All those who submitted on De Lange Reserve Playground Development received an interim reply letter, which acknowledged the submission had been received and that it would be considered, once the consultation period had closed.
- 25. All submitters were also sent a final reply letter that outlined the outcome of the consultation and the recommended concept plan. The letter informed the submitters that a report would be presented to the Riccarton/Wigram Transport and Greenspace Committee first who would then provide a recommendation to the Riccarton/Wigram Community Board on whether the plan would be approved. Details of both meetings were also provided so that any interested residents could attend or address the Board prior to the decision being made.

STAFF RECOMMENDATION

It is recommended that the Committee recommends to the Board to approve the proposed plan for the De Lange Reserve Playground as shown in Attachment 1 **LP328902, Issue 1**.

11. ELECTED MEMBERS' INFORMATION EXCHANGE