

**SHIRLEY/PAPANUI COMMUNITY BOARD
AGENDA**

WEDNESDAY 2 JUNE 2010

AT 4PM

**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:

Peter Croucher
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2. 6. 2010

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1. APOLOGIES

Kathy Condon.

2. CONFIRMATION OF MINUTES– 19 MAY 2010

The minutes of the Board's ordinary meeting of Wednesday 19 May 2010 are **attached**.

CHAIRPERSON'S OR STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting of 19 May 2010 be confirmed.

3. DEPUTATIONS BY APPOINTMENT

3.1 SUSAN PEAKE – LANDSCAPING IN GRANTS ROAD AND SURROUNDS

Susan Peake will speak on landscaping in Grants Road and surrounds.

4. PRESENTATION OF PETITIONS

4.1 VILMA HILL – TREE MAINTENANCE IN OXLEY AVENUE

A petition from Vilma Hill will be presented to the Board by the Chairperson regarding the tree maintenance in Oxley Avenue and the wish of the petitioners that other suburbs in Christchurch receive sympathetic tree pruning.

5. NOTICES OF MOTION

Nil.

6. BRIEFINGS

6.1 JENNY RIDGEN AND MATT BONIS – BELFAST AREA PLAN

Jenny Ridgen (Programme Manager – Healthy environment) and Matt Bonis (Planit and Associates) will provide a briefing on the final draft of the Belfast Area Plan prior to it going to the Council for adoption.

6.2 CAREN SHRUBSHALL AND MICHAEL SHEFFIELD – ST ALBANS COMMUNITY CENTRE EXPANSION

Caren Shrubshall (Community Engagement Advisor) and Michael Sheffield (Project Manager) will update the Board on this project.

6.3 DAVID BAILEY – KIWISPORT

David Bailey (Business and Programme Manager, Recreation and Sports Unit) will provide the Board with information on KiwiSport.

7. SPENCER BEACH HOLIDAY PARK – PROPOSED INCREASE IN CAMP CHARGES

General Manager responsible:	General Manager Community Services , DDI 941-8607
Officer responsible:	Recreation and Sports Unit Manager
Author:	Bruce Thomson, Recreation and Sport Unit Facility Assets Advisor

PURPOSE OF REPORT

1. This purpose of this report is to seek Board approval for increases in user charges at the Spencer Beach Holiday Park in line with the provisions of the lease and set out on section two of this report.

EXECUTIVE SUMMARY

2. Spencer Beach Holiday Park current and proposed charges.

	Current Rate Per Day		Proposed New Rate Per Day
Camp Sites			
Adult	13.00		14.00
Child (4 – 14 years)	7.00		8.00
Standard Cabins			
Up to two persons	50.00		55.00
Each extra adult	13.00		14.00
Each extra child (1-14 yrs)	7.00		8.00
Linen/ bedding hire per bed	7.00		7.50
Kitchen Cabins			
Up to two persons	60.00		66.00
Each extra adult	14.00		15.00
Each extra child (1-14 yrs)	8.00		9.00
Linen/ bedding hire per bed	7.00		7.50
En-suite Cabins			
Up to two persons	70.00		77.00
Each extra adult	15.00		16.00
Each extra child (1-14 yrs)	9.00		10.00
Linen/ bedding hire per bed	7.00		7.50
Tourist Flats (1 – 10)			
Up to two persons	75.00		82.50
Each extra adult	15.00		16.00
Each extra child (1-14 yrs)	9.00		10.00
Linen/ bedding hire per bed	7.00		7.50
Deluxe Tourist Flats (11 – 16)			
Up to two persons	85.00		93.50
Each extra adult	17.00		18.00
Each extra child	11.00		12.00
Linen/tea//coffee included			

7 Cont'd

	Current Rate Per Day		Proposed New Rate Per Day
Lodge (38 Beds)			
Adults	15.00		16.00
Children	15.00		16.00
Minimum charge per night	150.00		190.00
Homestead (18 Beds)			
Adults	18.00		19.00
Children	18.00		19.00
Minimum charge per night	150.00		170.00

3. Justification for the proposed increase includes:
- The previous increase to charges was on 1 June 2008. Since then upgrades to the Tourist Flats and an ablution block have been completed to ensure continued popularity and to retain the standard for this type of Holiday Park.
 - The CPI has increased by 5.4 percent over the last two years.
 - Fixed costs have increased significantly since the last increase of June 2008, with increases in electricity, rates, insurances, and in particular LPG which is used for hot water heating.
 - There is also likely to be an increase in GST, electricity, and fuel charges before the coming winter.
4. The current lease has a further four years to operate and it is important that the viability of the camp is maintained. It is also important to ensure that the facilities are well maintained.
5. It is important that the camp is well utilised. To this end the camp is heavily used by Christchurch and Canterbury residents, especially during traditional holiday periods. The camp is also ideal for large groups and is well used by schools, church groups, sports and other recreational teams. The proposed increases are believed to be affordable by the camping public and ensure the camp remains at the affordable end of the market. The following is a comparison with other similar camp facilities.

	Spencer Beach Holiday Park	South Brighton Motor Camp	Meadow Park	Amber Park
	New Fees	Inc 1 May 10	Inc 1 May 10	Inc 1 May 10
Power sites (2 persons)	\$28	\$30	\$40	\$38
Extra Adult	\$14	\$12	\$20	\$19
Children - under 15	\$8	\$8	\$13	\$9
Standard Cabins	\$55	\$45	\$64	\$68
Tourist Flats	\$82.50	\$75	\$115	\$86

FINANCIAL IMPLICATIONS

6. Increased user charges are needed to ensure a viable operation by covering increased costs and on-going maintenance.

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

7. Yes, LTCCP budgets are calculated to allow for increases in charges over time to cover increased costs.

7 Cont'd

LEGAL CONSIDERATIONS

8. The Lease agreement states that "the Lessee will not levy camping ground charges in excess of those approved by Council. The Council's consent to such charges shall not be unreasonably withheld". Spencer Park is held by Council as a recreation reserve, subject to the provisions of the Reserves Act 1977 with the lease issued under section 54 (1)(a) of that act. The Board has delegated authority to approve the rental increases.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. This level of service is provided for in Activity 7.0 Recreation and Sport Services.

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

10. 2009/2019 LTCCP page 110.

ALIGNMENT WITH STRATEGIES

11. Aligned with the Physical Recreation and Sport Strategy 2002 Goal 1, Facilities and Environment."

CONSULTATION FULFILMENT

12. Not required under the lease, the Board is delegated to make the decision.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board approve the proposed increased charges for the Spencer Beach Holiday Park set out in section two of this report to apply from 3 June 2010.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

8. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD'S YOUTH DEVELOPMENT FUND – CHARLOTTE GRACE SEARLE

General Manager responsible:	General Manager, Community Services, DDI 941-8607
Officer responsible:	Unit Manager, Recreation and Sports
Author:	Helen Miles, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present a Youth Development Fund application for funding in the 2009/10 financial year to the Shirley/Papanui Community Board.

EXECUTIVE SUMMARY

2. The applicant is Charlotte Grace Searle – a 15 year old seeking funds to assist with the costs associated with attending the New Zealand School of Dance Winter School in July 2010.
3. **Background on Charlotte Grace Searle** – Charlotte Searle lives in Chapter Street and is a Year 11 student at Marian College. Charlotte has a twin sister.
4. The Winter School of Dance (5–9 July) is a five-day course offering intensive tuition in a range of dance styles for young students. The school is held in Wellington and includes the opportunity for students to learn from some of the best national and international teachers available.
5. Charlotte has studied ballet for 8 years and currently dances with Christine MacDonald based at Canterbury Ballet. Charlotte's ambition is to become a fulltime ballerina and sees this course as essential to achieving this goal. Charlotte's teachers referred to Charlotte as being "a very talented conscientious and dedicated student who strives for excellence" and sees this opportunity as a stepping stone for her fulltime admission to the school in a couple of years. Charlotte trains approximately 14 hours each week. She also helps out each Saturday with the Preschool classes.
6. This is Charlotte's first application to the Community Board. Charlotte's family is very supportive, however, with two talented youth any financial support from the Community Board would be greatly appreciated.

Charlotte Searle	
Expenses	Costs (\$)
Airfares	\$ 126
Course Registration	\$ 400
Accommodation	\$ 350
Total Cost	\$ 876
Fundraising	\$ 180

FINANCIAL IMPLICATIONS

7. The Shirley/Papanui Community Board has available \$410 from its Youth Development Fund for allocation.

LEGAL CONSIDERATIONS

8. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

8 Cont'd

ALIGNMENT WITH STRATEGIES

10. This fund aligns with the Strengthening Communities Strategy.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board allocates \$250 to Charlotte Grace Searle to assist with the costs associated with attending the New Zealand School of Dance Winter School in Wellington in July 2010.

CHAIRPERSON'S RECOMMENDATION

For discussion.

9. BLAIR AVENUE STREET RENEWAL

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Christine Toner, Transport Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Shirley/Papanui Community Boards' approval for the proposed Blair Avenue Street Renewal project as shown in **attachment** (TP317301, Issue 2).

EXECUTIVE SUMMARY

2. Blair Avenue is a 14 metre wide road that is approximately 315 metres long and ends with a no exit cul-de-sac at the railway. It is classified as a local road and intersects with Papanui Road at the eastern end via a Give Way controlled intersection. The street is naturally divided with a residential section in the west and a commercial section at the eastern end adjoining Papanui Road. The railway line runs along the boundary of Blair Avenue at the western end but there is no access over the railway line. Two residential lanes, Stroud Lane and St Bathans Lane, are accessed from Blair Avenue. In the commercial section, KFC is on the northern side of the road, and on the southern side of the road is Harcourts Real Estate Agents and an access to an off-street car park and the Papanui Road BP garage. There is currently unrestricted parallel parking against the kerbs on both sides of the street.
3. Papanui Road is a bus route and there are bus stops provided in the vicinity of Blair Avenue. The Main North/Papanui Road bus priority lane has recently been marked on Papanui Road in the vicinity of the Blair Avenue intersection.
4. Traffic volume and speed surveys show an average of approximately 75 vehicles travelling both east and west through the day with an 85 percentile speed of 46.4 kilometres per hour. The Land Transport Safety Crash Analysis System shows there have been no crashes recorded for the five year period between 2004 and 2009 within the study area of Blair Avenue.
3. The Blair Avenue street renewal project is scheduled for construction in the 2010/11 financial year.
4. Recent feedback from the Main North/Papanui Road bus priority project and the Bellvue Avenue Street Renewal Project consultations was used to consider the community views when drafting the options. A series of options were evaluated against the initial information and in January and February 2010 a 'preferred option' plan fulfilling community and council objectives was circulated to stakeholders for community consultation. This proposal was presented to this Community Board in December 2009 prior to distribution to stakeholders, property owners and residents. 16 submissions were received, of which 15 were generally in support of the proposal. 12 people attended the project information meeting. The consultation feedback is summarised in paragraph 25.
5. The final selected design for Blair Avenue street renewal proposes to replace the kerb and channel and to provide a distinction between the two environments in the street, the commercial area to the east and the residential area to the west.
6. A large build-out at the intersection with Papanui Road shortens the crossing distance for pedestrians and therefore creates a more pedestrian friendly environment for Blair Avenue and for shoppers and users of the commercial uses on Papanui Road in the vicinity of Blair Avenue. The proposed build out results in one exit lane to Papanui Road and one entry lane into Blair Avenue. A similar scheme was proposed and accepted at Bellvue Avenue, the street to the north of Blair Avenue.
7. Also proposed within this area to the west of the build out are ten 90 degree angle parking bays on the south side of Blair Avenue near Papanui Road. The proposal provides a net gain of one parking bay and one mobility park compared to the parking spaces that exist at present.

9 Cont'd

8. A "Type C" intersection treatment is proposed, which would slow vehicles entering the street from Papanui Road. The slow turning traffic will assist vehicles manoeuvring in and out of parking bays.
9. The proposed new wide kerb side berm would allow space for trees and the existing berm that runs along the private boundary would be reduced in size. Some existing trees that are in poor condition would be replaced.
10. A formalised turning circle will be accommodated at the western end of the street. Landscaping is proposed around the turning circle adjacent to the railway line.
11. After consideration of the feedback from consultation, five changes were made to the original concept plan. These changes are outlined in paragraph 28 of this report and have been updated on the Blair Avenue for Board Approval Plan, refer **attachment** (TP317301, Issue 2).

FINANCIAL IMPLICATIONS

12. Funding for the proposed kerb and channel renewal works in Blair Avenue is provided in the 2009-19 LTCCP Street Renewal Programme, Page 245, as shown below.

2009/10	\$70,000
2010/11	\$596,000
13. The current project cost estimates indicate there is sufficient budget allocated in the 2009-2019 LTCCP to implement the project.

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

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

LEGAL CONSIDERATIONS

15. There are no land ownership issues associated with this project. The project is within existing land boundaries.
16. There is one Notable tree outside number 8 Blair Avenue, and no Heritage trees shown along Blair Avenue in the City Plan on the intranet.
17. There are no Heritage or Historic buildings, places and objects, shown along Blair Avenue in the City Plan on the intranet.
18. A Resource consent is required when working within 10 metres of the protected tree outside number 8. Community Board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions.
19. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
20. 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 Board includes the resolution of parking restrictions and Traffic Control Devices.
21. The installation of any parking restriction signs and/or marking must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

22. Yes, as above.

9 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

23. This project aligns with the Transport and Greenspace Unit's Asset Management Plan of the Capital Works Programme, page 245, of the 2009-19 LTCCP.

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

24. As above.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

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

CONSULTATION FULFILMENT

26. Recent feedback from the Main North/Papanui Road bus priority project and the Bellvue Avenue Street Renewal Project consultations was used to consider the community views when drafting the options to assist development of the proposed Blair Avenue Scheme design. The main issue highlighted was the need to provide additional parking at the Papanui Road end of Blair Avenue.
27. The scheme plan was presented to the Shirley/Papanui Community Board at a seminar on 16 December 2009.
28. Community consultation of the proposed design was undertaken in January/February 2010. Leaflets were delivered to residents in the immediate area and other stakeholders including absentee landowners. A project information meeting was held in the street during the consultation period. 16 submissions were received, of which 15 were generally in support of the proposal. 12 people attended the project information meeting, and only some of these 12 sent in submissions. Details of the comments received are summarised below, with staff responses.
- (a) **Request to leave the width of the street as existing and simplify the design, using the remaining money to underground the overhead services.** The proposed street renewal is consistent with current design standards, and other local roads in the area. There is no option to underground the services in any local road in the city under current Council budgets.
- (b) **Kerb build out and entry/exit width at Papanui Road.** Concern that the entry/exit would be narrowed to seven metres wide and would only have a single exit lane, which might cause queues to build and delay vehicles turning into Papanui Road and entering Blair Avenue, especially when there are queues from KFC backed up on the street. The single lane exit is not anticipated to create delays for vehicles exiting Blair Avenue. This situation was studied in depth prior to constructing a similar design in Bellvue Ave. The new design provides an overall improvement in safety for pedestrians using the intersection (due to the shorter crossing distance) and enables the provision of the 90 degree parking behind the kerb extension, which was a requirement following the bus priority consultation.
- (c) **Concern that proposed plan will worsen the problems caused by traffic queuing to enter KFC and blocking Blair Avenue (an existing issue).** The entry to the KFC drive through is off Blair Avenue. At busy times for KFC, vehicles queue up on Blair Avenue and at times around the corner onto Papanui Road, causing residents entering Blair Avenue having to overtake the queuing vehicles. Changes are required on the KFC site to resolve these issues. Christchurch City Council (CCC) staff have had and are continuing discussions with KFC to see if these issues can be resolved. CCC design staff are confident that the proposed design is appropriate for this street.

9 Cont'd

- (d) **Parking issues.** At peak periods (e.g. when Harcourts have auctions) demand for parking is high on the street. Also concerns were raised with being able to get in and out of the 90 degree parks if there are cars queued to enter KFC. The provision of the 90 degree parking at the Papanui Road end is a requirement from the bus priority consultation and will provide more parks in the area for people accessing the businesses at the Papanui Road end of the street. Given the low speed environment that will be created with the proposed plan and volume of traffic using the street, access to the 90 degree parks should not be a problem. This will be even easier if the issues with the queuing vehicles to KFC is resolved, as mentioned above. The project team believe that the proposed plan provides an appropriate level of parking for this street.
 - (e) **Large vehicles exiting Blair Avenue.** Large vehicles e.g. tour coaches, trucks and fire engines use the BP service station on Papanui Road and exit out onto Blair Avenue to turn back onto Papanui Road. Concerns were raised at these large vehicles using Blair Avenue and if they could still negotiate the corners. The radius of kerb exiting Blair Avenue will be the same as is presently there. The exit lane has been widened by 0.5 metres, and staff have checked the swept paths of these larger vehicles and are satisfied they will still be able to negotiate the corners.
 - (f) **Bus Priority.** The creation of the bus priority lane on Papanui Road resulted in the removal of the flush median on Papanui Road past the Blair Avenue intersection and increased difficulty in exiting and entering Blair Avenue. This bus priority issue is outside the scope of this Blair Avenue project, but the concerns raised have been passed on to the Network Operations and Bus Priority teams. As a result, some changes are proposed which will see a flush median reinstated on Papanui Road past the Blair Avenue intersection.
 - (g) **Landscaping issues.** Comments were received about the proposed trees; issues ranged from people being pleased with what was proposed, to people wanting different species, people concerned about the size of the trees and people concerned about visibility if trees are included. The landscape architect feels that the species proposed is suitable for this street and will not get too big.
 - (h) **Speed.** One submission raised concerns with speeding. The speed counts did not indicate that speeding was an issue on this street, but the proposed design is narrower and will lower the speed environment.
 - (i) **Flooding near Dudley Creek.** Concerns were raised about storm water levels causing flooding at Dudley Creek. The existing culvert under Blair Avenue for Dudley Creek will remain. It will have a man hole added which will facilitate better access for maintenance to clear any localised blockages. Also double sumps are proposed to replace the existing single sumps, which should reduce the instances of these becoming blocked.
 - (j) **Sewerage issues.** Concerns were raised about historic sewerage issues from the sewer being blocked with fat being put down the drains from KFC and the Indian Shop. This is outside the scope of this project and is an enforcement issue.
 - (k) **Power issues.** Concern was raised about the state of the overhead wiring following previous issues experienced. This is outside the scope of this project. Any issues with power supply should be referred to Orion.
29. Changes made as a result of the consultation:
- (a) The entry/exit will be widened by 0.5 metres to 7.5 metres.
 - (b) The new footpath will be 1.5 metres wide.
 - (c) To assist truck exit, the exit onto Papanui Road has been widened by 0.5 metres to 7.5 metres.

9 Cont'd

- (d) Other minor to the landscaping layout with relation to maintenance.
30. After the formal consultation period, and as a result of feedback from residents, Council staff visited managers of the KFC outlet that is accessed from the north side of Blair Avenue, and the owners of the BP Petrol station on Papanui Road that has access to and from Blair Avenue through the Harcourts car parking area.
- (a) KFC advised that they are reluctant to make any changes to their site at this stage as they are investigating the long term options for that site. Internal Council investigations involving the consents and network operations teams have highlighted that the queue is not illegal, provided it does not block an intersection. The project team designers have reconsidered the plan in the light of this issue, and consider that the proposed design is appropriate for this street.
- (b) The BP Petrol Station owners asked for reassurance that the proposed plan would not prevent access for private vehicles, tour coaches, fire trucks and large truck and trailer units that currently use the car park and Blair Avenue route. This route is used mainly when leaving the petrol station as it is easier for larger vehicles to exit this way rather than trying to turn on the BP site and enter the traffic lane on Papanui Road directly. As a result, small changes were made to the radius of the kerb line as detailed in 31(d) below. The BP owners were visited again with the 'swept curve' diagrams for a tour coach and a B-train, showing that the proposed angle parking and kerb realignment would permit these vehicles to leave the petrol station and turn left without any problem.
31. The following changes have been made to the preferred option as a result of consultation feedback:
- (a) provision of 1.5 metre wide footpaths;
- (b) replacement of the landscaping with grass between the driveway of number 2 and number 4 Blair Avenue;
- (c) investigation at detailed design stage of potential relocation of approximately 10 metres of Orion cable 0.5 metres north to avoid conflict with the proposed kerb line;
- (d) widening of Blair Avenue at the intersection with Papanui Road from 7 to 7.5 metres and increasing the radius on the northern kerb line to accommodate manoeuvres by delivery vehicles and tour coaches from the service station; and
- (e) reduction of the landscaped areas close to the Papanui Road intersection to enhance the desire line across Blair Avenue and to reduce the potential for pedestrians to walk within these areas.
32. All respondents have been sent a final reply letter thanking them for their input and including a colour copy of the amended proposed plan for their street. The letter informed respondents when the plan would be presented to the Board for approval to construct. 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.

STAFF RECOMMENDATION

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

- (a) The Blair Avenue Street Renewal Plan as shown in **attachment** (TP317301, Issue 2).
- (b) Revocation of existing stopping restrictions:
- (i) That all existing stopping restrictions on the north side of Blair Avenue be revoked.
- (ii) That all existing stopping restrictions on the south side of Blair Avenue be revoked.

9 Cont'd

- (iii) That the existing stopping restriction on the west side of Papanui Road commencing at its intersection with Blair Avenue and extending in a southerly direction for a distance of 14 metres be revoked.
- (c) Revocation of existing Give-way:
 - (i) That the existing Give-way on Blair Avenue on the approach to the intersection with Papanui Road be revoked.
- (d) Adopt new no stopping restrictions:
 - (i) That the stopping of vehicles be prohibited at any time on the north side of Blair Avenue commencing at its intersection with Papanui Road and extending in a westerly direction for a distance of 15 metres.
 - (ii) That the stopping of vehicles be prohibited at any time on the south side of Blair Avenue commencing at its intersection with Papanui Road and extending in a westerly direction for a distance of 14 metres.
 - (iii) That the stopping of vehicles be prohibited at any time on the north side of Blair Avenue commencing at a point 54 metres west from its intersection with Papanui Road and extending in a westerly direction for a distance of 25.5 metres.
 - (iv) That the stopping of vehicles be prohibited at any time on the south side of Blair Avenue commencing at a point 45 metres west from its intersection with Papanui Road and extending in a westerly direction for a distance of 17 metres.
 - (v) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac of Blair Avenue commencing on the south side of Blair Avenue at a point 291 metres west of its intersection with Papanui Road and extending in a clockwise direction around the head of the cul-de-sac for a distance of 52 metres finishing on the north side of Blair Avenue.
 - (vi) That the stopping of vehicles be prohibited at any time on the west side of Papanui Road at its intersection with Blair Avenue and extending 20 metres in a southerly direction.
- (e) Adopt new parking restrictions:

New Parking Restriction – Mobility Park

- (i) That a Mobility Park be installed on the south side of Blair Avenue commencing at a point 14 metres west from its intersection with Papanui Road and extending in a westerly direction for a distance of 3.6 metres.

New Parking Restriction – P60

- (i) That the parking of vehicles be restricted to a maximum period of 60 minutes At Any Time on the south side of Blair Avenue commencing at a point 17.6 metres west from its intersection with Papanui Road and extending in a westerly direction for a distance of 27 metres.

New Parking Restriction – P120

- (i) That the parking of vehicles be restricted to a maximum period of 120 minutes At Any Time on the north side of Blair Avenue commencing at a point 15 metres west from its intersection with Papanui Road and extending in a westerly direction for a distance of 40 metres.

9 Cont'd

(e) Adopt new Give Way:

- (i) That a give way be placed against the Blair Avenue approach at its intersection with Papanui Road.

CHAIRPERSON'S RECOMMENDATION

For discussion.

9 Cont'd

BACKGROUND (THE ISSUES)

33. The design of both parts of Blair Avenue has taken into consideration the number of pedestrians and cyclists that use the street.
34. The final selected option takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with this project.
35. There are no formal on-street parking bays, however approximately eight vehicles could park along the southern side of the carriageway between Papanui Road and the entrance to Harcourts Real Estate Agents. Approximately three vehicles could park along the northern side of the carriageway between Papanui Road and the entrance to KFC. On-site observations show that parallel parking did occur on both sides of the carriageway in the commercial area.
36. There are existing footpaths on both sides of Blair Avenue for the full length, however, existing power poles reduce their width in sections. There are no dedicated cycle facilities on Blair Avenue, and it is not a bus route.

THE OBJECTIVES

37. The objectives of this project are to:
 - (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.
 - (d) Renew street drainage pipes as required.
 - (e) Renew carriageway(s) as required.
 - (f) Renew footpaths as required.
 - (g) Renew berms as required.
 - (h) Renew streetlight assets as required.
 - (i) Renew signs and markings as required.
 - (j) Renew other Transport and Streets assets e.g. cycle, traffic signals, retaining walls, fences, railings, etc if required.
 - (k) Install traffic calming infrastructure to suit the speed environment required.
 - (l) Install new landscaping and street trees to meet Council's Community Outcomes.
 - (m) Install additional assets to meet current standards and the new street layout.

THE OPTIONS

38. Three options were developed for comparison. Option three has been selected as the preferred option as it best meets the project objectives.

9 Cont'd

39. **Option 1 – (Do minimum)**

- (a) Includes replacing the kerb and channel along the existing alignment. This option does not change road widths, the cross section, speed environment, priority controls or pedestrian facilities. Option one has not been selected as the preferred option as it does not meet all the project objectives.

40. **Option 2**

- (a) Option two seeks to create two separate environments to enhance the residential area to the west and the commercial area to the east. In the commercial area, the carriageway width would be retained at 14 metres. Five on-street parallel parking bays would be accommodated along the southern section of the carriageway and one parking bay could be provided on the northern side of the carriageway. This would result in a loss of about five car parking spaces on Blair Avenue adjacent to the commercial uses.
- (b) Two exit lanes from Blair Avenue would be retained at the intersection with Papanui Road.
- (c) In the residential zone, a carriageway width of 9 metres is proposed, with the footpath moved from the kerbside to the middle of the two berms. This could also allow for street trees and landscaping, however at the western end of Blair Avenue, a number of hedges would have to be removed.
- (d) A turning head would be accommodated at the western end of the street. This turning head would be less than the recommended standard in the Infrastructure Design Standard, however this would be acceptable to the Christchurch City Council (CCC) Network Operations team as discussed in the Part 4 options meeting. The proposed build outs will highlight the change of environment between the two areas, and provide areas for landscaping.
- (e) The scheme could result in the loss of about five car parking bays. The initial design of the landscaping and footpath at the western end could result in the loss of hedges against private boundaries. Any works within 10 metres of the notable tree would require resource consent.
- (f) Option two has not been selected as the preferred option as it does not meet all the project objectives.

41. **Option 3 - (the preferred option)**

- (a) Option three replaces the kerb and channel on Blair Avenue and provides a distinction between the two environments in the street, the commercial area to the east and the residential area to the west.
- (b) In the commercial area a large build out is proposed at the intersection with Papanui Road. This shortens the crossing distance for pedestrians and therefore creates a more pedestrian friendly environment for Blair Avenue and for shoppers and users of the commercial uses on Papanui Road in the vicinity of Blair Avenue.
- (c) The proposed build out results in one lane exit to Papanui Road and one lane entry into Blair Avenue. A similar scheme has recently been constructed at Bellvue Avenue, the street to the north of Blair Avenue.
- (d) Three metre wide 90 degree angle, parking bays are included along the southern side of the carriageway in the commercial area. This creates 10 parking spaces. These parking bays would be time restricted to 60 minutes. The parking bay closest to Papanui Road within the 90 degree parking bays would be a mobility park. A cut down will be provided for the driver and pedestrian, and the space would measure 3.6m wide.

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- (e) In addition to these parks, three time limited (P120) parallel parking bays are proposed along the northern side of the carriageway.
- (f) The proposed parking numbers in this area of Blair Avenue would provide a net gain of one parking bay and one mobility park compared to the present.
- (g) A Type C treatment would be provided on Blair Avenue to slow vehicles entering the street from Papanui Road. The slow turning traffic will assist vehicles manoeuvring in and out of parking bays.
- (h) A flush pavement treatment is proposed to define the commercial and residential environments, and to make drivers aware they are entering a residential area. This is consistent with the Bellvue Avenue scheme currently being implemented to the north of Blair Avenue.
- (i) In the residential area, the road width will be reduced to 9 metres. Re-allocating road space to the footways and berms would allow for unobstructed footpaths, in addition to a new wide kerb side berm that would allow space for trees. The existing berm that runs along the private boundary will be reduced in size to accommodate the footpath and new berm, and the existing power poles will then be located within the grass and not in the footpath.
- (k) At the western end of the scheme, a landscaped formalised turning circle is proposed adjacent to the railway line.
- (l) It is proposed to remove some existing trees that are in poor condition. Any works within 10 metres of the notable tree would require resource consent.
- (m) The proposal will include upgrading the street drainage pipes, footpaths and street lighting and signs and markings as required, fully reconstruct the carriageway from Number 1 to Number 50 Blair Avenue and renew berms in the residential area.

10. INSTALLATION OF PARKING RESTRICTIONS FOR THE MOBILE LIBRARY SERVICE

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Alan Beuzenberg, Unit Manager, Transport and Greenspace
Author:	Greg Barnard, Public Transport Infrastructure Co-ordinator

PURPOSE OF REPORT

1. The purpose of this report is to provide information and to seek the resolution of the Board to install parking restrictions to provide the Council's Mobile Library Service vehicles with a consistent stopping place at each designated stop.

EXECUTIVE SUMMARY

2. The Mobile Library Service timetable has been reviewed under a separate process and changes to the timetable approved for implementation. This process also included the approval of the general location of stops.
3. It is proposed that parking restrictions will be such that the parking space will be available for general parking at times other than when being utilised by the Mobile Library.
4. It is proposed that Mobile Library Stops be installed at the locations listed below and that parking restrictions be in force at the times shown.

Address	Location	Day	Restriction times
65 Englefield Road	152 metres west of Crombie Green	Thursday	9am–11am
65 Englefield Road	152 metres west of Crombie Green	Tuesday	3pm–5pm
20 Richill Street	170 metres east of Main North Road	Thursday	10am–12pm
159 Kainga Road	20 metres north of Ourbridge Street	Thursday	12pm–2pm
159 Kainga Road	20 metres north of Ourbridge Street	Tuesday	12pm–1pm
7 Anfield Street (outside community centre)	100 metres east of Lower Styx Road	Thursday	1pm–3pm
7 Anfield Street (outside community centre)	100 metres east of Lower Styx Road	Tuesday	11am–12pm
331 Lower Styx Road (Opposite Heyders Road)	365 metres south of Spencerville Road	Thursday	2pm–4pm
331 Lower Styx Road (Opposite Heyders Road)	365 metres south of Spencerville Road	Tuesday	9am–11am
636 Main North Road (rear of 14 Wendon Mews)	460 metres north of Radcliffe Road	Tuesday	1pm–3pm
42 Northwood Boulevard (opposite # 6 Crombie Green)	75 metres north of Northwood Boulevard	Tuesday	2pm–4pm

FINANCIAL IMPLICATIONS

5. Costs of \$500 each for installing the stops including line marking and signage will be met from the Transport Infrastructure budget.

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

6. Yes.

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LEGAL CONSIDERATIONS

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
8. 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.
9. 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?

10. Yes. See above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. LTCCP– Provide a mobile library service to residents without access to a local library.

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

12. Yes, as per above.

ALIGNMENT WITH STRATEGIES

13. Provide community spaces through a comprehensive network of libraries and the mobile service.

Do the recommendations align with the Council's strategies?

14. Yes. Our Community Plan.

CONSULTATION FULFILMENT

15. All residents of properties adjacent to the proposed stops have been consulted and have agreed to the placement of the stops.

STAFF RECOMMENDATION

It is recommended that the Board resolve to place mobile library stops at the locations detailed below:

- (a) That a bus parking space restricted to Mobile Library vehicles only on Thursdays from 9am to 11am be installed on the southern side of Englefield Road commencing at a point 144 metres west of Crombie Green and continuing in a westerly direction for a distance of 20 metres.
- (b) That a bus parking space restricted to Mobile Library vehicles only on Tuesdays from 3pm to 5pm be installed on the southern side of Englefield Road commencing at a point 144 metres west of Crombie Green and continuing in a westerly direction for a distance of 20 metres.
- (c) That a bus parking space restricted to Mobile Library vehicles only on Thursdays from 10am to 12pm be installed on the southern side of Richill Street commencing at a point 172 metres east of Main North Road and continuing in an easterly direction for a distance of 20 metres.
- (d) That a bus parking space restricted to Mobile Library vehicles only on Thursdays from 12pm to 2pm be installed on the western side of Kainga Road commencing at a point 13 metres north of Ourbridge Street and continuing in a northerly direction for a distance of 20 metres.

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- (e) That a bus parking space restricted to Mobile Library vehicles only on Tuesdays from 12pm to 1pm be installed on the western side of Kainga Road commencing at a point 13 metres north of Ourbridge Street and continuing in a northerly direction for a distance of 20 metres.
- (f) That a bus parking space restricted to Mobile Library vehicles only on Thursdays from 1pm to 3pm be installed on the northern side of Anfield Street commencing at a point 100 metres east of Lower Styx Road and continuing in an easterly direction for a distance of 20 metres.
- (g) That a bus parking space restricted to Mobile Library vehicles only on Tuesdays from 11am to 12pm be installed on the northern side of Anfield Street commencing at a point 100 metres east of Lower Styx Road and continuing in an easterly direction for a distance of 20 metres.
- (h) That a bus parking space restricted to Mobile Library vehicles only on Thursdays from 2pm to 4pm be installed on the western side of Lower Styx Road commencing at a point 365 metres east of Spencerville Road and continuing in a southerly direction for a distance of 20 metres.
- (i) That a bus parking space restricted to Mobile Library vehicles only on Tuesdays from 9am to 11am be installed on the western side of Lower Styx Road commencing at a point 365 metres east of Spencerville Road and continuing in a southerly direction for a distance of 20 metres.
- (j) That a bus parking space restricted to Mobile Library vehicles only on Tuesdays from 1pm to 3pm be installed on the eastern side of Main North Road commencing at a point 460 metres north of Radcliffe Road and continuing in a northerly direction for a distance of 20 metres.
- (k) That a bus parking space restricted to Mobile Library vehicles only on Tuesdays from 2pm to 4pm be installed on the western side of Crombie Green commencing at a point 75 metres north of Northwood Boulevard and continuing in a north easterly direction for a distance of 20 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

11. CORRESPONDENCE

Any items of correspondence that have been received will be separately circulated to members.

12. COMMUNITY BOARD ADVISER'S UPDATE

12.1 CURRENT ISSUES

13. 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.

14. MEMBERS QUESTION