

**SHIRLEY/PAPANUI COMMUNITY BOARD
AGENDA**

WEDNESDAY 20 JULY 2011

AT 4PM

**BROOKLANDS COMMUNITY CENTRE HALL
3 ANFIELD STREET, BROOKLANDS**

Community Board: Chris Mene (Chairperson), Anna, Button, Ngaire Button, Kathy Condon, Pauline Cotter, Chris English and Aaron Keown.

Community Board Adviser

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1. APOLOGIES

2. CONFIRMATION OF MINUTES – 29 JUNE 2011

The minutes of the Board's meeting of Wednesday 29 June 2011 are **attached**.

CHAIRPERSON'S OR STAFF RECOMMENDATION

That the minutes of the Board's meeting of Wednesday 29 June 2011 be confirmed.

3. DEPUTATIONS BY APPOINTMENT

3.1 NEW ZEALAND TRANSPORT AGENCY - TRAFFIC CONGESTION REPORT

Mike Blyleven or Ryan Cooney, representatives from the New Zealand Transport Authority will present a deputation to the Board regarding the report on Traffic Congestion Management, to be considered as Clause 7 on the agenda for the meeting.

3.2 THE WHITE ELEPHANT TRUST

Nathan Durkin and Anthony Rohan from The White Elephant Trust will advise what services they are offering youth in the ward.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

5.1 The following notice of motion has been submitted by Pauline Cotter pursuant to Standing Order 3.10.1, for the 15 June 2011 meeting of the Shirley/Papanui Community Board, received on 2 June 2011.

"That the Shirley/Papanui Community Board grant \$1,000 from the 2010/11 Shirley/Papanui Discretionary Response Fund to Belfast Community Network to financially assist them with the cost of preparing their application for a resource consent to run a Belfast farmers market."

As the 15 June 2011 meeting was postponed, the notice of motion was submitted to the 22 June 2011 Extraordinary meeting where it was agreed to defer it until the meeting of 29 June 2011. At that meeting it was agreed that the notice of motion lay on the table.

6. BRIEFINGS

7. TRAFFIC CONGESTION MANAGEMENT

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Acting Transport & Greenspace Unit Manager
Author:	Paul Burden, Road Corridor Operations Manager

PURPOSE OF REPORT

1. The purpose of this report is to seek the Community Boards' endorsement and recommendation to Council concerning several measures to reduce traffic congestion following the 22 February 2011 earthquake.

EXECUTIVE SUMMARY

2. The 22 February 2011 earthquake has caused a significant and unprecedented increase in the level of traffic congestion in Christchurch. The primary factors that are contributing to this increase include; restrictions to traffic movement along some strategic arterials particularly within the Central Business District, the incapacitation of business activity in the Central Business District (CBD) the closure of schools and large retail centres in eastern areas and the associated migration of business, retail and educational activity to the west.
3. In the first two to three weeks following the earthquake event travel times were three to four times higher for many motor-vehicle journeys, particularly during the morning and evening peak periods. This situation was considered unacceptable both in terms of the level of service to the public and emergency services.
4. Civil Defence responded to the situation by setting up a Strategic Transport Routes team which comprised staff from the Council (CCC), New Zealand Transport Authority (NZTA) and the private sector. This team was tasked with the identification and implementation of traffic operational initiatives targeted at improving the level of service along key arterial routes in order to "Get Christchurch Moving".
5. Following extensive field work the team identified approximately 60 measures involving physical changes to the road network. Some of these were contingency measures. 36 measures have been implemented to date. A process involving modifications to a significant number of traffic signal timings to reflect changes in leg volumes and priorities ran in parallel.
6. Now that we have moved beyond the state of emergency, CCC, NZTA and Canterbury Earthquake Recovery Authority (CERA) are working together to "Keep Christchurch Moving" during the city recovery and rebuilding period. A monitoring and evaluation process to determine the effectiveness of each measure has recently been completed. This has led to recommendations for the tenure of each measure. Some initiatives have already been removed due to limited effectiveness, safety concerns or being no longer required. Most are operating effectively and are still required while travel patterns remain altered, businesses get back to full productivity and there is high levels of city recovery activities.

GETTING CHRISTCHURCH MOVING

7. The response to the elevated levels of traffic congestion has generally been targeted on main arterial roads and therefore focuses on the majority of road users i.e. motorists and heavy vehicles. This is purposeful in that it is considered vital for the recovery of the city to provide the highest possible level of service to move people and freight around the city. These works also benefit public transport in many instances and significant effort has also been made to provide strategic cycle connections where possible, particularly to replace the east/west link severed by the cordoned Central Business District. In some instances additional capacity has been created at significant intersections by removing kerb-side car parking and/or relocating cycle facilities to the footpath or adjacent routes. It is acknowledged that in some cases that creating a higher level of service for motorists has reduced the level of service to cyclists.

7. Cont'd

CONGESTION MANAGEMENT MEASURES

8. The measures that have, or are in the process of, being implemented to mitigate congestion are, by a large, considered temporary. However, in some instances, the increased congestion is merely a consequence of accelerated growth that would have occurred in a few years time. It is acknowledged that should the city fail to revert to pre-quake travel patterns then more comprehensive and integrated solutions to congestion need to be explored. The thrust of some of the opponents to removing on-road cycle facilities is that these alternative solutions should have been implemented during the emergency response phase. The reality is that measures such as bus-lanes, on-road cycle lanes and high occupancy vehicle lanes are high cost and difficult to implement. Removal and reinstatement of pre-existing street furniture (possibly including street trees) is also high cost. Travel plans and ride share schemes are useful but again they are slow in uptake creating a lag in the realisation of benefits.
9. The operational response which focussed on low cost (paint and signage), easily implemented (and removed) measures provided immediate benefits and this is considered appropriate given the circumstances.

Table 1 shows the complete list of measures investigated with an associated description and current status.

Project	Description	Status	Duration
Moorhouse Avenue @ Colombo Street overbridge	Priority repairs involving stabilisation of the overbridge to allow the bridge to re-open to traffic.	COMPLETE	NA
Moorhouse Avenue @ Science Alive	Priority repairs to the clock tower to allow Moorhouse Ave westbound lanes to re-open.	COMPLETE	NA
Main South Road / Symes Road	create merge lane out of Symes Road onto Main South Road to reduce left turn queues.	NO LONGER WARRANTED	NA
Fitzgerald Avenue north of Avonside Drive	Road subsidence and bridge damage repairs interim solution involves 2 lanes contra-flow on the east side of Fitzgerald Avenue.	COMPLETE	Until road repairs are complete
Main North Road / Cranford Street	Extension of the 2 south bound lanes on Main North Road to improve intersection clearance capacity and reduce left turn queues out of Cranford Street. Shared use path to be installed on eastern footpath.	COMPLETE	Until Pre-quake travel patterns are realised
Fitzgerald Avenue @ Avonside Drive	Road subsidence and bridge damage repairs interim solution involves 2 lanes contra-flow on the east side of Fitzgerald Avenue including and north Avonside Drive/Kilmore Street intersection. (Left turn only in and out of Avonside Drive and Kilmore Street).	COMPLETE	Until road repairs are complete
Idris Road / Straven Road / Fendalton Road	Ban Right Turns on Straven and Idris Road approaches to accommodate 2 through lanes to increase intersection capacity.	COMPLETE	Until Pre-quake travel patterns are realised
Main North Road / Northcote Road approach	Remove parking on Northcote Road west of the intersection to create a kerb side cycle lane and a wide traffic lane for merging.	COMPLETE	Permanent
Hills Road / North Avon Road	Install no stopping and mark 2 lanes on North Avon Road approach to the intersection.	COMPLETE	Permanent
Clarence Street / Whiteleigh Avenue	Extend 2 traffic lanes on Clarence Street south approach and departure side of the intersection to increase intersection capacity.	COMPLETE	Until Pre-quake travel patterns are realised
Aldwins Road @ Linwood Avenue	Priority building demolition required to optimise efficiency i.e. 2 lanes operational.	COMPLETE	NA
Avonside Drive / Stanmore Road	Approach repairs on north and south side of Stanmore Road plus signage to encourage redirect of northbound traffic.	COMPLETE	NA
Ferry Road @ Rutherford Street	Reconfigure lanes with dedicated left, through and right.	COMPLETE	Removed
Idris Road / Glandovey Road	Flow regulating using stop/go person to improve the efficiency of the roundabout.	COMPLETE (ceased on 1 May)	Removed

7. Cont'd

Project	Description	Status	Duration
Moorhouse Avenue @ Ferry Road	Increase lane capacity, ban right turns at Lancaster Street.	NOT PROGRESSSED	NA
Riccarton Road / Clarence Street	Extend 2 approach lanes on Clarence Street south of Riccarton Road, prevent right turns into private access ways and Nelson Street.	COMPLETE	Until Pre-quake travel patterns are realised
Brougham Street @ Ensors Road	Priority repairs- Large slump.	COMPLETE	NA
Ferry Road east of Wilsons Road	Priority repairs -remove rubble from dairy and open cycle lane.	NOT PROGRESSSED	NA
Bridle Path Road @ Port Hills Road	Increase corner radii to facilitate heavy vehicles.	COMPLETE	To be removed
Tennyson Street / Colombo Street / Strickland Street	Create 4 lanes by removing kerbside parking.	NOT PROGRESSSED	NA
Barrington Street / Milton Street / Frankleigh Street	Create 4 lanes by removing kerbside parking.	NOT PROGRESSSED	NA
Barrington Street	4 laning from Jerrold Street to first intersection and install a flush median from there.	NOT PROGRESSSED	NA
Barrington Street (Milton Street to Rose Street)	flush median.	NOT PROGRESSSED	NA
Curletts Road (Main South Road to Blenheim Road)	Remove flush median and refuge islands to enable a third lane to be installed and operated on a tidal basis (NZTA project).	COMPLETE	Likely permanent but in a revised form to reduce operation costs
Humphreys Drive @ Ferry Road	Priority pavement repair to enable re-opening of traffic lane.	COMPLETE	NA
Greers Road / Harewood Road	Signal phasing changes and changes to lane configuration on the north east Greers Road approach to improve intersection capacity – no stopping on departure side.	COMPLETE	Permanent
Papanui Road @ Bealey Avenue	Dual right turn lanes from Papanui Road into Bealey Avenue.	COMPLETE	Removed
Montreal Street (Brougham Street to Moorhouse Avenue)	Priority building repairs to enable opening of this section as soon as possible to relieve Right Turn congestion at Brougham Street.	COMPLETE	NA
Hospital Parking	Remove parking on grass berm enforce 2 hour time limit - to create turnover for visitor parking.	Ban on parking on grass is permanent; Parking enforcement under review	NA
Barbadoes Street	Priority building repairs to allow opening or partial opening for general traffic to relieve Fitzgerald Avenue congestion.	COMPLETE	NA
Hagley Park (within park) shared use lanes	Priority repairs of shared use lanes in North Hagley Park to improve level of service and connectivity for cyclists.	IN PROGRESS	NA
Avonside Drive / Linwood Avenue / Woodham Road	Priority repairs to intersection to improve levels of service.	COMPLETE	NA
Antigua Street (Moorhouse Avenue / St Asaph Street)	Create 4 lanes by removing kerbside parking.	NOT PROGRESSSED	NA
Strickland Street / Milton Street	Create 4 lanes by removing kerbside parking.	NOT PROGRESSSED	NA
Antigua Street / Tuam Street / Riccarton Avenue	Priority repairs to Oxford Terrace at ped tunnel investigate possible Bailey Bridge - Oxford Terrace Road repairs. Works completed Oxford Terrace now re-opened.	COMPLETE	NA
Riccarton Avenue (Hospital to Deans Avenue)	Create 4 lanes by removing kerbside parking.	NOT PROGRESSSED	NA
Riccarton Road (Deans Avenue to Bartlett Street)	Lengthen east bound approach lanes to roundabout.	COMPLETE	Permanent

7 Cont'd

Project	Description	Status	Duration
Durham Street South @ Brougham Street	Change lane configuration to favour changed volume splits, remove parking and install Give-way controls on side roads.	COMPLETE	Until one-way street network is re-established
Prestons Road / Styx Mill Road / Wilkinsons Road	Publicise this as an alternative new route.	NOT PROGRESSSED	NA
Johns Road / Sawyers Arms Road / Harewood Road	Publicise this as an alternative new route.	NOT PROGRESSSED	NA
Moorhouse Avenue / Barbadoes Street	Change lane configuration to favour changed volume splits.	COMPLETE	Until one-way street network is re-established
Hills Road, southbound approach to North Avon Road	Signage for southbound traffic to indicate alternative route using Stanmore Road.	COMPLETE	Until Pre-quake travel patterns are realised
Science Alive Clock Tower	Cycle routes: shared cycle lane / pedestrian path around barriers.	COMPLETE	Until building repairs are complete
Antigua Bridge @ Boat Shed	Cycle routes: Hospital detour.	COMPLETE	Until bridge is repaired
Park Terrace	Cycle routes: Opening to cyclist.	COMPLETE	NA
Bealey Avenue cycle lanes	Cycle routes: remove parking during peak periods 6-9am and 4-6pm and install cycle lanes.	COMPLETE	WITHDRAWN
Blenheim Road cycle lanes	Cycle routes: Remove parking & install cycle lanes (NZTA project).	COMPLETE	Permanent
Riccarton Road (Matipo Street to Mandeville Street)	Provide additional bus stop space and install sections of flush median to improve traffic flow along Riccarton Road by assisting right turn function.	COMPLETE	Permanent
St Asaph Street- Madras Street contra-flow cycle lane	Provide eastbound contra-flow cycle from Durham Street to High Street.	IN PROGRESS	Until alternative east/west cycle links are opened
Strowan Road / Glandovey Road / Rossall Street / Heaton Street	Widen right turn bay on Strowan Road to assist through lane traffic.	COMPLETE	Until Pre-quake travel patterns are realised
Durham Street South / Moorhouse Avenue	Lane marking changes to increase Left Turn capacity from Durham into Moorhouse.	COMPLETE	Until one-way street network is re-established
Riccarton Road / Riccarton Avenue / Deans Avenue	Cross hatching within intersection to discourage blocking.	IN PROGRESS	Trial (being monitored)
Bealey Avenue/ Carlton Mill Road / Harper Avenue / Park Terrace	Ban Right Turn from Harper Avenue for benefit of Bealey Avenue traffic flows.	COMPLETE	Until one-way street network is re-established
Grassmere Street	Extension of no stopping restriction to allow left turners on Grassmere Street to access intersection.	COMPLETE	Permanent
Hills Road @ Dudley Street	Extension of no stopping restriction and relocation of cycle lane to kerbside.	COMPLETE	Until site is rebuilt
Main North Road at Barnes Road intersection	Installation of no stopping restrictions.	COMPLETE	Permanent
Main South Road (Yaldhurst Rd to Craven Street)	Installation of no stopping restrictions.	COMPLETE	Permanent
Yaldhurst Road- Curletts to Main South	Relocate Bus stop and install no stopping restrictions.	In progress	Until Pre-quake travel patterns are realised

7. Cont'd

MONITORING AND EVALUATION

10. The monitoring and evaluation process for these measures will be ongoing, however to date there is sufficient evidence to draw some conclusions concerning the desired tenure of each change. This is largely based on operational effectiveness and the anticipated timeframes associated with elevated levels of congestion and/or the closure of strategic routes through the Central City. The outcome of this evaluation is a schedule of measures that are considered necessary to retain, and in some cases progress to completion. Of these, some would have otherwise required a decision from a Community Board and/or Council and this refined list is shown in Table 2. Note that projects on roads controlled by NZTA have been excluded from the Table and will be separately reported to relevant Community Board(s) by NZTA staff.

Table 2: Measures that Require Council Approval

Project	Description	Status	Duration
Main North Road / Cranford Street	Extension of the 2 south bound lanes on Main North Road to improve intersection clearance capacity and reduce left turn queues out of Cranford Street.	COMPLETE	Until Pre-quake travel patterns are realised
Idris Road / Straven Road / Fendalton Road	Ban Right Turns on Straven and Idris Road approaches to accommodate 2 through lanes to increase intersection capacity.	COMPLETE	Until Pre-quake travel patterns are realised
Main North Road / Northcote Road approach	Remove parking on Northcote Road west of the intersection to create a kerb side cycle lane and a wide traffic lane for merging.	COMPLETE	Permanent
Clarence Street / Whiteleigh Avenue	Extend 2 traffic lanes on Clarence Street south approach and departure side of the intersection to increase intersection capacity.	COMPLETE	Until Pre-quake travel patterns are realised
Riccarton Road / Clarence Street	Extend 2 approach lanes on Clarence Street south of Riccarton Road, prevent right turns into private accessways and Nelson Street.	COMPLETE	Until Pre-quake travel patterns are realised
Riccarton Road (Deans Avenue to Bartlett Street)	Lengthen east bound approach lanes to roundabout.	COMPLETE	Permanent
Greers Road / Harewood Road	Signal phasing changes and changes to lane configuration on the north east Greers Road approach to improve intersection capacity – no stopping on departure side.	COMPLETE	Permanent
Durham Street South @ Brougham Street	Change lane configuration to favour changed volume splits, remove parking and install Give-way controls on side roads.	COMPLETE	Until one-way street network is re-established
Riccarton Road (Matipo Street to Mandeville Street)	Provide additional bus stop space and install sections of flush median to improve traffic flow along Riccarton Road by assisting right turn function.	COMPLETE	Permanent
St Asaph Street- Madras Street contra-flow cycle lane	Provide eastbound contra-flow cycle from Durham Street to High Street.	IN PROGRESS	Until alternative east/west cycle links are opened
Strowan Road / Glandovey Road / Rossall Street / Heaton Street	Widen right turn bay on Strowan Road to assist through lane traffic.	COMPLETE	Until Pre-quake travel patterns are realised
Grassmere Street	Extension of no stopping restriction to allow left turners on Grassmere Street to access intersection.	COMPLETE	Permanent
Hills Road @ Dudley Street	Extension of no stopping restriction and relocation of cycle lane to kerbside.	COMPLETE	Until site is rebuilt
Main North Road at Barnes Road intersection	Installation of no stopping restrictions.	COMPLETE	Permanent
Main South Road (Curletts Rd to Craven Street)	Installation of no stopping restrictions.	COMPLETE	Permanent
Yaldhurst Road- Curletts to Main South	Relocate Bus stop and install no stopping restrictions.	In progress	Until Pre-quake travel patterns are realised
Hills Road / North Avon Road	Install no stopping and mark 2 lanes on North Avon Road approach to the intersection.	COMPLETE	Permanent
Bealey Avenue/ Carlton Mill Road / Harper Avenue / Park Terrace	Ban Right Turn from Harper Avenue for benefit of Bealey Avenue traffic flows.	COMPLETE	Until one-way street network is re-established

7. Cont'd

11. With the exception of the no-stopping restrictions on Grassmere Street and Barnes Road, all measures in Table 2 require formal ratification by the Council due to the metropolitan significance of the roads involved.
12. Most of the measures have been implemented at intersections. Additional capacity has been added predominantly by creating additional traffic lanes which in turn increases the capacity of a particular route. The most notable route where changes in travel patterns have seen a substantial increase in congestion comprises Heaton Street – Glandovey Road – Idris Road – Straven Road – Clarence Street – Whiteleigh Avenue.
13. Measures to increase capacity and improve intersection efficiency have been implemented at Blenheim/Clarence/Whiteleigh, Clarence/Riccarton/Straven and Glandovey/Heaton/Strowan. Metering of traffic flows using a “Stop/Go” person ceased at the Glandovey/Idris roundabout controlled intersection prior to the May school holidays.
14. Surveys of travel time and travel speed were used to compare the level of service in the period prior to intervention (April 2011) with the period post intervention (May 2011). This provides a reasonably robust basis to determine the effectiveness of a suite of congestion mitigating measures along this route. Metering of traffic flows at the Glandovey/Idris intersection was not occurring during the period of either the before or after surveys.
15. The findings of these surveys are summarised as follows:
 - (a) Average northbound travel time was reduced by 1 minute in the AM and 3 minutes in the PM peak periods.
 - (b) Average southbound travel time was reduced by 13 minutes in the AM and 1 minute in the PM peak periods.
 - (c) Average northbound speeds increased by 4 kilometres per hour during both the AM and PM peak periods.
 - (d) A significant increase was observed in average speeds in the AM peak in the southbound direction from 16 kilometres per hour in April to 28 kilometres per hour in May.
 - (e) Average speeds in the PM peak in the southbound direction in April and May were observed to be similar.
16. The detailed analysis is **attached (Attachment 1)**. The surveys reveal that the measures implemented are significantly improving the level of service along this route.
17. The performance of the other measures at other intersections have not been assessed using travel time of travel speed surveys because they are congestion “hot spots” rather than forming part of a definite route. However regular observations conducted by staff reveal significant improvements to the levels of congestion in the locations where changes have been made.

MEASURES BY WARD

18. The measures included in Table 2 which are located within the Shirley/Papanui ward are listed in Table 6.

Table 6: Shirley/Papanui Ward Measures

Project	Description	Status	Duration
Main North Road / Cranford Street	Extension of the 2 south bound lanes on Main North Road to improve intersection clearance capacity and reduce left turn queues out of Cranford Street. Shared use path to be installed on eastern footpath.	COMPLETE	Until Pre-quake travel patterns are realised
Main North Road / Northcote Road approach	Remove parking on Northcote Road west of the intersection to create a kerb side cycle lane and a wide traffic lane for merging.	COMPLETE	Permanent
Grassmere Street	Extension of no stopping restriction to allow left turners on Grassmere Street to access intersection.	COMPLETE	Permanent

7. Cont'd

Project	Description	Status	Duration
Hills Road @ Dudley Street	Extension of no stopping restriction and relocation of cycle lane to kerbside.	COMPLETE	Until site is rebuilt
Main North Road at Barnes Road intersection	Installation of no stopping restrictions to improve intersection efficiency.	COMPLETE	Permanent
Greers Road / Harewood Road	Signal phasing changes and changes to lane configuration on the north east Greers Road approach to improve intersection capacity – no stopping on departure side.	COMPLETE	Permanent
Hills Road / North Avon Road	Install no stopping and mark 2 lanes on North Avon Road approach to the intersection.	COMPLETE	Permanent

19. Some of the measures that have been implemented and some that are still being progressed simply involve general maintenance or repairs to reopen road sections and enable levels of service on strategic routes to revert to pre-quake levels. Other measures are considered general operational changes e.g. lane markings and adjustments to signal timings. Collectively these types of changes would generally not require a decision from either a Community Board or Council.
20. Many of the measures have necessitated removal of kerbside parking, turning bans, relocation/removal/installation of cycle lanes and installation of clearways etcetera. During the emergency period these measures were approved by Civil Defence through the National Controller. Legislation provided for this (refer Legal Considerations below). Now that the national state of emergency has been lifted the measures require formal ratification by a Community Board or Council.

CONSULTATION

21. The measures that have been implemented and those which are being progressed are considered important in the interests of mitigating significant congestion throughout the city. The national state of emergency necessitated swift action and there was very limited consultation on the majority of the projects. Most initiatives were listed on the Council earthquake website and leaflet drops were conducted for Curletts Road project. Post implementation some negative feedback was received from residents and businesses directly affected by some changes. Some of the initiatives involving a reduction in the level of service for cyclists have received feedback from a small number of cyclists and from the SPOKES organisation. Considering the number of the projects the amount of feedback has been very modest.
22. As mentioned, most of the measures are considered temporary and caveats have been placed on the recommendations to reflect this. The term of each measure will be determined through continual monitoring of traffic volumes. In the interests of expediting the benefits of the reduction in congestion and higher levels of service achieved through the implementation of these works, further consultation is not recommended.

FINANCIAL IMPLICATIONS

23. The costs associated with these projects were included with the contractors (Fulton-Hogan and City Care) emergency operational costs and are likely to be included in the Council's overall emergency response costs and associated claims.

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

24. As above.

7. Cont'd

LEGAL CONSIDERATIONS

25. Civil Defence Emergency Management Act 2002 Section 85, Emergency Powers of Civil Defence Emergency Management Groups, clause (1) (f):

“(1) While a state of emergency is in force in its area, a Civil Defence Emergency Management Group may;

(f) Prohibit or regulate land, air, and water traffic within the area or district to the extent necessary to conduct civil defence emergency management.”

26. 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.

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

28. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

29. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

31. As above.

ALIGNMENT WITH STRATEGIES

32. The recommendations align with the Council Strategies including the Road Safety Strategy 2004 and the Metropolitan Transport Statement.

Do the recommendations align with the Council's Strategies?

33. As above.

CONSULTATION FULFILMENT

34. Refer paragraph 12.

STAFF RECOMMENDATIONS

It is recommended that the Shirley/Papanui Board make the following recommendations to Council:

MAIN NORTH ROAD/NORTHCOTE ROAD - NO STOPPING RESTRICTION (Attachment 2 - PLAN TG116001)

Revoke the following restrictions on Northcote Road:

- (ab) That all existing parking restrictions on the south side of Northcote Road between its intersection with Lydia Street and its intersection with Main North Road be revoked.

7. Cont'd

- (ac) That all existing parking restrictions on the north side of Northcote Road between its intersection with Fenchurch Street and its intersection with Main North Road be revoked.
- (ad) That the cycle lane commencing at the intersection of Fenchurch Street and extending in an easterly direction to its intersection with Main North Road be revoked.

Approve the following on Northcote Road:

- (ae) That the stopping of vehicles be prohibited at any time on the south side of Northcote Road commencing at the intersection with Lydia Street and extending in an easterly direction to its intersection with Main North Road.
- (af) That the stopping of vehicles be prohibited at any time on the north side of Northcote Road commencing at the eastern kerbline of its intersection with Fenchurch Street and extending in an easterly direction for a distance of 28.5 metres.
- (ag) That a bus stop box be installed on the north side of Northcote Road commencing at a point 28.5 metres from the eastern kerbline of Fenchurch Street and extending in an easterly direction for a distance of 13 metres.
- (ah) That the stopping of vehicles be prohibited at any time on the north side of Northcote Road commencing at a point 41.5 metres from the eastern kerbline of its intersection with Fenchurch Street and extending in an easterly direction to its intersection with Main North Road.

MAIN NORTH ROAD/CRAFORD STREET - SHARED PATH (Attachment 3 - PLAN TG112901a)

Note: The following recommendations and revocations (ai – aj) will remain in place until Pre-quake travel patterns are realised.

Revoke the following cycle lanes on Main North Road:

- (ai) That the cycle lane commencing at a point 24 metres from the northern point of the south-eastern island at the Cranford Street intersection and extending in a south-westerly direction to its intersection with Meadow Street be revoked.

Approve the following on Main North Road:

- (aj) That the pathway on the eastern side of Main North Road commencing at the Cranford Street intersection and extending in a south-westerly direction to its intersection with Meadow Street be resolved as a shared pedestrian/cycle pathway.

HILLS ROAD/NORTH AVON ROAD - NO STOPPING RESTRICTION (Attachment 4 PLAN TG116101)

Revoke the following parking restrictions on North Avon Road:

- (ak) That all existing parking restrictions on both sides of North Avon Road between its intersection with Hills Road and extending in an easterly direction for a distance of 20 metres be revoked.

Revoke the following parking restrictions on Hills Road:

- (al) That all existing parking restrictions on the west side of Hills Road between its intersection with Whitmore Street and extending in a northerly direction for a distance of 174 metres be revoked.

Approve the following on North Avon Road:

- (am) That the stopping of vehicles be prohibited at any time on the south side of North Avon Road commencing at the intersection with Hills Road and extending in an easterly direction for a distance of 42 metres.

7. Cont'd

- (an) That the stopping of vehicles be prohibited at any time on the north side of North Avon Road commencing at the intersection with Hills Road and extending in an easterly direction for a distance of 10 metres.

Approve the following on Hills Road:

- (ao) That the stopping of vehicles be prohibited at any time on the west side of Hills Road commencing at its intersection with Whitmore Street and extending in a northerly direction for a distance of 156 metres.
- (ap) That a bus stop box be installed on the west side of Hills Road commencing at a point 156 metres from the northern kerbline of Whitmore Street and extending in a northerly direction for a distance of 14 metres.
- (aq) That the stopping of vehicles be prohibited at any time on the west side of Hills Road commencing at a point 170 metres from the northern kerbline of Whitmore Street and extending in a northerly direction for a distance of 6 metres.

HILLS ROAD/DUDLEY STREET - NO STOPPING RESTRICTION (Attachment 5 - PLAN TG115401)

Note: The following recommendations and revocations (ar - as) will remain in place until the businesses on the site are re-established.

Revoke the following parking restrictions on Hills Road:

- (ar) That all existing parking restrictions on the east side of Hills Road between its intersection with Dudley Street and its intersection with Guild Street be revoked.

Approve the following on Hills Road:

- (as) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at its intersection with Dudley Street and extending in a northerly direction to its intersection with Guild Street.

GRASSMERE STREET - NO STOPPING RESTRICTION (Attachment 6 - PLAN TG115501A)

Revoke the following parking restrictions on Grassmere Street:

- (at) That all existing parking restrictions on the south-western side of Grassmere Street between its intersection with Main North Road and extending in a south-easterly direction for a distance of 20 metres be revoked.

Approve the following on Grassmere Street:

- (au) That the stopping of vehicles be prohibited at any time on the south-western side of Grassmere Street commencing at the intersection with Main North Road and extending in a south-easterly direction for a distance of 28.5 metres.

MAIN NORTH ROAD/BARNES ROAD - NO STOPPING RESTRICTION (Attachment 7 -PLAN TG115601)

Revoke the following parking restrictions:

- (av) That any existing parking restrictions at any time on the western side of Main North Road commencing at the intersection with Barnes Road and extending in a northerly direction for a distance of 30 metres be revoked.

7. Cont'd

Approve the following on Main North Road:

- (aw) That the stopping of vehicles be prohibited at any time on the western side of Main North Road commencing at the intersection with Barnes Road and extending in a northerly direction for a distance of 30 metres.
- (ax) That the stopping of vehicles be prohibited at any time on the western side of Main North Road commencing at the intersection with Barnes Road and extending in a southerly direction for a distance of 21.5 metres.

Approve the following on Barnes Road:

- (ay) That the stopping of vehicles be prohibited at any time on the southern side of Barnes Road commencing at the intersection with Main North Road and extending in a westerly direction for a distance of 21 metres.
- (az) That the stopping of vehicles be prohibited at any time on the northern side of Barnes Road commencing at the intersection with Main North Road and extending in a westerly direction for a distance of 18.5 metres.

GREERS ROAD/HAREWOOD ROAD – NO STOPPING RESTRICTION (Attachment 8 - PLAN TG115001)

Note: The following recommendations and revocations (ba – bb) will remain in place until Pre-quake travel patterns are realised.

Revoke the following parking restrictions:

- (ba) That any existing parking restrictions at any time on the south-eastern side of Greers Road commencing at the intersection with Harewood Road and extending in a south westerly direction for a distance of 45 metres be revoked.

Approve the following on Greers Road:

- (bb) That the stopping of vehicles be prohibited at any time on the south-eastern side of Greers Road commencing at the intersection with Harewood Road and extending in a south westerly direction for a distance of 89 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

8. CAVENDISH ROAD/BARNES ROAD - PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager, City Environment DDI 941-8608
Officer responsible:	Road Corridors Manager, Transport and Greenspace
Author:	Penny Gray, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that the stopping of vehicles be prohibited at any time along the east side of Cavendish Road at its intersection with Barnes Road

EXECUTIVE SUMMARY

2. Staff have received a request from a local resident to install no stopping restrictions at the intersection of Barnes Road and Cavendish Road. Site inspections have confirmed that there is heavy parking in this area and a need for no stopping restrictions at this site (refer **Attachment 1**).
3. Cavendish Road is classified as a collector road, is approximately 10 metres wide, and has a 70 kilometres per hour posted speed limit. Bus route number 11 travels in both directions along Cavendish Road. Due to the earthquake, businesses have relocated to the Cavendish Business Park and it is now fully occupied. This has increased the pressure on parking along Cavendish Road. Generally drivers are parking appropriately but since there is a high demand for parking in this area staff would like to formalise parking at this intersection.
4. No consultation was undertaken for this scheme. This is seen as a safety measure and the installation of no stopping restrictions along Cavendish Road does not directly affect residential or commercial properties as there is no frontage along this section.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is approximately \$75.

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

7. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

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. The list of delegations for the Community Boards includes the resolution of parking restrictions.
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. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

8 Cont'd

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

13. As above.

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the with Council Strategies including the Parking Strategy 2003 and Road Safety Strategy 2004

Do the recommendations align with the Council's strategies?

15. As above.

CONSULTATION FULFILMENT

16. As noted in paragraph 4 there was no consultation undertaken with this scheme.
17. The Officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

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

- (a) That the stopping of vehicles be prohibited at any time on the east side of Cavendish Road commencing at the northern kerbline of its intersection with Barnes Road and extending in a northerly direction for a distance of 17 metres;
(b) That the stopping of vehicles be prohibited at any time on the east side of Cavendish Road commencing at the southern kerbline of its intersection with Barnes Road and extending in a southerly direction for a distance of 15 metres.

CHAIRPERSON'S RECOMMENDATION

That staff recommendation be adopted.

9. AVERILL STREET PROPOSED ANGLE PARKING

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Manager, Road Corridors
Author:	Penny Gray, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that Angle Parking and a Motorcycle Park to be installed on the north side of Averill Road outside of Shirley Boys' High School.

EXECUTIVE SUMMARY

2. Staff received a request from Shirley Boys' High School, pre-earthquake, to install angle parking along the north side of Averill Street outside the school (refer **Attachment 1**). Shirley Boys' High is currently sharing schools with Papanui High School but are scheduled to return to Shirley Boys' High School site on 1 August 2011.
3. Averill Street is a local residential road running between North Parade and Stapletons Road. It is a 14 metre wide road that is predominately old dish channel. Along most of the Shirley Boys' High School frontage is new kerb and channel. This kerb type is ideal to install 90 degree angle parking against. At the intersection with North Parade there is an existing kerb buildout on the northern side which further supports the installation of angle parking. The angle parking is only proposed along the new kerb and channel and not along the old dish channel section for safety reasons.
4. Shirley Boys' High School places a large demand on parking in the area. The installation of 17 angle parks will increase the available parking in the area by nine spaces and will help to alleviate some of the parking pressure. Parallel parks are to be marked on either side of the angle parking to indicate to drivers that the angle parking has finished. We have also proposed a designated Motorcycle Park to keep the motorcycles and scooters in one area of the road (refer **Attachment 1**).
5. A total of 13 consultation leaflets were sent out. 11 residents with frontage along Averill Street between Chrystal Street and North Parade were consulted. In addition Shirley Boys' High School and the Christchurch City Council were also consulted having frontages on the north side of Averill Street. Seven responses were received. Four in favour, two against and one with no comment. One of the residents that voted against this proposal was opposed because of the belief that students at Shirley Boys' High School drive recklessly and litter Averill Street. These are considered educational problems and the installation of angle parking will not augment these issues. The other resident opposed to this proposal listed a number of items that related to the behaviour of the school pupils and the school in general. They listed litter in the street, poor driving practices, congestion and parking strategies for schools as issues. A comprehensive reply was sent to this resident and no response has been received. We believe that the issues raised were educational and enforcement issues and the proposed angle parking would help alleviate these issues.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is approximately \$900

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

7. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

8. 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.

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. The list of delegations for the Community Boards includes the resolution of parking restrictions.
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 LTP AND ACTIVITY MANAGEMENT PLANS

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

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

13. As above.

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

15. As above.

CONSULTATION FULFILMENT

16. Thirteen consultation leaflets were sent out to residents of Averill Street and Shirley Boys' High School and Christchurch City Council. Seven responses were received with four in support, two against the proposal and one with no comment. It is considered that the installation of angle parking will not add to the concerns raised by the residents opposed.
17. The Officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Board approve:

- (a) That the parking of vehicles be restricted to 90 degree angle parking on the north side of Averill Street commencing at a point 43 metres west of the western kerbline of its intersection with North Parade and extending in a westerly direction for a distance of 47 metres
- (b) That a Motorcycle Park be installed on the north side of Averill Street commencing at a point 90 metres west of the western kerbline of its intersection with North Parade and extending in a westerly direction for a distance of 6 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

10. ACHESON AVENUE SERVICE LANE PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Acting Unit Manager, Transport and Greenspace
Author:	Penny Gray, Traffic Engineer - Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to extend the existing no stopping restriction along the Acheson Avenue service lane to achieve no stopping on both sides along the full length of the lane.

EXECUTIVE SUMMARY

2. Staff have received a request from residents living on Acheson Avenue service lane, to extend the 'no stopping' restriction as mentioned above. Currently there are no stopping restrictions along the straight sections of the service lane but not around the corner. People using the park adjacent to the service lane are parking around the corner. This corner parking blocks access for residents and creates a potential conflict point. A short length of additional 'no stopping' is recommended by staff to solve this problem, as shown on **Attachment 1**.
3. Acheson Avenue service lane is a narrow 6 metre wide lane that is used mainly by delivery vehicles and residents accessing their properties. Macfarlane Park runs along the northern section of Acheson Avenue service lane. This park is popular in the weekends when sport events are held at the park. People park around the corner that is not marked and on existing no parking lines.
4. 13 consultation leaflets were sent out to residents on Acheson Avenue service lane. Three were returned from New Zealand Post stating there was no address and two residents responded. Both responses were in favour of the proposal. There has been significant earthquake damage to half the buildings along this lane and this could account for the poor response. 21 Acheson Avenue is earthquake damaged and not occupied at present.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is approximately \$300.

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

7. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

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. The list of delegations for the Community Boards includes the resolution of parking restrictions.
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 LTP AND ACTIVITY MANAGEMENT PLANS

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

10 Cont'd

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

13. As above.

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Council Strategies including the Parking Strategy 2003 and the Road Safety Strategy 2004.

Do the recommendations align with the Council's Strategies?

15. As above.

CONSULTATION FULFILMENT

16. Two responses were received from the 13 posted out. Both responses were in favour of the proposal.
17. The Officer in Charge- Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Board:

Revoke the following parking restrictions:

- (a) That any existing parking restrictions on both sides of Acheson Avenue Service Lane between the intersection with Acheson Avenue and the intersection with Emmett Street be revoked.

Approve the following on Acheson Avenue Service Lane:

- (b) That the stopping of vehicles be prohibited at any time on the west and north side of Acheson Avenue Service Lane commencing at the intersection with Acheson Avenue and extending to its intersection with Emmett Street.
- (c) That the stopping of vehicles be prohibited at any time on the south and east side of Acheson Avenue Service Lane commencing at the intersection with Acheson Avenue and extending to its intersection with Emmett Street.

CHAIRPERSON'S RECOMMENDATION

For discussion.

11. APPLICATION TO SHIRLEY/PAPANUI COMMUNITY BOARD 2010/11 DISCRETIONARY RESPONSE FUND – PAPANUI RETURNED AND SERVICES ASSOCIATION

General Manager responsible:	General Manager, Community Services Group, DDI 941-8607
Officer responsible:	Carolyn Gallagher, Unit Manager, Community Support Unit
Author:	Bruce Meder, Community Development Adviser, Community Support Unit

PURPOSE OF REPORT

1. The purpose of this report is for the Shirley/Papanui Community Board to consider an application for funding from its 2011/12 Discretionary Response Fund from Papanui Returned and Services Association.

EXECUTIVE SUMMARY

2. In 2011/12, the total pool available for allocation for the Discretionary Response Fund is \$51,197. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
3. The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
4. At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
5. The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
 - (a) Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
 - (b) Projects or initiatives that change the scope of a Council project; and
 - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.

Council also made a note that: *"Community Boards can recommend to the Council for consideration grants under (b) and (c)."*
6. Based on this criteria, the application from Papanui RSA for ANZAC Day costs is eligible for funding.
7. Detailed information on the application and staff comments are included in the attached Decision Matrix. (Attachment 1)

FINANCIAL IMPLICATIONS

8. There is currently \$51,197 remaining in the Board's 2011/12 Discretionary Response Fund.

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

9. Yes, see page 184 of the LTCCP regarding community grants schemes including Board funding

LEGAL CONSIDERATIONS

10. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with LTCCP and Activity Management Plans, page 172 and 176

11 Cont'd

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

12. Yes, see LTCCP pages 176 and 177 regarding community grants schemes, including Board funding.

ALIGNMENT WITH STRATEGIES

13. Refer to the attached Decision Matrix.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board decline this application from Papanui Returned and Services Association for ANZAC Day service costs.

CHAIRPERSON'S RECOMMENDATION

For discussion.

12. CORRESPONDENCE

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

13. COMMUNITY BOARD ADVISER'S UPDATE

13.1 CURRENT ISSUES

13.2 BOARD FUNDING UPDATE 2010/11 (ATTACHED)

13.3 CSR REPORT FOR APRIL - JUNE 2011 (ATTACHED)

14. 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.

15. MEMBERS' QUESTION

16. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.