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**SHIRLEY/PAPANUI COMMUNITY BOARD
5 SEPTEMBER 2007**

**A meeting of the Shirley/Papanui Community Board
was held on Wednesday 5 September 2007 at 4.00 pm
in the Boardroom, Papanui Service Centre**

PRESENT: Yvonne Palmer (Chairperson), Myra Barry, Bill Bush, Ngaire Button,
Megan Evans, Graham Condon and Norm Withers.

APOLOGIES: Nil.

The Board reports that:

PART B – REPORTS FOR INFORMATION

1. PROPOSED PLAN CHANGE 20 – PRIVATE PLAN CHANGE TO REZONE 250 CRANFORD STREET AND 215 INNES ROAD FROM LIVING 1 TO BUSINESS 1 (SUPPLEMENTARY ITEM)

This report was referred (by way of a Chairperson's report) to the 13 September 2007 meeting of Council.

2. DEPUTATIONS BY APPOINTMENT

2.1 PROPOSED TRAFFIC CHANGES TO SAWYERS ARMS ROAD

Bruce Walters and Martin Todd addressed the Board. Mr Todd tabled a paper.

Mr Walters was concerned at the loss of on-street parking as proposed in the report to be considered later in the meeting. He proposed an alternative solution:

- Create a pedestrian entrance off Glasnevin Drive at Tulett Park
- Extend the existing footpath in Tulett Street by 50 metres to the Emmanuel School boundary
- Emmanuel School to create a walkway from Tulett Street to the school, or;
- Negotiate with the Papanui Club to use their driveway for pedestrian use
- Encourage Cotswold School parents from Glasnevin Drive to turn left into Sawyers Arms Road.

Mr Todd stated that the pedestrian island had benefits. His neighbours disagreed with the loss of parking (it was clarified that eight neighbours had been canvassed).

The Chairperson invited two parents who were present to contribute to discussions. They stated that 235 households had petitioned in favour of the plan. They favoured a back entrance to the school, were comfortable with the proposed pedestrian refuge and supported a give-way sign for Glasnevin Drive. Currently six parents have joined forces to ensure safe road crossing for their children.

The Board **received** the information.

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3. NOTICES OF MOTION

Pursuant to Standing Order 2.16.1, the following Notice of Motion had been received in writing:

(i) **MAHARS ROAD/WESTMINSTER STREET**

“That the Board request staff to install yellow no-parking lines on both sides of the corner of Mahars Road and Westminster Street.”

The Board **resolved** that the notice of motion be adopted.

The Network Operations and Traffic Systems staff will now prepare a report seeking approval of the restrictions involved.

4. CORRESPONDENCE

The following correspondence was tabled:

- **Sharyn Waretini**
Requesting parking restrictions outside 103 Westminster Street.
- **Ashley and Penelope Cunliffe**
Thanks for Heritage Award.
- **Local Government New Zealand**
Community Board Executive Committee survey to identify roles.

The Board **received** the correspondence and requested that it be acknowledged and that the correspondence on Westminster Street be forwarded to the appropriate staff for action.

5. UPDATE FROM COMMUNITY BOARD ADVISER

The Board **received** an update on current issues from its Community Board Adviser.

5.1 UPDATE ON BOARD FUNDING

The Board **received** the information and schedules detailing the Board's 2007/2008 Discretionary, SCAP, Youth Development and Sport and Recreation Funds.

5.2 CUSTOMER SERVICE REQUESTS

The Board:

- (a) **Received** the information on streets maintenance customer requests for service received for the ward, from 25 July to 28 August 2007.
- (b) Noted that the street cleaning team were doing a good job within the ward but that complaints had been received about lack of cleaning in Bellevue Avenue and from the Averill Street/Chrystal Street corner to North Parade.

6. CHAIRPERSON'S AND BOARD MEMBERS' INFORMATION EXCHANGE

Board members provided an update on recent community activities/Council issues.

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7. SUPPLEMENTARY REPORT

The Chairperson referred to the following late item which had been circulated after the agenda had been distributed:

- Report on Proposed Plan Change 20 - Private Plan change to rezone 250 Cranford Street and 215 Innes Road from Living 1 to Business 1.

The Chairperson advised that it had not been possible to circulate this item with the agenda as the report was not available at that time but that it was essential that the item be considered at the present meeting, to allow the Board's recommendations to be considered at the Council meeting on 13 September 2007.

It was **resolved** that the late item be received and considered at the present meeting.

The meeting **recessed** from 6.30 pm until 7.00 pm to enable the Board to hold a seminar on this topic with the Planner and City Plan Team Leader.

The Board **decided** to recommend that the Council agree to accept the plan change application as a private plan change pursuant to clause 25 of the 1st Schedule to the Resource Management Act 1991 and publicly notify it accordingly.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

8. CONFIRMATION OF REPORT

The Board **resolved** that the report of the ordinary meeting of the Board held on Wednesday 15 August 2007 be confirmed subject to an amendment to correspondence to change "Megan Blair" to "Megan Evans".

9. YOUTH DEVELOPMENT FUNDING – PAPANUI YOUTH DEVELOPMENT TRUST

At the meeting of the Youth Development Fund Subcommittee held earlier in the day, a decision on a group application for 20 young people to attend the Rock Solid Camp in September requested by the Papanui Youth Development Trust was deferred until further information regarding previous funding was available.

The Board was informed that \$1,000 had been previously granted. However, this was for attendance at the camp of a teacher only.

The Board **resolved** to grant \$1,000 from the Board's 2007/2008 Youth Development Fund for Phillip Norris, Shaquille Holland Faraimo Vai, Adam Lange, Troy Pahi, Titaa Te Ariki, Stephanie Murray, Sophie Kapea, Sharanni Clarke, Monique Jack-Kino, Maria Hatcher, Ashleigh Davidson, Brittany Hanser, Chanelle Long, Kerita Stowers, Mikayla Teilza, Ocheana Berryman, and Renee Wootton, to attend the Rock Solid Camp in September 2007.

10. REQUEST FOR FUNDING – GRANT BALLINGER

The Board considered a report on an application for funding from the 2007/08 Discretionary fund to assist Grant Ballinger to attend the Special Olympics 2007 World Summer Games in China with the New Zealand Basketball Team.

The Board **resolved** to grant \$1,000 from 2007/2008 discretionary funds to enable the applicant, Grant Ballinger, to attend the World Summer Special Olympics Games in China from 21 September-17 October 2007.

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11. STYX RIVER CONSERVATION RESERVE (REDWOOD SPRINGS) PLAYGROUND

The Board considered a report seeking approval to proceed to detailed design and construction/implementation of the Styx River Conservation Reserve (Redwood Springs) playground.

It was agreed that the report presented “best practice” in terms of consultation undertaken and was a model that could be presented to the next Community Board Chairperson’s meeting.

The Board **resolved** to:

- (a) Grant approval for the plan in attachment 3 to proceed to detailed design and construction/implementation.
- (b) Approve restrictions prohibiting the stopping of vehicles at any time on:
 - (i) The south side of Willow View Drive commencing from its intersection with Riverwood Boulevard and extending in a westerly direction for a distance of 14.0 metres.
 - (ii) The south side of Willow View Drive commencing from its intersection with Riverwood Boulevard and extending in a easterly direction for a distance of 30.0 metres.
 - (iii) The north side of Willow View Drive commencing at a point 12.0 metres west of Riverwood Boulevard and proceeding in an easterly direction for a distance of 65.0 metres.
 - (iv) The east side of Riverwood Boulevard commencing from its intersection with Willow View Drive and proceeding in a southerly direction for a distance of 15.0 metres.
 - (v) The west side of Riverwood Boulevard commencing from its intersection with Willow View Drive and proceeding in a southerly direction for a distance of 10.5 metres.

12. SAWYERS ARMS ROAD AT COTSWOLD AVENUE INTERSECTION

The Board considered a report seeking the joint approval of the Shirley/Papanui and Fendalton/Waimairi Community Boards to proceed to final design, tender and construction of the safety improvement works in Sawyers Arms Road at the Cotswold Avenue and Glasnevin Drive intersections.

Peter Rivers, project manager, clarified for members that the width of the road and median refuge, precluded parking clearways being considered, and noted that Sawyers Arms Road was an arterial road which resulted in high traffic numbers. Board members stated that appropriate signage alerting drivers they were entering a residential/school area was important. It was confirmed that “Safer Routes to School” signs had been added to the project.

Traffic counts for Sawyers Arms Road were provided – these showed 8,800 vehicles per day in 1998 and 12,060 in 2007.

The suggestion by the deputation early in the day of parking in Glasnevin Street was considered. Mr Rivers stated that would not assist in reducing traffic speed or modifying truck driver behaviour.

The Board **resolved** to:

- (a) Approve the Sawyers Arms Road Crossing facility project to proceed to final design, tender and construction, as shown on the construction plan.
- (b) Approve revocation of the following current stopping prohibition:
 - (i) That the existing prohibition of the stopping of vehicles on the north side of Sawyers Arms Road commencing at a point 51 metres east of its intersection with Cotswold Avenue and extending 26 metres in an easterly direction be revoked.

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- (c) Approve the following new "no stopping" restrictions:
- (i) Sawyers Arms Road, south side from a point 64 metres west of the intersection with Cotswold Avenue to the intersection with Cotswold Avenue.
 - (ii) Sawyers Arms Road, south side, from a point 20 metres east of the intersection with Cotswold Avenue to the intersection with Cotswold Avenue.
 - (iii) Sawyers Arms Road, south side, from a point 32 metres east of the intersection with Cotswold Avenue to a point 87 metres east of the intersection with Cotswold Avenue.
 - (iv) Sawyers Arms Road, north side, from a point 67metres west of the intersection with Cotswold Avenue east to a point 25 metres east of the intersection with Glasnevin Drive.
 - (v) Cotswold Avenue, west side, from the intersection with Sawyers Arms Road south for a distance of 8 metres.
 - (vi) Cotswold Avenue, east side, from the intersection with Sawyers Arms Road south for a distance of 8 metres.
- (d) Approve moving existing bus stops as follows:
- (i) That the existing bus stop be revoked from the north side of Sawyers Arms Road at its present position commencing 35 metres east of the intersection with Cotswold Avenue and extending 17 metres in an easterly direction, and reinstated on the north side of Sawyers Arms Road commencing metres 18 metres west of the intersection with Glasnevin Drive and extending 12 metres in a westerly direction.
 - (ii) That the existing bus stop be revoked from the south side of Sawyers Arms Road at its present position commencing 36 metres east of the intersection with Cotswold Avenue and extending 19 metres in a easterly direction, and reinstated on the south side of Sawyers Arms Road commencing 20 metres east of the intersection with Cotswold Avenue and extending 12 metres in an easterly direction.

13. INNES ROAD - PARKING RESTRICTIONS

The Board considered a report from Basil Pettigrew, Traffic Engineer, informing it of the outcome of the consultation regarding the implementation of a combination of P10/P30 restricted parking zones in Innes Road.

The Board **resolved** to approve the following parking restrictions:

- (a) That all existing parking restrictions on Innes Road between Philpotts Road and Mahars Road be rescinded.
- (b) That the parking of vehicles be restricted to a maximum period of 30 minutes Monday to Friday on the south side of Innes Road commencing at a point 143 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a south westerly direction for a distance of 24 metres.
- (c) That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Innes Road commencing at a point 112.5 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a south westerly direction for a distance of 19 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Innes Road commencing at a point 67.5 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a south westerly direction for a distance of 13 metres.

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- (e) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Innes Road commencing at a point 56.5 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a south westerly direction for a distance of 13 metres.
- (f) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Innes Road commencing at a point 34 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a south westerly direction for a distance of 13 metres.
- (g) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Innes Road commencing at a point 15.0 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a north easterly direction for a distance of 23.5 metres.
- (h) That the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Innes Road commencing at a point 52 metres from its intersection with the easterly kerb line of Philpotts Road and extending in a north easterly direction for a distance of 6 metres.
- (i) That the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Innes Road commencing at a point 96 metres from its intersection with the eastern kerb line of Philpotts Road and extending in a north easterly direction for a distance of 11 metres.

14. HAREWOOD ROAD PEDESTRIAN AND CYCLE SAFETY

The Board considered a report providing information on the outcomes and recommendations of a traffic management study concerning pedestrian and cycle safety on Harewood Road between Sails Street and the railway line.

The Chairperson advised that although she lived in the area affected by the proposal, she had no pecuniary or non-pecuniary conflict of interest.

She advised that additional information had been sought from the report writer and it could now be reported that surveys of all pedestrian crossing movements between the railway and Harris Crescent over the period 8am to 5pm revealed a consistent number of pedestrians crossing Harewood Road. The total volume of crossing movements over the nine hour day was 484, with the maximum hourly volume being 22 movements in the section between St James Avenue and the railway during the hour ending 9am. Typically hourly volumes within each road section ranged between five and 15 movements. The number of sensitive pedestrians (elderly and young children) was typically less than three per hour and comprised approximately 11% of the total crossing movements. This information had been captured from static video use.

Paul Burden (consultant) clarified that the approximate cost of a zebra crossing with kerb extensions and lighting is \$80,000 and that there were no road safety or overall level of service benefits to road users with this option. The best solution was as presented – this separates the two traffic streams and mitigates existing problems. He had spoken to the Schools Coordinator in terms of child safety, and she had agreed this was the best solution.

Yvonne Palmer stated there was a need to investigate using a Road Safety Officer. Also, while recognising this was outside the scope of the project, signalised pedestrian and cyclist lights at the Harewood Road railway crossing needed investigation. It was agreed that the Pavement Maintenance Team Leader would be asked to investigate this.

Yvonne Palmer stated the need for an independent consultant to be used when the plan moved to the next stage of development. Megan Evans advised this was not a decision the Community Board should be making.

It was **resolved** that that the Board support the Traffic Management Plan in principle and that the Board seek a deputation to the Council asking for consideration for funding as a priority under the community outcome of a "Safe City".

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15. NEIGHBOURHOOD WEEK FUNDING

The purpose of this report was to set in place a decision making process for applications for Neighbourhood Week funding.

Megan Evans saw the importance of rest homes being made aware of this funding opportunity.

It was **resolved** that the Board:

- (a) Reaffirm authority being given to the Events Committee to receive the applications for consideration, and to allocate funds accordingly.
- (b) Allocate a set contingency amount from the Board's Discretionary fund should the demand for funding exceed the Board's funds set aside, and the Events Committee allocating the funds decide that the number of applications received warrants applying extra funding.

16. EXTRAORDINARY MEETINGS

It was **resolved** that the following extraordinary meetings of the Board be held:

- On 26 September 2007 at 5 pm: joint meeting with the Burwood/Pegasus Board to discuss the Bunnings development in Marshlands Road (apology Megan Evans).
- On 19 September 2007 at 1 pm: to consider a report on Character Housing Maintenance Grants, resuming again at a time to be advised to deal with other business (apology Norm Withers).
- On 3 October 2007 at 4 pm: to consider a report on non-parking areas and any other business.

The meeting concluded at 7.40 pm.

CONFIRMED THIS 19TH DAY OF SEPTEMBER 2007

**YVONNE PALMER
CHAIRPERSON**