12. 8. 2010

SPREYDON/HEATHCOTE COMMUNITY BOARD
15 JUNE 2010

Report of a meeting of the Spreydon/Heathcote Community Board held on Tuesday 15 June 2010 at 5.09pm in the Boardroom, Beckenham Service Centre, 66 Colombo Street, Christchurch

PRESENT: Phil Clearwater, (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells.

APOLOGIES: An apology for lateness was received and accepted from Oscar Alpers who arrived at 5.45pm during clause 1 and was absent for clauses 2, 3, 4, 5, 6, 7 and 11.
An apology for early departure was received and accepted from Barry Corbett who departed at 6.49pm during clause 9 and was absent for clause 10.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. BECKENHAM SHOPPING COMPLEX OF 140 COLOMBO STREET

General Manager responsible:	General Manager, Regulation & Democracy Services, DDI 941-8462
Officer responsible:	Environmental Policy & Approvals Manager
Author:	Clifford Chai, Traffic Planner

PURPOSE OF REPORT

1. The purpose of this report is for the Spreydon/Heathcote Community Board to recommend to the Council to determine the following:

   (a) The results of consultation around possible changes to alter the exit/entry off Tennyson Street and removal of parking on Tennyson Street.

   (b) The possible impact on bus lanes in Colombo Street following improvements.

   (c) The additional information around the advice from staff to the centre developer regarding the initial application.

   (d) The written indication from the developer regarding his position in relation to the changes.

   (e) The options for funding the necessary improvements.

EXECUTIVE SUMMARY

2. The findings on the above issues are (also refer to **Attachment 1**):

   (a) Majority of the business owners and staff surrounding the site and at the Beckenham Shopping Complex supported the two-way crossing on Tennyson Street.

   (b) The proposed two-way crossing on the Tennyson Street frontage will improve the bus lanes operation on Colombo Street.

   (c) Given the constraint of the site and the amount of non-compliances involved with development at the time, Council staff encouraged the centre developer to provide a left-in and left-out access (on Colombo Street) regarding the initial application.

   (d) The developer has written to the Council regarding his support in relation to the proposed changes, but all costs of the project are borne to the Council.

1 Cont'd

(e) The options for funding the necessary improvements were discussed by the Board at the 30 April 2010 workshop and will need to be discussed with the Council.

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

3. Not budgeted for in the LTCCP.

LEGAL CONSIDERATIONS

4. The proposed two way access on the Tennyson Street frontage will require a resource consent to be processed under the Resource Management Act.

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

5. Yes. As above a resource consent will be required for the changes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

6. Not applicable**.**

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

7. Not applicable. Yes the level of service that the Council is involved with is outlined on Page 89 of LTCCP.

ALIGNMENT WITH STRATEGIES

8. Not applicable.

Do the recommendations align with the Council's strategies?

9. Not applicable.

CONSULTATION FULFILMENT

10. Council staff visited 21 shops in the Beckenham Shopping area including business owners in the new Colombo Street/Tennyson Street shopping complex. Business owners were asked to provide their opinion about a proposal for the Tennyson Street exit which would be widened to allow an entrance and an exit and the resulting loss of three car parks.

11. Twenty-one responses were received, of which seventeen responses were in support of the proposal, four responses did not support the proposal.

12. Key issues raised were:

(a) Loss of three car parks.

(b) Possible new traffic issues that maybe created by a new entrance off Tennyson Street.

(c) A request for better signage at the exit point onto Tennyson Street.

(d) Concern about having two lots of traffic queuing to turn right from Tennyson Street (one into the complex and one into Colombo Street).

1 Cont'd

STAFF CONCLUSIONS

13. It is concluded that:

(a) The proposed two-way crossing on the Tennyson Street frontage will improve the bus lanes operation on Colombo Street.

(b) An entry on Tennyson Street at the Beckenham Shopping Complex will improve the overall road environment on the section of Colombo Street (between Tennyson Street and Strickland Street).

(c) A left-turn deceleration lane will need to be provided for the two-way crossing on the north side of the Tennyson Street access. "No Parking Zone" (ie. yellow 'no stopping' lines) will need to be marked alongside the deceleration lane, starting from the Colombo Street and Tennyson Street intersection.

(d) No painted median be included on Tennyson Street as it will not comply with MOTSAM standards and there is not sufficient road space on the carriageway.

STAFF NOTE

14. At the Spreydon/Heathcote Community Board meeting of 20 April 2010 the Board resolved as follows:

To request that staff provide a report for the 18 May 2010 Spreydon/Heathcote Community Board meeting in relation to the Beckenham shopping complex located at 140 Colombo Street containing the following information:

(a) Results of consultation around possible changes to alter the exit/entry off Tennyson Street and removal of parking on Tennyson Street.

(b) Possible impact on bus lanes in Colombo Street following improvements.

(c) Additional information around the advice from staff to the centre developer regarding the initial application.

(d) Written indication from the developer regarding his position in relation to the changes.

(e) Options for funding the necessary improvements.

The Board further **resolved** that the Board would contribute $5,000 from Spreydon/Heathcote Community Board funding towards the construction of improvements related to the exit/entry on Tennyson Street, subject to the balance being funded by the Council and/or the developer.

The Spreydon/Heathcote Community Board will not fund any of the resource consent costs.

THE OBJECTIVE

15. To determine and investigate the five issues stated in paragraph 1 (Purpose of the report).

THE OPTION

16. Two-way vehicular crossing on Tennyson Street frontage for Beckenham Shopping Complex.

1 Cont'd

17. The existing one-way exit at the Tennyson Street frontage of the Beckenham Shopping Complex to remain.

The Board considered a report seeking recommendation to the Council to determine the following:

(a) The results of consultation around possible changes to alter the exit/entry off Tennyson Street and removal of parking on Tennyson Street.

(b) The possible impact on bus lanes in Colombo Street following improvements.

(c) The additional information around the advice from staff to the centre developer regarding the initial application.

(d) The written indication from the developer regarding his position in relation to the changes.

(e) The options for funding the necessary improvements.

(f) Give consideration to the Colombo Street/Tennyson Street traffic improvements as part of the 2011 Annual Plan.

STAFF RECOMMENDATION

That the Spreydon/Heathcote Community Board recommend to the Council to give consideration to the Colombo Street/Tennyson Street traffic improvements referred to in this report as part of the 2011 Annual Plan.

BOARD RECOMMENDATION

Because of the introduction of the bus lanes in the area of Colombo/Tennyson Street, and the exit only onto Tennyson Street from 140 Colombo Street, the current traffic arrangements are inadequate.

The Board **decided** to recommend to the Council that there is an urgent need for funding to improve road safety in the area and that the Council fund the work to resolve the situation.

Further the Board requested that staff arrange a meeting with the developer of the 140 Colombo Street shopping complex to discuss the possibilities of generating a solution to the ongoing matters and that this meeting is to be held prior to the Council meeting.

ADDITIONAL STAFF COMMENT

On 29 June 2010 at 4pm Board members Sue Wells, Barry Corbett, Tim Scandrett, Chris Mene and Karolin Potter met with the owner of the complex Anup Nathu and Ray Edwards, managing Director of Urbis Planning and Engineering Limited, to discuss traffic management matters in relation to the site.

Ray Edwards outlined the owner's plans to make a resource consent application to make changes to the entry ane exit areas of the shopping complex. He indicated that they planned to make the exit only access onto Tennyson Street into both an exit and entry way with the removal of one park inside the Shopping Centre parking area and minor changes to the length of the yellow no parking sign on the west of the parking spaces immediately west of the present exit only. Further he indicated that the owner, at his own expense, planned to apply to make changes to the entry from Colombo Street to encourage left turn entry/exit movements only. Overall the plans may result in the loss of three internal parking spaces.

The Board members thanked the Anup Nathu and Ray Edwards for meeting with them to discuss the plans.

PART B – REPORTS FOR BOARD INFORMATION

2. DEPUTATIONS

Nil.

3. PETITIONS

Nil.

4. NOTICE OF MOTION

Nil.

5. CORRESPONDENCE

Nil.

6. BRIEFINGS

The briefing from Richard Ball and Brigitte de Ronde of the Strategy and Planning Unit to the Board on the work of the unit was postponed until a later meeting.

7. HEATHCOTE RIVER – TREE PLANTING

The Board considered a report outlining information on current and recent plantings (last three years) in the walkway on the Donkey Track, and the Ernle Clark Reserve, including the land between the Reserve and Barrington Street.

The Board **decided** to receive the information. Furthermore the Board requested a workshop with staff to discuss matters in relation to tree planting on road reserves, particularly in relation to riverbanks and in the Mid-Heathcote/Opawaho Linear Park area.

8. COMMUNITY BOARD ADVISER'S UPDATE

The Board received an update from the Community Board Adviser on forthcoming Board related activities.

Mention was made of proposed meeting date changes.

The Board **decided** to cancel the Board meeting set for 13 July 2010 and further decided to hold a Board meeting, to consider Strengthening Communities Fund applications on Tuesday 20 July 2010 at 8am to be held in the Boardroom Beckenham Service Centre, 66 Colombo Street, Christchurch.

The Board **decided** to hold an additional Board meeting primarily to consider Discretionary Funding on Tuesday 29 June 2010 at 5.30pm to be held in the Boardroom Beckenham Service Centre, 66 Colombo Street, Christchurch.

9. ELECTED MEMBERS INFORMATION EXCHANGE

Mention was made of the following matters:

- Roadworks on Cashmere Road
- Neighbourhood Support Magazine
- Rose Street grass berms
- Pending Discretionary Response Fund applications.

The Board **decided** to request staff, through consultation, to work with the residents of Rose Street, to consider the ongoing grass berm issues within the street and to report back to the Board by September 2010 with an update on consultation and development.

The Board **decided** to request staff to write to Cashmere High School regarding the grass berm matters in Rose Street.

The Board **noted** that it is waiting for a report in relation to the older adults project for consideration under the Discretionary funding at the meeting on 29 June 2010.

10. MEMBERS QUESTIONS UNDER STANDING ORDERS

Nil.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

11. CONFIRMATION OF MEETING REPORTS

The Board **resolved** that the minutes of the ordinary meeting of the Board held on 4 June 2010 be confirmed.

12. WALSALL STREET – PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking approval that the stopping of vehicles be prohibited at any time on the south-eastern side of Walsall Street.

The Board **resolved** to:

Revoke the following on Walsall Street:

(a) That any existing parking restrictions on the south eastern side of Walsall Street commencing at its intersection with Clarence Street South and extending in a south-westerly direction be revoked.

Approve the following on Walsall Street:

(b) That the stopping of vehicles be prohibited at any time on the south-eastern side of Walsall Street commencing at its intersection with Clarence Street South and extending in a south-westerly direction for a distance of 113 metres.

13. CHOLMONDELEY AVENUE – PROPOSED NO STOPPING RESTRICTIONS

The Board considered a report seeking approval that the stopping of vehicles be prohibited at any time on Cholmondeley Avenue at the Opawa Tennis Club.

The Board **resolved** to:

Approve the following on Cholmondeley Avenue:

(a) That the stopping of vehicles be prohibited at any time on the south east side of Cholmondeley Avenue commencing at a point 51 metres north-east of its intersection with Fifield Terrace and extending in a north-easterly direction for a distance of 41 metres.

(b) That the stopping of vehicles be prohibited at any time on the north west side of Cholmondeley Avenue commencing at a point 89 metres north east of its intersection with Fifield Terrace and extending in a north easterly direction for a distance of six metres.

14. REMUERA AVENUE – PROPOSED P10 PARKING RESTRICTIONS

The Board considered a report seeking approval that a P10 Parking Restriction be installed on the south western side of Remuera Avenue.

The Board **resolved** that the parking of vehicles be restricted to a maximum period of 10 minutes on the south western side of Remuera Avenue commencing at a point six metres south-east from its intersection with Colombo Street and extending in a south-easterly direction for a distance of 10 metres.

15. FISHER AVENUE – PROPOSED P10 PARKING RESTRICTION

The Board considered a report seeking approval that a P10 Parking Restriction be installed on the north side of Fisher Avenue.

The Board **resolved** that the parking of vehicles be restricted to a maximum period of 10 minutes (8am to 6pm, Monday to Friday), on the north side of Fisher Avenue commencing at a point eight metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 10 metres.

16. SPREYDON/HEATHCOTE 2009/10 YOUTH ACHIEVEMENT FUNDING APPLICATION – INGA SOLOFUTI, ALEX FRAME, RUPERT CHAPMAN AND STEPHANIE BIRKETT

The Board considered a report seeking funding assistance to four applications from the Spreydon/Heathcote 2009/10 Youth Achievement Scheme.

BOARD NOTE

After consideration of the matter the Board decided that it had sufficient information to allocate Inga Solofuti a grant from the Discretionary Response Fund.

The Board **resolved**:

(a) That the Spreydon/Heathcote Board allocate Inga Solofuti $300 from the 2009/10 Discretionary Response Fund for reimbursement of the Academy fee only, associated with attending the New Zealand Breakers Basketball Academy in Auckland's North Shore from March to December 2010.

16 Cont'd

(b) That the Spreydon/Heathcote Board allocate Alex Frame $450 from the 2009/10 Youth Achievement Scheme fund to assist him to represent New Zealand at the 2010 UCI Juniors Track World Championships in Italy from 24 July to 15 August 2010.

(c) That the Spreydon/Heathcote Board allocate Rupert Chapman $450 from the 2009/10 Youth Achievement Scheme fund to assist him to represent New Zealand at the 2010 UCI World Mountain bike Championships in Canada from 31 August to 5 September 2010.

(d) That the Spreydon/Heathcote Board allocate Stephanie Birkett $300 from the 2009/10 Youth Achievement Scheme fund to assist her to represent GymSports New Zealand at the 2010 Australian Rhythmic Gymnastics Championships in Perth from 5 to 11 July 2010.

The meeting concluded at 6.55pm.

CONFIRMED THIS 29TH DAY OF JUNE 2010

PHIL CLEARWATER
CHAIRPERSON

Clause 1 – Attachment 1

(A) RESULTS OF CONSULTATION AROUND POSSIBLE CHANGES TO ALTER THE EXIT/ENTRY OFF TENNYSON STREET AND REMOVAL OF PARKING ON TENNYSON STREET.

18. The initial consultation was conducted on 12 May 2010 by Consultation Leaders of Christchurch City Council.

19. Overall the majority of the feedback supported the opportunity to create an entry and exit onto Tennyson Street from the Beckenham Shopping complex. Although this proposal would result in the loss of three carparks, most people felt this was not a reason not to undertake the works. One of the comments was that "it is an accident waiting to happen." Safety appears to be a priority for everybody spoken to.

20. However four businesses were concerned about the loss of parking and possible new safety issues this change may create – suggestions were for better signage at this exit.

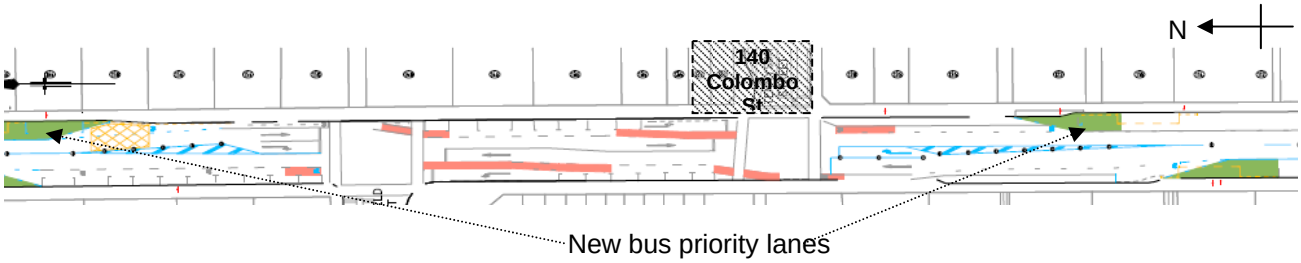
21. There are a number of comments regarding the possibility of having a parking time restriction within the carpark to ensure there is no all day parking taking place.

22. A number of businesses within the complex were also receiving feedback from their customers about the Tennyson Street exit being dangerous.

(B) POSSIBLE IMPACT ON BUS LANES IN COLOMBO STREET FOLLOWING IMPROVEMENTS.

Impact on Bus Priority Route

23. With regard to the bus priority lanes outside the Beckenham Shopping Complex, the street layout adjoining Colombo Street frontage has largely remained unchanged. This is shown in Figure 1 below.



24. Currently there is no bus priority lane installed between the intersections of Tennyson Street and Strickland Street on Colombo Street. Therefore, vehicles accessing the site from Colombo Street crossing will not be affected by the recently installed bus lanes, that are approximately one hundred metres away.

25. During staff observation at the Shopping Complex, it was noted that a number of visitors entered the Shopping Complex's carpark disregarding the exit only sign on the Tennyson crossing and used the single lane access for entry and exit. It was also observed that the majority of visitors approaching from the south and east entered the site from the Tennyson Street one-way crossing. This may be due to the perceived danger and potential delay to drivers when accessing the Colombo Street crossing, particularly for the right-turners northbound on Colombo Street. Hence, the preferred route for the visitors approaching from the south and east of the Shopping Complex will be through the Tennyson Street crossing. However, it was also noted that a smaller proportion of visitors complied with the restriction and entered from the Colombo Street crossing, especially those who were not familiar with the issues at this junction. That means, as the business activity expands in future, if the two-way crossing is installed on the Tennyson Street frontage, more vehicles may approach the site from Tennyson Street.

26. Furthermore, taking into account that some visitors who may have originally opted for the Colombo Street route to the site so that they can have access to Colombo Street entrance, may alter their route choice in favour of the proposed two-way Tennyson Street crossing. This may be due to that the alternative presents a shorter travel time, easier to enter the site, less busy road, etc to these visitors. As such the proposal may reduce the ingress activity on the Colombo Street crossing and increase the demand on the Tennyson Street crossing. In other words, the proposal may result in the reduction of traffic volume on Colombo Street and increase the activity on Tennyson Street.

27. As considered at the 30 April 2010 Spreydon/Heathcote Community Board meeting the morning peak traffic volumes on Colombo Street and Tennyson Street are around 1,600vph and 1,000vph respectively. Based on traffic observation at the Shopping Complex, it was noted that the site generated around 35 to 45 vehicle movements per hour (vph), during the morning peak period. Taking into account the scenarios discussed in paragraphs above, the traffic volumes of the two adjoining streets and the level of traffic generation on the site (i.e. approx 3% - 5% of the morning traffic volume of the two roads), on balance, it is the staff view that the slight reduction of traffic volume on Colombo Street will improve the level of service for the buses operating on this minor arterial road, without significantly impacting on the traffic operation on Tennyson Street.

(C) ADDITIONAL INFORMATION AROUND THE ADVICE FROM STAFF TO THE CENTRE DEVELOPER REGARDING THE INITIAL APPLICATION.

28. At the initial design stage, the owner and architect of Beckenham Shopping Complex approached Council staff from the Asset and Network Planning Unit for advice.

29. Staff from Asset and Network Planning Unit indicated that it is a challenging site. Taking into account that there were multiple traffic non-compliances (especially the vehicle crossings from the intersection and the High Traffic Generators issues) associated with the development, it was indicated to the developer that the access on Colombo Street would be best designed to accommodate a left turn in and out for vehicular movements.

(D) WRITTEN INDICATION FROM THE DEVELOPER REGARDING HIS POSITION IN RELATION TO THE CHANGES.

30. The owner and his architect (Anup Nathu and Rob Campbell, Foley Design) of Beckenham Shopping Complex have agreed to a proposed two-way crossing on the Tennyson Street frontage and the removal of carparks (ie. one parking space inside the carpark and two on-street parking spaces abutting the Tennyson Street frontage) for the development. However, they have indicated that they are not willing to contribute any financial support towards the proposal. Their written response is shown below:

From: *Rob Campbell*
Subject: *RE: Beckenham Central Shops*

on behalf of Anup Nathu I confirm he is happy with the changes as suggested by Council, on the conditions as previously discussed that all costs are borne by the Council, and that the appropriate approvals are in place for the reduction in onsite parking and queue space etc.

(E) OPTIONS FOR FUNDING THE NECESSARY IMPROVEMENTS.

31. The Council to give consideration to the Colombo Street/Tennyson Street traffic improvements referred to in this report as part of the 2011 Annual Plan.

OTHER MATTERS

32. Mrs Turnbull has provided further comments and suggestions relating to the traffic issues associated with this development (letter dated 10 May 2010). The issues and staff views are summarised below:

Issues	Mrs Turnbull suggested the following changes:	Staff views:
1	To provide a shorter left-turn marking on Colombo St /Tennyson St eastern approach.	It is noted that the distance of arrow marking on the road is managed by the Manual Of Traffic Signs and Markings (MOTSAM) standards. The suggested relocation of the left-turn arrow marking location will not comply with the MOTSAM standards.
2	Provide a painted median on Tennyson Street outside the proposed two-way crossing.	Painted medians are also managed by MOTSAM standards. This proposal will breach MOTSAM standards.
3	Not all cyclists are on the cycleway in Tennyson Street next to the Shopping Complex carpark. It may be that just one north side Tennyson St car parking space has to be sacrificed, for the widened entrance, not two.	It is my view that by retaining one on-street parking on the northern side of Tennyson Street, as apposed to keeping it clear of parked vehicles, will limit visibility and sightlines which may compromise the safety of cyclists and vehicles operating at the intersection. It may also be unsafe for the vehicle that parked at that space, especially when the driver has to manoeuvre in and out of the space amongst the various traffic activities at the intersection. For the above reasons, it is recommended that a “no parking zone” should be imposed on the north side of Tennyson Street between the intersection and the Tennyson Street access.

33. This report concludes that a two way entry/exit on Tennyson Street will improve bus lane functioning on Colombo Street and that on balance the overall access environment will be improved. However, it needs to be emphasised that a two way access on Tennyson Street is not ideal so close to the intersection and that a two way access will further reduce the car park spaces on the site. The car park shortfall will require a resource consent and this could be processed either non-notified or notified.