

6. **WORKS TRAFFIC & ENVIRONMENT COMMITTEE –
REPORT OF 18 APRIL 2002**

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Corporate Plan Output: Fendalton/Waimairi Community Board Vol 1, 3.2 text 4.	

The purpose of this report is to submit for the Board's consideration and decision, the following meeting outcomes:

**Report of a meeting of the Works, Traffic and Environment Committee
held on Thursday 18 April 2002 at 8.00 am in
Meeting Room 1 Christchurch City Council, Fendalton**

PRESENT: Mark Kunnen (Chairman), Sally Buck, Val Carter, Cheryl Colley, George Hampton, Pat Harrow, Yiyi Ku, Barbara Stewart and Mike Wall
Mike Wall left at 9.40 am and returned at 11.30 am and was present for Clauses 2.1, 3, 4, 7 (part), 8 & 9.

Cheryl Colley departed at 10.00 am and was present for Clauses 2.1, 3, 4 & 9.

George Hampton left at 10.35 am and was present for Clauses 2.1, 3, 4, 5, 6 (part) & 9.

Barbara Stewart left at 11.05 am and was present for all items with the exception of Clauses 7 and 8.

Sally Buck left at 11.27 am and was not present for Clauses 7 (part) and 8.

1. APOLOGIES

Nil

2. DEPUTATION BY APPOINTMENT

2.1 Watsons Road – Speed Limit

Ian Schraaft of 30 Watsons Road and Graham Mitchell of the Wai-ora Trust presented submissions regarding a number of long standing concerns with regard to traffic speeds and the general driver behaviour of motorists using Watsons Road.

The present 70 km per hour speed limit was a factor and the submitters sought a reduction to 50 kmh along with the addition of appropriate signage and other physical works aimed at controlling vehicle speeds.

The Council's Traffic Engineer outlined the process associated with the Council's pending speed limit review and of the willingness to include Watsons Road in that process. Allied changes in the way in which such speed limit reviews would be undertaken in the future were also explained.

Members asked a number of questions and it was noted that as the likelihood of any change in the current speed limit was some time away, the Board may have to consider some interim measures to address the concerns raised.

Any change in Watsons Road had the potential to affect other roads nearby and as such the Committee felt that the likes of Waimakariri Road and other non-main roads in the general area should form part of the speed limit review as well.

The submitters were thanked for their presentation.

- Recommendations:**
1. That the submissions be received.
 2. That the forthcoming speed limit review include Watsons Road and Waimakariri Road and that in the interim, options to address vehicle speeds in Watsons Road in particular, along with the other non arterial roads in the immediate area be reported on back to the Committee.

3. PRIORITISATION PROCESS WITH CITY STREETS UNDERGROUNDING PROJECTS

Submitted for the Committee's information was a report from the Council's Asset Management Engineer, Street Lighting outlining the prioritisation process for City Streets undergrounding projects but excluding those undertaken as part of the Council's urban renewal programme. Shane Watson from Orion was also in attendance.

Mention was made by members of the Board's position on undergrounding as articulated to the Council over the past few years and also highlighted were the practical difficulties and implications for Fendalton residents in particular, being experienced with regard to fulfilling adherence to the Council's 50/50 cost sharing formula.

Members were generally of the view that the Board should again make its views known to the Council through a submission on the Draft Financial Plan and that there would be benefit in a Sustainable Transport and Utilities Committee led seminar being held involving all elected members to consider the general issue of funding aimed at achieving a higher level of undergrounding throughout the city.

- Recommendations:**
1. That the Board's submission to the Draft 2003 Financial Plan again seek an increase in the level of funding for the undergrounding of overhead services and further that a review occur of the Council's cost sharing policy with residents' for undergrounding.
 2. That an elected member seminar hosted by the Sustainable Transport and Utilities Committee be proposed with the emphasis being on the funding arrangements for the undergrounding programme and associated issues.

4. AIKMANS ROAD - LANDSCAPING ALONG FRONTAGE OF MERIVALE MALL CARPARK

Andrew Craig, Landscape Architect, presented a landscape plan aimed at enhancing the existing plantings along the Aikmans Road frontage to the Merivale Mall carpark.

Budget provision was available to complete the plan in the coming planting season.

The Committee reviewed the plan including the intended species to be used and members expressed their delight at what was being proposed.

It was noted that the management of the Merivale Mall had indicated their support for the plan and their willingness to take responsibility for the day-to-day maintenance of the plantings by removing litter and weeding when required. The Council would replace any dead or damaged plants as well as looking after the trees.

- Recommendations:**
1. That the planting of additional trees and ground cover along the Aikmans Road frontage of the Merivale Mall as per the submitted plan, be approved and implemented in the coming planting season.
 2. That this acceptance of the plan be advised to the Mall Management and the affected Council business unit and that the parties involved be thanked for their participation in bringing about a completion of the overall project upgrading.

5. BISHOPDALE CENTRE – OPTIONS FOR ONGOING MANAGEMENT

A joint status report from the Community Advocate and the Property Projects Manager outlined previous considerations including a number of options aimed at reducing the Council's involvement in the Bishopdale Mall or to obtain a more realistic contribution towards operational and upgrading costs.

In summary, the options involved

- (a) Carrying out upgrading work and maintaining the status quo in respect of the Council's ownership involved.
- (b) Stopping pockets of the road within the pedestrian area to enable the establishment of kiosk type retail areas. The rationale behind this was to provide a rental stream to the Council to offset ongoing capital expenditure. Although this was a relatively quick solution it did present some possible planning difficulties and as with (a) above left the Council with ongoing maintenance and repair obligations.
- (c) Stopping the road and leasing it to the mall owners. This had the advantage of transferring their responsibility for management, maintenance and renewal of the area to shop owners. The problem however, would be getting all of the shop owners to agree. Establishing mechanisms to ensure the shop owners met their obligations along with possible frustrations and planning difficulties in stopping the road.
- (d) Stopping the road and selling the land to the mall owners in some form of common ownership vehicle ie an incorporated company or unit title ownership. This option presented a number of technical difficulties, not the least of which would be obtaining the agreement of all mall owners.
- (e) Mall buy out. This option involved the Council acquiring the total complex by purchasing the shops from individual owners with a view to rationalising the legal ownership, stopping surplus road, then re-selling the complex for redevelopment. Practically this would be extremely difficult to achieve.
- (f) Special rating area. The Council considered designating Bishopdale Mall as a special rating area to recoup part or all of the capital improvement costs over a specified number of years. This represented a partial solution in respect of the financial issues only.
- (g) Parking Charges. Consideration was given to introducing parking charges. This option was discounted however, due to the likely strong opposition from retailers and customers.
- (h) Roofing over the mall was considered to alleviate the costs associated with planting or windbreaks. This option however, was not considered sustainable under a cost benefit analysis and again only represented a partial solution to the issues.

From the ensuing discussion a mix of options (b) and (c) above was favoured at this stage and officers undertook to prepare a more detailed feasibility study and bring this back to the Committee.

Members noted that this was a longer term project in parallel to the Board's interest and commitment to progress the Bishopdale multi-use facility project and the need to also address as required, the traffic associated issues of the south carpark and the immediate Farrington Avenue area.

Recommendation: That the Board confirms a desire to see a redevelopment/enhancement of the Bishopdale Mall in partnership with the private sector and further that a feasibility study aimed at achieving this objective be undertaken and reported on back to the Committee.

6. STROWAN/NORMAN INTERSECTION – SAFE CYCLING TO SCHOOLS PROJECT

The Committee reviewed the outcomes of the 15 April discussions with the local business representatives. With the decision made at that meeting to reject the proposed plan, the Committee **agreed** that the focus of the project needed to be widened to include the issues of traffic management/road safety, pedestrian access/safety, the safety needs of cyclists, and the overall amenity and enhancement opportunities for the immediate area.

In the preparation of publicity material covering the project, it was asked that the preamble reflect the broadening of the scope of the project to include these elements.

Recommendation: That a draft consultation document to include the above aspects be prepared and submitted to the Committee for consideration and recommendation to the Board.

7. LEAF COLLECTION ARRANGEMENTS

The Maintenance Team Leader, City Streets Unit, provided the Committee with details on the present process associated with the leaf collection programme and he elaborated on aspects of the current contract including specification requirements, performance and monitoring arrangements.

Recommendation: That the information be received and that an update report on street sweeping/cleaning in the Board's area be submitted in August 2002.

8. LAND TRANSPORT SAFETY AUTHORITY - TRAFFIC CONTROL DEVICES

The City Streets Manager reported on the consultation process currently being undertaken by the Land Transport Safety Authority and indicated that the updated version of the intended document was likely to be available in six to nine months time at which stage input from the Community Boards etc would be sought.

9. REQUESTS FOR THE REMOVAL OF TREES

Separate reports from the Parks and Waterways Area Advocate detailing requests for the removal of trees from Edgar Mackintosh Park, Stewarts Bush and Crosbie Park were **received**.

The Committee **decided** to undertake visits to the affected parks sites plus to Jellie Park Aqualand and at the conclusion of the meeting it was **agreed** that this occur on Friday 10 May 2002 at 8.00 am.

The meeting concluded at 12.02 pm.

Chairman's

Recommendation: That the report be received and the recommendations therein be adopted.