



Christchurch City Council

SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA

5 JULY 2005

AT 5.00 PM

**IN THE BOARDROOM,
SOUTH LIBRARY, SERVICE CENTRE AND LEARNING CENTRE,
66 COLOMBO STREET, CHRISTCHURCH**

Community Board: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Paul de Spa, Chris Mene, Sue Wells and Megan Woods.

Community Board Principal Adviser
Lisa Goodman
DDI: 941-5108
Email: lisa.goodman@ccc.govt.nz

Community Board Secretary
Elaine Greaves
DDI: 941-5105
Email: elaine.greaves@ccc.govt.nz

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PART C 14. RESOLUTIONS TO EXCLUDE THE PUBLIC

SEMINAR MEETING – 7.00PM

- 1. ADDINGTON CEMETERY CONSERVATION PLAN**
Burgess, Opus International Consultants and Jenny May, Heritage Management Services, will present to the Board an update on the Addington Cemetery Conservation Plan.

1. APOLOGIES

2. CONFIRMATION OF REPORT TO COUNCIL: 21 JUNE 2005

The report of the meeting of 21 June 2005 has been circulated under separate cover.

STAFF RECOMMENDATION

That the report to Council of the meeting of 21 June 2005 be confirmed as a true and accurate record of that meeting.

3. DISRAELI RESERVE EASEMENT – PROPOSED NEW STORM WATER FIRST FLUSH POND

General Manager responsible:	General Manager City Environment
Officer responsible:	Greenspace Manager
Author:	Ann Liggett, Parks & Waterways Area Advocate, DDI 941-5111 and John Allen, Policy & Leasing Administrator

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to the granting of an easement over Disraeli Reserve, a Recreation Reserve situated at the corner of Disraeli Street and Selwyn Street, to enable development of a storm-water first flush retention pond.

EXECUTIVE SUMMARY

2. The Greenspace Unit has received a sponsorship offer from City Care Limited to redevelop the landscaping of Disraeli Reserve, while the Council will construct a storm-water first flush detention pond as part of this development.
3. This pond will improve storm-water quality and reduce local flooding downstream by enabling the temporary storage of storm-water during periods of heavy rainfall.
4. Storm-water quality is improved by allowing some of the suspended particles to settle out during the storage time and to a smaller extent by some filtering where the plants in the basin process some of the storm-water pollutants.
5. The storm-water that passes through the pond will eventually mostly discharge into the Avon River opposite the Antigua Boatsheds.
6. This project was advertised in The Press and the plan was also distributed for public consultation within the local area as required by the Reserves Act 1977.
7. Consultation Results:
 - One submission did not support the creation of the easement
 - Two submissions did not support the landscape plan
 - 47 submissions received
 - 44 supported the new landscape proposal including the easement.
8. The submitter opposing the easement believed that the issue regarding the flooding was a result of neglected maintenance of the existing storm-water system.
9. After speaking with submitters, clarifying the process, and discussing their concerns, all submitters have formally indicated they do not wish to be heard in support of their submission.
10. Officers have amended the concept plan (see attached) to address several concerns raised by submitters.

3. Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

11. Disraeli Reserve is held as Recreation Reserve under the Reserves Act 1977. (NZ Gazette 2002 3058). Part 1 of Section 48 of the Reserves Act 1977 allows for the granting of rights-of-way and other easements across reserves. Part 2 of this Section requires that before granting an easement, the Council publicly advertises its intention to grant an easement where the proposed easement is likely to *"materially alter or permanently damage the reserve, and the rights of the public are likely to be permanently affected"*. The proposal to establish a storm-water retention pond on the reserve is, therefore, subject to the above provisions.
12. The costs for the easement will be met by the Greenspace Unit Capital Works Programme, Waterways and Wetlands Asset Improvements in 2005/06.
13. The Board has delegated authority from the Council (8 November 2001) to make the decision whether to grant the easement or not.
14. The area of the first flush pond will be 730m² located on Disraeli Reserve, a recreation reserve subject to the Reserves Act 1977. A plan detailing the easement is attached.

STAFF RECOMMENDATIONS

It is recommended that the Board agree to grant a registered easement unto itself, as provided for in Section 48 (6) of the Reserves Act 1977, over approximately 730m² of Disraeli Reserve, a Recreation Reserve, contained in Section 1-5 of SO308525, CT 52100 as shown in the attached plan, subject to the following conditions being complied with:

- (a) The approval of the Minister of Conservation first being obtained.
- (b) Before City Care Limited commences on site, the applicant is to be responsible for locating all the existing services that are located within the reserve, and ensure they are not damaged by the contractor(s).
- (c) The easement construction area being maintained by the applicant and/or their contractor(s) in a safe and tidy condition at all times.
- (d) An easement plan being prepared as built for registration with Land Information New Zealand.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendations be supported.

4. NEW RIGHT OF WAY NAME – SUBDIVISION, 398-404 BARRINGTON STREET

General Manager responsible:	General Manager Regulation & Democracy Services
Officer responsible:	Environmental Services Manager
Author:	Bob Pritchard, Subdivisions Officer, DDI 941-8644

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Board's approval to one new right of way name.

EXECUTIVE SUMMARY

2. The approval of proposed road and right of way names is delegated to Community Boards.
3. All proposed names have been checked against the Council's road name database to ensure they will not be confused with names currently in use.

4. Cont'd

398-404 Barrington Street

4. This subdivision will create ten new residential allotments with eight of them to be served by a formed and sealed right of way off Barrington Street.
5. Three names have been proposed by the applicants, Fieldstone Lane, Beechtree Lane and Propagate Lane. There are two existing road names commencing with "Field" being Field Terrace and Fieldmoor Place, together with Fielding Street. There are two names commencing with "Beech" being Beechwood Drive and Beechworth Avenue, and two commencing with "Beach" being Beach Road and Beachville Road. There are no names similar to the third proposed name "Propagate".
6. There are many street names sharing common words or syllables that do not appear to cause confusion. At the Board's meeting in March 2005, staff advised that there were twenty-four names commencing with "Glen" and nineteen commencing with "Wood" (There are also seventy-two names ending with "wood" and forty-five ending in "dale").
7. Fieldstone Lane or Beechtree Lane are sufficiently different in pronunciation as to be readily distinguished. The Board must decide on the merits or otherwise of the name "Propagate Lane".

FINANCIAL AND LEGAL CONSIDERATIONS

8. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plates is charged to the developer. There is no financial cost to the Council. Local Authorities have a statutory responsibility to approve road names.

STAFF RECOMMENDATION

It is recommended that the Board approve the use of either Fieldstone Lane or Beechtree Lane.

CHAIRPERSON'S RECOMMENDATION

For discussion.

5. DYERS PASS /HACKTHORNE ROADS SAFETY IMPROVEMENTS AUDIT

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets General Manager
Author:	Brian Boddy, Consultation Leader, DDI 941-8013

PURPOSE OF REPORT

1. The purpose of this report is twofold: -
 - (a) To advise the Spreydon/Heathcote Community Board of the effects of recent safety improvement works to the Dyers Pass/Hackthorne Roads intersection and traffic issues in this area.
 - (b) To request the Spreydon/Heathcote Community Board to approve the installation of no stopping restrictions in Dyers Pass Road and Hackthorne Road to further improve safety for drivers exiting Hackthorne Road on the east side of the intersection, and kindergarten patrons entering Hackthorne Road no. 106's right-of-way.

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EXECUTIVE SUMMARY

2. In 2004 the Spreydon/Heathcote Community Board requested a report regarding traffic management issues in the area of the Hackthorne/Dyers Pass Roads intersection. The firm of Montgomery Watson Harza was engaged to carry out an independent Post Construction Road Safety Audit to look at these issues and community traffic concerns for the section of Dyers Pass Road (between no.s 96 and 101) and Hackthorne Road (between no. 96 and Cashmere Primary School).
3. The report (distributed with the agenda) identified three locations where sight distances can be restricted by parked vehicles and was a significant safety concern as noted below. The three locations in order of significance are:
 - (a) Intersection of Dyers Pass Road with Hackthorne Road. Sight distance from the Hackthorne Road (east) approach is restricted looking south, up Dyers Pass Road. The worst situation from this approach is for drivers turning right; an estimated 100 vehicles per day turn right. To improve sight lines, removal of three standard carparks on the eastern side of Dyers Pass Road between Hackthorne Road and the bus stop should be considered. The bus stop at the end of these parks is normally only used to let passengers off for a maximum of thirty seconds, and the removal of the bus stop is therefore not justified. It needs to be noted that if this on-street parking is removed it will leave no on-street parking in Hackthorne Road in front of these shops/businesses.
 - (b) There is a single lane access to no.s 106 and 108 Hackthorne Road and the Kidsfirst Kindergarten Cashmere. Sight distance to the east is severely restricted by parked vehicles. An estimated 60-70 vehicles per day use this single-lane driveway. To provide adequate lines of sight for exiting drivers the installation of 20 metres of no-stopping lines to the east of this driveway (servicing no.s 106-108) should be considered.
 - (c) Access to no.s 113, 113A, 113B, 113C and 113D Hackthorne Road is via a single lane right-of-way. Parked vehicles restrict sight distances in the easterly direction. An estimated 50 vehicles per day use this driveway. To provide adequate lines of sight for exiting drivers the installation of no stopping lines between property no.s 113A and 115 should be considered. This would result in the loss of two on-street carparks.
4. The Transport and City Streets Unit wishes to acknowledge Mike Smith and his team from Montgomery Watson Harza for the quality of this report and the work they have put into it, and supports their findings.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The cost to the Christchurch City Council is minimal (estimated cost \$550) and can be met within existing budgets.
6. There are no legal considerations associated with this project's preferred option aside from the resolutions outlined in the recommendations below.

BACKGROUND ON DYERS PASS ROAD/HACKTHORNE ROAD SAFETY IMPROVEMENTS AUDIT

7. Following the Spreydon/Heathcote Community Board's request on 29 June 2004 *"That officers investigate and report back to the Board regarding various traffic management issues in the Hackthorne Road/Dyers Pass Road area (including vehicle speed, visibility and competing parking demands) and consult with affected residents, businesses and community organisations (eg, school, shops and kindergarten)"*, the firm of Montgomery Watson Harza was engaged to carry out an independent Post Construction Road Safety Audit to look at traffic management issues and community traffic concerns for the section of Dyers Pass Road (between no.s 96 and 101) and Hackthorne Road (between no. 96 and Cashmere Primary School). The following is a summary of that report. This project has been twofold; one of investigation to check what issues, following recent traffic safety improvement work, (if any) still existed and secondly, to provide solutions to these issues. The ranking system adopted for safety issues/concerns is:

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- (a) Serious Concern: a major safety concern that should be addressed and requires changes to avoid serious safety problems.
- (b) Significant Concern: a significant safety concern that requires consideration of changes to improve safety.
- (c) Minor Concern: a safety concern of lesser significance, but which should be addressed as it may improve overall safety.

Vehicle Speeds

- 8. Vehicle speeds were measured on all the approaches to the intersection of Dyers Pass Road with Hackthorne Road. The counts were undertaken during a peak period and an off-peak period for each approach to gauge the change in vehicle speeds over the day. The 85 percentile speeds were then used to calculate the required sight distance on each approach.
- 9. Results of the vehicle speed counts for the peak period and off-peak period are contained in the table below. The changes in 85 percentile speeds over the peak and off-peak periods have also been recorded in table form to show the change in speeds throughout the day.

Location	Dyers Pass North		Dyers Pass South		Hackthorne West		Hackthorne East	
Time Block	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak
Max Speed	61	58	58	64	60	60	51	48
Min Speed	20	24	14	14	24	13	21	25
Average Speed	44.5	43.2	41.4	43.7	43.6	45.8	35.3	37.3
85th Percentile	50	49	49	51	50	53	44	45
Sample Size	315	151	81	107	153	95	81	41

Results of Speed Survey on Dyers Pass and Hackthorne Roads

- 10. From the table above it can be seen that the difference between 85th percentile speeds during the peak and off-peak conditions are generally within 2 km per hour of each other, and that the maximum speeds are generally within 3 km per hour of each other. From these results it can be concluded that the road and intersection geometry are governing the speeds of vehicles.

Sight Distances

- 11. Available sight distances were evaluated at the following locations:

Hackthorne Road east and west approaches to Dyers Pass Road from 3 metres behind the limit lines. Hackthorne Road at property no's 108 (the kindergarten right-of-way) and 113A vehicle entrance.

Dyers Pass Road/Hackthorne Road Intersection

- 12. Using Austroads Part 5: Guide to Traffic Engineering Practice - Intersections at Grade, the Safe Intersection Sight Distance (S.I.S.D.) from Table 5.3 for 50 km per hour is 80 metres and the Entering Sight Distance (E.S.D.) is 125 metres. This is based on a reaction time of 1.5 seconds, which is appropriate given the locality. The S.I.S.D. is the minimum sight distance requirement for an intersection and the E.S.D. is desirable.
- 13. Sight distances from the Hackthorne Road (west) approach in both directions along Dyers Pass Road meets the S.I.S.D. requirement of 80 metres. Sight distance to the south up Dyers Pass Road also meets the E.S.D. of 125 metres. Sight distance downhill to the north does not meet the E.S.D. because of the road geometry.

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14. Sight distance along Dyers Pass Road meets the S.I.S.D. requirement north down Dyers Pass Road due to the recent safety improvements, but does not meet the requirement to the south. Sight distance to the south is restricted by parallel-parked vehicles on the side of Dyers Pass Road. This situation is exaggerated (i.e. sight distance is further reduced) when a goods vehicle (van or light commercial vehicle) or bus is parked. Moving the limit lines forward would not notably increase sight distance due to the intersection being on the inside of a large radius kerb and would be difficult to achieve with Dyers Pass Road being relatively narrow in this location.

No. 108 Hackthorne Road (Kindergarten)

15. This driveway provides access to no.s 106, 108, and 108A and a kindergarten. Sight distance to the west down Hackthorne Road is good and the S.I.S.D. requirements are met. This is enabled by the presence of no-stopping lines. The E.S.D. cannot be met because of the road geometry, as about 100 metres of road can be seen.
16. Sight distance to the east is severely restricted by the presence of parked cars. When no cars are present the S.I.S.D. and E.S.D. are met. However, when cars are parked adjacent to the kerb, sight distance can be reduced to about 20 metres. This is unsafe and consideration should be given to the removal of three carparks by the installation of 20 metres of no stopping lines to the east of the driveway.
17. It needs to be noted that if kindergarten customers/parents are encouraged to use the driveway by improving the sight lines for exiting drivers, the single lane 3.5 metres wide driveway will block up with traffic more frequently at peak times. Residents in properties with access off the driveway advise that the driveway often becomes congested now at drop-off and pick-up times for the kindergarten children. Also, when neighbouring driveways were considered (normally used by an estimated 10 vehicles per day per dwelling) the restriction of the exiting driver's view lines in an easterly direction by parked vehicles is typical for many driveways in the area. If all driveways in this situation were to have sight lines improved to the recommended minimum by the banning of on-street parking, there would be little on-street parking left.

No. 113 Hackthorne Road

18. The driveway to no.s 113, 113A, 113B, 113C, and 113D Hackthorne Road is located about 40 metres east of a medium tight left hand (uphill) bend. There is no on-street parking between the driveway entrance and the bend outside no. 111 there being a no stopping restriction.
19. Sight distance to the west is in the order of 40 metres. Parked vehicles restrict the sight distance from no. 113A to the east towards Dyers Pass Road. Given the location of the driveway to a tight corner with restricted sight distance it would be desirable to provide more sight distance in this easterly direction. Consideration should be given to the removal of these two carparks by the installation of no-stopping lines. The no-stopping restriction would need to extend for 20 metres on the east side of the vehicle entrance to property no. 113A. This would result in the loss of two on-street carparks.
20. When neighbouring driveways were considered (normally used by an estimated 10 vehicles per day per dwelling) the restriction of the exiting driver's view lines in an easterly direction by parked vehicles is typical for many driveways in the area. If all driveways in this situation were to have sight lines improved to the recommended minimum by the banning of on-street parking there would be little on-street parking left.

Local Schools

21. Both the Cashmere Primary School and the Kidsfirst Kindergarten Cashmere were visited and their comments sought. Senior staff from each facility were consulted. Both said that generally the recent works had improved road safety. Detailed comments made by the respective centres are included in Montgomery Watson Harza's report.

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Local Residents/Businesses

22. Montgomery Watson Harza made a survey of the residents in Westenra Terrace (full length), 88 to 200 Hackthorne Road, 78 to 172 Dyers Pass Road, and Kiteroa Place (full length) to gain further understanding of the issues, if any. The survey form and results are included in the full report (distributed with the agenda). All operating businesses located on the Dyers Pass/Hackthorne Roads intersection have been canvassed.

Parking

23. On-street parking in the immediate vicinity of the intersection is limited. While the speed surveys were being undertaken the parking availability and demand was noted and can be summarised as follows:
- (a) Parking demand in the intersection was not noted as being high in spite of the parking demand of the corner shops, and parking duration was short. The carpark between Hackthorne Road and the bus stop were not always full. It should be noted that at the time of the audit one of the four businesses facing the street was being renovated and was not open for business.
 - (b) Dyers Pass Road south generally had carpark available close to the Hackthorne Road intersection. Dyers Pass Road north has no stopping restrictions on both sides of the road from Hackthorne Road to the pedestrian crossing on the bend.
 - (c) There was a high demand for parking at Cashmere Primary School during school start and finish times. For the remainder of the day the turnover was low.
 - (d) Hackthorne Road west was predominately long term parking. There were some spaces available that were used for medium term parking with a high parking demand round the kindergarten at drop-off and pick-up times.
24. It needs to be noted there is normally a strong parking demand at peak times in two of the areas where no-stopping restrictions are being considered; in front of the kindergarten, and in front of the shops/businesses (when all are open) on the intersection of Dyers Pass and Hackthorne Roads. Consultation with the affected parties has shown that while all acknowledge the safety benefits, some feel strongly the perceived safety benefits do not justify the removal of on-street parking.

Recent Safety Improvement Works

25. Safety Improvement works were carried out on the Dyers Pass/Hackthorne Roads intersection and in Hackthorne Road.
- (a) Firstly, in 2001 an island and flush median were installed in Hackthorne Road on its western approach to Dyers Pass Road to reduce corner cutting and the speed of turning traffic as shown on TP117601 attached.
 - (b) Secondly, in early 2004 on Dyers Pass Road north of its intersection with Hackthorne Road the bank and road on the east side were reconstructed as shown on TP142801 attached. This work was carried out to provide adequate sight lines for drivers exiting from the eastern side of Hackthorne Road.
 - (c) Thirdly, in late 2004 on-street parking was removed from the west side of no. 113's vehicle entrance to the then existing no stopping around the inside of the corner outside no. 111 to improve lines of sight for drivers exiting no.s 113, 113A, 113B, 113C, 113D, and 111 Hackthorne Road vehicle entrances .

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Crash Data

26. In the last five years (2000 to 2004 inclusive) there have been in the area covered by the audit five non-injury accidents reported on the Dyers Pass/Hackthorne Roads intersection, plus one accident on the bend at no. 111 Hackthorne Road. All occurred before April 2002 as per Land Transport Safety Authority accident report (see attached). These results suggest that the safety measures taken have improved safety at the intersection.

Conclusions

27. Montgomery Watson Harza's report identified three locations where sight distances can be restricted by parked vehicles and were a significant safety concern as noted below. In the past, on-street parking has not been removed because of anticipated objections from the public. The three locations in order of significance are:
- (a) Intersection of Dyers Pass Road with Hackthorne Road. Sight distance from the Hackthorne Road (east) approach is restricted looking south, up Dyers Pass Road. The bus stop location can temporarily worsen the problem at times throughout the day. The worst situation from this approach is for drivers turning right; an estimated 100 vehicles per day turn right. To improve sight lines removal of three standard carparks on the eastern side of Dyers Pass Road between Hackthorne Road and the bus stop should be considered. As the bus only stops normally to let passengers off at this location for approximately thirty seconds, the removal of the bus stop is not justified. It needs to be noted that if this on-street parking is removed it will leave no on-street parking in Hackthorne Road in front of these shops/businesses.
 - (b) The private right of way to no.s 106, 108, Hackthorne Road and the Kidsfirst Cashmere Kindergarten. Sight distance to the east can be severely restricted by parked vehicles. An estimated 60 vehicles per day use this driveway. To provide adequate lines of sight for exiting drivers the installation of 20 metres of no stopping lines to the east of driveway should be considered.
 - (c) At the private right of way to no.s 113, 113A, 113B, 113C and 113D Hackthorne Road. Parked vehicles restrict sight distances in the easterly direction. An estimated 50 vehicles per day use this driveway. To provide adequate lines of sight for exiting drivers the installation of no stopping lines between property no.s 113A and 115 should be considered. This would result in the loss of two on-street carparks.

OPTIONS

28. Options for safety improvements identified by this report include the option of removing on-street parking where it obscures the sight of a significant number of drivers turning into straight through traffic streams, or doing nothing (maintain the status quo) for each location.
29. These options are fully assessed in Section 3 of the consultant's report.

PREFERRED OPTIONS

30. The preferred options are to: -
- (a) Remove the on-street parking on the east side of Dyers Pass Road to the south of the Hackthorne Road in front of the shops.
 - (b) Do nothing at the private right of ways to no.s 106/108 and 113a-e Hackthorne Road.

STAFF RECOMMENDATIONS

It is recommended that the Community Board receive the information and approve that the stopping of vehicles be prohibited on the eastern side of Dyers Pass Road commencing at its intersection with Hackthorne Road and extending in a southerly direction for a distance of 26 metres.

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8. The submissions received were incorporated into the concept plan for the Addington Cluster project and this was redelivered in a consultation newsletter format to residents in April 2005. The close off date for submissions was 31 May 2005. However, due to a clerical error, the consultation newsletter was not immediately sent to absentee owners. Consequently, the close off date for submissions was extended to 12 June 2005.
9. Submissions received via the consultation newsletter:
10. **Barrie Street**
 - (a) **Roading:** Three submissions received. Two related to difficulties that two elderly women may have in reversing out of their driveways. It is proposed to resolve the problem by relocating an existing power pole back to the boundary, if possible, and to "splay" their vehicle crossings to provide more manoeuvring area. The third submission was supportive of the proposed plan.
 - (b) **Integrated Art Feature:** Two "no comment" and two others supporting the proposed art feature.
 - (c) **Rain Garden:** Two "no comment", one submitter concerned that the rain gardens may just collect rubbish and create more flooding, the last submission was in support of the proposal.
11. **Crohane Place**
 - (a) **Roading:** Two submissions received. One fully supportive of the proposal. The second submission expressed concern that exiting from a corner property may be more difficult with the proposed plan. It is therefore proposed to install a "no stopping" area adjacent to the Crohane Place driveway of this property, thereby eliminating any existing problems.
 - (b) **Integrated Art Feature:** Two no comment.
 - (c) **Rain Garden:** One submission supportive of the Rain Garden.
12. **Ruskin Street**
 - (a) **Roading:** Five submissions received. Four submissions supporting the proposal, although three out of the four expressed disappointment that the "no exit" end of Ruskin Street (east of St Asaph Street) would not be reconstructed. One out of the four expressed a concern that there would be fewer on-street parks. The fifth submission (which included supporting submissions) was opposed to an element of the plan. Specifically, the submitters advised that they are a four car household and on-street parking immediately adjacent to their property has been removed. Although they are in favour of street reconstruction and beautification they are not prepared to park away from their property and will seek a rate reduction should the existing parks go. The project team acknowledge the loss of on-street parking immediately adjacent to this property with the proposal and have reworked the proposal to reinstate one car park adjacent to their Ruskin Street property along with shortening the proposed area of rain garden adjacent to their Barry Street property frontage to enable two vehicles to be parked adjacent to the rain garden in the driveway.
 - (b) **Integrated Art Feature:** Five submissions. Three "no comment" and two in support.
 - (c) **Rain Garden:** Five submissions. Two "no comment", two supportive. The fifth submission suggested that the proposed rain garden should be removed in favour of installing car parking for their use.

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13. **Burke Street**

- (a) **Roading:** Five submissions. One of the five absolutely thrilled with the proposal. One submitter absolutely horrified; believes that the proposed threshold outside her property will make it difficult to exit her property. Project team to recheck, but believe that the proposed threshold will not have the negative effect the submitter believes. One submitter in favour, but does not support the planting of Totara and Cabbage Trees. The fourth submitter suggested that staff review where it is proposed to install the "no stopping" areas with a view to making some changes. The fifth submitter owns a butcher shop on Selwyn Street between Ruskin and Burke Streets and is opposed to the proposed "no stopping" on Ruskin Street as he notices that parents using the local kindergarten park in Ruskin Street. Transport & City Streets Unit will investigate with the kindergarten to determine what their parking needs are with a view to providing some time restricted parking on Selwyn Street if appropriate.
- (b) **Integrated Art Feature:** Five submissions. Two "no comment" and three in support. One of the three suggested that Burke Street housed a number of "maimed" returned Servicemen from WW1 during their convalescence. One submitter advised that Burke after whom the street is named, had a great respect for the law, and therefore a stone book with a suitable quote could be installed.
- (c) **Rain Garden:** Two "no comment" and two in support. The third submitter qualifies his/her support by raising a concern that he/she hopes that the rain garden does not just end up collecting street litter.

14. **Braddon Street**

- (a) **Roading:** Four submissions. First submission is not completely readable, however, what is readable the submitter requests that the narrow grass strip proposed adjacent to his property boundary be landscaped instead. The second submitter supports the narrowing of the street and the general enhancement proposed but has requested that we do not plant two Kowhai trees in the grass berm adjacent to her property. The third submitter supports the proposal in principal, but has requested that we do not plant trees in the grass berms as the trees will shade properties in the winter. The project team's decision is to proceed with the planting of trees within the berms as the aim is to introduce an "avenue" affect for Braddon Street. It is also anticipated that the new kerb line reconstruction will mean that the proposed trees are further away from properties and unlikely to create any shading problems. The fourth submitter is pleased that all their earlier suggestions have been incorporated into the proposed plan.
- (b) **Integrated Art Feature:** Four submissions. Two "no comment". One against and one supportive. The submitter against the proposal believes that the art feature will only become a target for vandals. The submitter supportive of the proposal is pleased to know that the art feature will be outside her property.
- (c) **Rain Garden:** Four submissions. Two "no comment" and two in support.

15. **Fairfield Avenue**

- (a) **Roading:** Five submissions. Three supportive of the project. Two expressed concern

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FINANCIAL AND LEGAL CONSIDERATIONS.

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OPTIONS

24. **Barrie Street**

Four options were considered for Barrie Street, including:

- A 9 metre offset berm with a swale on the west side and a 8 metre carriageway and a 3 metre berm on the east side. It included a winding narrow lane connection to Brougham Street with angled parking in a landscaped area.
- A 8 metre offset berm with a swale on the west side with a 9 metre carriageway and a 3 metre berm on the east side. Similar to the option above, this option also included a winding narrow lane connection to Brougham Street with angled parking in a landscaped area.
- A 6 metre berm with a swale on the west side with a 9 metre carriageway and a 5 metre berm on the east side. This option had a 9 metre carriageway continuing through to Brougham Street with parallel parking on both sides.

Recommended Option

- A centralised 9m carriageway with 5.5 metre berms on each side. All of the intersections have 50 mm raised paved platforms with pedestrian access. The Brougham Street end of Barrie Street will have a 20 metre long landscaped area to separate the local road from the arterial road, included in the landscaping will be two rain gardens. Rain gardens are the recommended alternative to a swale.

25. **Crohane Place**

Five options were considered for Crohane Place, including:

- A 9 metre offset berm with a swale on the south side with a 8 metre carriageway and a 3 metre wide berm on the north side. This option also included a 30 metre "pocket parking area" at the Antigua Street end of Crohane Place incorporating 3 angle parking spaces.
- A 8.4 metre offset berm with a swale on the south side with a 9 metre carriageway and a 2.7 metre wide berm on the north side. Similar to the option above, this option also had a 30 metre "pocket parking area"
- A 9 metre wide centred carriageway with 5.5 metre wide berms along both sides. This option proposed a 16.5 diameter cul-de-sac at the Antigua Street end without provision for on-street parking.
- This option was similar to the option above but with a slight variation to the cul-de-sac treatment.

Recommended Option

- The recommended option is similar to options 3 and 4 above, though with a 9 metre wide carriageway and a cul-de-sac end providing three on-street parks. Rain gardens on Crohane Place at the Antigua Street end are the recommended alternative to a swale.

26. **Ruskin Street**

Four options were considered for Ruskin Street, including:

- A 8 metre centred carriageway with varying berm widths on both sides depending on the road reserve width. The section of carriageway between Kipling and Barrie Streets is reduced to 7.6 metre because of the narrow road reserve available. This option also included type "B" threshold treatments at the Selwyn and Antigua Street intersections. The radius at the Barrie Street intersection is tight, with pedestrian access away from the intersection.

7 Cont'd

- Similar to the option above, though with reverse curves at all intersections and kerb build-outs. This option has type "C" threshold treatments at the Selwyn and Antigua Streets intersection. As above, this option also had a tight radius at Barrie Street with footpath crossings away from the intersection.
- A 7.5 metre wide carriageway between Selwyn Street and Ruskin Reserve. The carriageway then reduces to 7 metre between Ruskin Reserve and Barrie Street. This options also has reverse curves at all intersection and kerb build-outs and a type "C" threshold treatment at the Selwyn Street and Antigua Street intersections.

Recommended Option

- The recommended option has a centralised carriageway with varying berm widths on each side. All of the intersections have 50mm raised paved platforms with pedestrian access. One way courtesy slow points are used for traffic calming with 50mm raised platforms. Type "C" thresholds are used at Selwyn and Antigua Streets. It is not possible to plant trees along the narrow section of Ruskin Street. However, the enhanced and enlarged Ruskin Reserve (no 47) frontage does offer landscaping opportunities. It is proposed to install an integrated art feature on the boundary fence of the Reserve and to install six rain gardens within landscaped areas in Ruskin Street.

27. Burke Street

Only one option was considered for Burke Street due to the limited road reserve width.

Recommended Option

- A 7 metre centred carriageway width with varying berm widths along both sides depending on the road reserve width. It is proposed to install a type 'B' threshold treatment at Selwyn Street leading into a narrowed 5.5 metre road narrowing adjacent to Ruskin Reserve. It is proposed to install a narrowed 3.5 metre wide courtesy one way chicane midway along this section. Three rain gardens are proposed in Burke Street.

28. Braddon Street

Only one option was considered for Braddon Street. Swale options were investigated but not pursued.

Recommended Option

- It is proposed to install a 9 metre wide carriageway between Fairfield Avenue and Disraeli Street with 5.5 metre wide berms along both sides. The recommended option has a narrow two way chicane mid block that would link the Baxters Drain project from the Cemetery across the road and into Braddon Reserve. This option was developed further to include the standard Addington Cluster treatment with paved narrow approaches at the intersection of Fairfield Avenue. The Disraeli Street intersection has kerb build-outs to increase sight distances for exiting vehicles and will also provide a landscaping opportunity and may also reduce the opportunity for this intersection to be used for "burn-outs".
- The section of Braddon Street from Disraeli Street to Hazeldean Avenue only requires kerb replacement along the west side. The new kerb will be installed on the existing alignments as this is a business zone with a high parking demand and large truck use.

29. Fairfield Avenue

Three options were considered for Fairfield Avenue.

- A 9 metre wide central carriageway with 5.5 metre wide berms along both sides and a narrowed carriageway proposed on Fairfield Avenue adjacent to property numbers 32 and 33.

7 Cont'd

- A 9 metre wide central carriageway with 5.5 metre wide berms along both sides with two narrow sections between Selwyn Street and Braddon Street. One slow point is a 3.5 metre One Way courtesy slow point, the other provides for two way traffic and is adjacent to property no 47.

Recommended Option

- It is proposed to install a 9 metre wide carriageway with 5.5 metre wide berms along both sides (similar to the options above). This option has two narrowed sections between Selwyn Street and Braddon Street. One is a 3.5 metre one way courtesy slow point and the other provides for two way traffic and is adjacent to property no 47. It is proposed to install the standard Addington Cluster intersection treatment at Braddon Street and type 'C' thresholds at Selwyn Street and Antigua Street. It is proposed to install eight rain gardens in Fairfield Avenue.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the Addington Cluster Project (being Barrie Street, Crohane Place, Ruskin Street, Burke Street, Braddon Street and Fairfield Avenue) as illustrated in the attachment, proceeding to final design, tender and construction.
- (b) Approve the following amendments/additions to the Christchurch City Traffic & Parking Bylaw 1991:

Barrie Street parking restrictions

- (i) That all existing parking restrictions on Barrie Street be rescinded.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Barrie Street commencing at its intersection with Brougham Street and extending in a northerly direction for a distance of 25 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Barrie Street commencing 18 metres south of its intersection with Crohane Place and extending in a northerly direction for a distance of 43 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Barrie Street commencing at its intersection with Ruskin Street and extending in a southerly direction for a distance of 18 metres.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Barrie Street commencing at its intersection with Brougham Street and extending in a northerly direction for a distance of 22 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Barrie Street commencing at a point 18 metres south of its intersection with Ruskin Street and extending in a northerly direction for a distance of 43 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Barrie Street commencing at its intersection with Ruskin Street and extending in a southerly direction for a distance of 12 metres

Crohane Street parking restrictions

- (i) That all existing parking restrictions on Crohane Place be rescinded, and
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Crohane Place commencing at its intersection with Barrie Street and extending in an easterly direction for a distance of 17 metres.

7. Cont'd

- (iii) That the stopping of vehicles be prohibited at any time on the south side of Crohane Place commencing at its intersection with Barrie Street and extending in an easterly direction for a distance of 17 metres.
- (iv) That the stopping of vehicles be prohibited at any time on both sides of Crohane Place commencing at a point 19 metres west of its intersection with Antigua Street and extending in a westerly direction for a distance of 12 metres

Ruskin Street parking restrictions

- (i) That all existing parking restrictions in Ruskin Street be rescinded, and
- (ii) That the stopping of vehicles be prohibited at any time on both sides of Ruskin Street commencing at its intersection with Antigua Street and extending in a westerly direction for a distance of 14 metres.
- (iii) That the stopping vehicles be prohibited at any time on the north side of Ruskin Street, commencing at a point 60 metres west of its intersection with Antigua Street and extending in a westerly direction for a distance of 24 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street, commencing at a point 60 metres west of its intersection with Antigua Street and extending in a westerly direction for a distance of 21 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Ruskin Street commencing at a point 18 metres east of its intersection with Barrie Street and extending in a westerly direction for a distance of 28 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Ruskin Street commencing at a point 108 metres east of its intersection with Kipling Street and extending in a westerly direction for a distance of 76 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at a point 13 metres east of its intersection with Kipling Street and extending in a westerly direction for a distance of 30 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Ruskin Street commencing at a point 16 metres east of its intersection with Kipling Street and extending in a westerly direction for a distance of 51 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at a point 34 metres west of its intersection with Kipling Street and extending in a westerly direction for a distance of 28 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Ruskin Street commencing at a point 113 metres east of its intersection with Selwyn Street and extending in a westerly direction for a distance of 37 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at a point 101 metres east of its intersection with Selwyn Street and extending in a westerly direction for a distance of 33 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at a point 51 metres east of its intersection with Selwyn Street and extending in an easterly direction for a distance of 14 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at its intersection with Selwyn Street and extending in an easterly direction for a distance of 25 metres.

7 Cont'd

- (xiv) That the stopping of vehicles be prohibited at any time on the north side of Ruskin Street commencing at its intersection with Selwyn Street and extending in an easterly direction for a distance of 12 metres.

Burke Street parking restrictions

- (i) That all existing parking restrictions in Burke Street be rescinded, and
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Burke Street, commencing at its intersection with Selwyn Street and extending in an easterly direction for a distance of 30 metres
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Burke Street, commencing at a point 42 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 13 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Burke Street, commencing at a point 91 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 51 metres.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Burke Street, commencing at a point 150 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 6 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Burke Street., commencing at a point 169 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 7 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Burke Street, commencing at a point 180 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 31 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Burke Street, commencing at a point 228 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 40 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Burke Street commencing at its intersection with Selwyn Street and extending in an easterly direction for a distance of 12 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Burke Street commencing at a point 47 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 20 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Burke Street commencing at a point 100 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 31 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Burke street commencing at a point 159 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 8 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Burke Street commencing at a point 213 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 60 metres.

7 Cont'd

Braddon Street parking restrictions

- (i) That all existing parking restrictions in Braddon Street be rescinded, and
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Braddon Street commencing at its intersection with Fairfield Avenue and extending in a northerly direction for a distance of 15 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Braddon Street commencing at its intersection with Fairfield Avenue and extending in a northerly direction for a distance of 13 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Braddon Street commencing at a point 91 metres from its intersection with Fairfield Avenue and extending in a northerly direction for a distance of 30 metres.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Braddon Street commencing at a point 87 metres from its intersection with Fairfield Avenue and extending in a northerly direction for a distance of 32 metres.
- (vi) That the stopping of vehicles be prohibited at any time on both sides of Braddon Street commencing at its intersection with Disraeli Street and extending in a southerly direction for a distance of 14 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Braddon Street commencing at its intersection with Disraeli Street and extending in a northerly direction for a distance of 13 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Disraeli Street commencing at a point 14m west of its intersection with Braddon Street and extending in an easterly direction for a distance of 32 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Disraeli Street commencing at its intersection with Braddon Street and extending in a westerly direction for a distance of 18 metres.

Fairfield Avenue parking restrictions

- (i) That all existing parking restrictions in Braddon Street be rescinded, and
- (ii) That the stopping of vehicles be prohibited at any time on both sides of Fairfield Avenue commencing at its intersection with Antigua Street and extending in a westerly direction for a distance of 16 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Fairfield Avenue commencing at a point 12 metres east of its intersection with Braddon Street and extending in a westerly direction for a distance of 27 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Fairfield Avenue commencing at its intersection with Braddon Street and extending in an easterly direction for a distance of 16 metres.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Fairfield Avenue commencing at its intersection with Braddon Street and extending in a westerly direction for a distance of 14 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Fairfield Avenue commencing at a point 52 metres west of its intersection with Braddon Street and extending 28 metres in a westerly direction.

7 Cont'd

- (vii) That the stopping of vehicles be prohibited at any time on the north side of Fairfield Avenue commencing at a point 50 metres west of its intersection with Braddon Street and extending 31 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Fairfield Avenue commencing at a point 68 metres east of its intersection with Selwyn Street and extending 22 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Fairfield Avenue commencing at a point 68 metres east of its intersection with Selwyn Street and extending in an easterly direction for a distance of 30 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Fairfield Avenue commencing at its intersection with Selwyn Street and extending in an easterly direction for a distance of 15 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Fairfield Avenue commencing at its intersection with Selwyn Street and extending in an easterly direction for a distance of 20 metres.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendations be adopted.

8. APPLICATION FOR FUNDING – HOROMAKA WHANAU TRUST

An application for Discretionary funding is attached from Hillmorton High School's Kapahaka group to assist with costs associated with the group travelling to South Korea to perform in a festival at the invitation of Songpa-gu city.

STAFF RECOMMENDATION

That the application be received and an officer's report be requested.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendation be supported.

9. APPLICATION FOR FUNDING – OPAWA COMMUNITY GARDEN

An application for Discretionary funding is attached from Opawa Community Garden to assist with wages for a Garden Co-ordinator.

STAFF RECOMMENDATION

That the application be received and an officer's report be requested.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendation be supported.

10. UPDATE OF BOARD FUNDS

Attached are schedules with up-to-date information regarding the Board's 2005/06 Project, Discretionary, SCAP and Youth Development Funds, together with a copy of the Board's Outcomes and Measures.

10 Cont'd

STAFF RECOMMENDATION

That the information be **received**.

11. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER

The Community Board Principal Adviser will update the Board on current issues.

12. BOARD MEMBERS' INFORMATION EXCHANGE

Board members will have an opportunity to provide updates on community activities/Council issues.

13. QUESTIONS FROM MEMBERS (if any have been submitted in accordance with Standing Orders 4.1.1 to 4.1.5)

14. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items 15 and 16.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
PART A 15.	LAND FOR ROAD – 2 JAMES K BAXTER PLACE) GOOD REASON TO) WITHHOLD EXISTS) UNDER SECTION 7	SECTION 48(1)(a)
PART A 16.	HUXLEY/CAMERON GREEN LINK) GOOD REASON TO) WITHHOLD EXISTS) UNDER SECTION 7	SECTION 48(1)(a)

This resolution is made in reliance on Section 48(1) (a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item 15	Prejudice commercial position	(Section 7(2)(b)(ii))
Item 16	Conduct of negotiations	(Section 7(2)(i))

CHAIRPERSON'S RECOMMENDATION

That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”