



## Christchurch City Council

# SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA

18 OCTOBER 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**

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**Community Board Secretary**

Elaine Greaves

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- PART B 15. UPDATE OF BOARD FUNDS**
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**1. APOLOGIES**

**2. CONFIRMATION OF REPORT TO COUNCIL: 20 SEPTEMBER 2005**

The report of the meeting of 20 September 2005 has been circulated under separate cover.

**STAFF RECOMMENDATION**

That the report to Council of the meeting of 20 September 2005 be confirmed as a true and accurate record of that meeting.

**3. COMMUNITY OUTCOMES 2006/12**

Jane Cartwright, Strategy Support Manager, will be in attendance to discuss the finalised Community Outcomes which have been distributed with the agenda.

**4. YOUTH DEVELOPMENT SCHEME GUIDELINES**

<b>General Manager responsible:</b>	General Manager Community Services
<b>Officer responsible:</b>	Lesley Symington, Community and Recreation Unit Manager
<b>Author:</b>	Deirdre Ryan, Senior Community Development Adviser DDI 941-6288

**PURPOSE OF REPORT**

1. The purpose of this report is to present all Community Boards with proposed guidelines and a suggested timeframe for the implementation of the Youth Development Scheme.

**EXECUTIVE SUMMARY**

2. The Youth Development Funding Scheme currently operates within Riccarton/Wigram, Spreydon/Heathcote, Shirley/Papanui and Burwood/Pegasus. Funds have been both allocated and administered in different ways across the various Board areas and have historically been directed for purposes ranging from attendance at sporting events to supporting cultural groups.
3. Over the past months there has been interest expressed by both staff and Community Boards to review the funding scheme criteria and to develop some consistencies across the Boards with regard to the allocation and administration of the fund.
4. Community and Recreation Unit staff have prepared draft guidelines for the Youth Development Scheme funding allocations and administration. These draft guidelines and criteria (attached) are intended to provide Boards with a general framework upon which to base their considerations for grant allocation from this scheme. In addition, it is suggested that consistency is maintained across all Boards by including applicants' names in reports. A copy of the application/accountability form, together with a flow chart detailing the funding administration process, is attached.
5. It is suggested that Youth Development Funding scheme applications are considered by each Community Board or the relevant sub committee on a quarterly basis. This will ensure that the efficient administration of the scheme is achieved by staff. In cases where there is an urgent application, reports on the request will be responded to accordingly.

**FINANCIAL AND LEGAL CONSIDERATIONS**

6. Participating Boards have already allocated funding to the Youth Development Scheme. Fendalton/Waimari and Hagley/Ferrymead may wish to consider participating in the scheme by allocating some of their discretionary funds for this purpose.

**4 Cont'd**

**BACKGROUND TO THE YOUTH DEVELOPMENT SCHEME GUIDELINES**

7. Up until recently, the Youth Development Scheme has been available for young individuals and groups in the community to access for a range of purposes. While funds have typically been sourced from Board Project Funds for distribution, not all Community Boards have made provision for funding for this scheme. Additionally, funds have been allocated and administered in different ways by the various Board areas.
8. Over the past months there has been interest expressed by both Community Boards and management to review the funding scheme criteria and to develop some consistencies across the Boards in regard to the allocation and administration of the fund.
9. In response, the Senior Community Development Adviser undertook a collation of all information relating to the funding scheme across all Boards. Drawing from commonalities in the information gathered, guidelines for funding criteria, an application and accountability form and an administration process for all of the funds were developed. These are all attached.
10. Feedback on the drafts was then sought from the Community and Recreation Unit Funding Advisers, Community Development Advisers, the Principal Board Adviser and Board Secretary at Beckenham, and the Youth Development Funding Committee, along with the Community Engagement Adviser at Shirley/Papanui. Suggested further alterations were made at that stage and the documents are now presented for consideration by Community Boards.
11. The proposed guidelines for the criteria and purpose of the Youth Development Scheme are intended to support Boards and Committees in their decision-making process.

**OPTIONS**

12. In relation to the proposed guidelines for the Youth Development Scheme there are two options available to the Board:
  - (a) That the Board decline the adoption of the proposed guidelines and the implementation and funding criteria for the scheme and maintain the status quo.
  - (b) That the Board adopt the proposed guidelines and the implementation and funding criteria for the scheme.

**PREFERRED OPTION**

13. The preferred option is option (b). Adopting the proposed guidelines will ensure that requests for assistance by individuals and groups through this fund are considered consistently across all Boards, irrespective of geographical boundaries, and that the scheme is managed and administered in the most effective and efficient way.

**STAFF RECOMMENDATION**

It is recommended that the Board agree to accept the proposed guidelines and implementation timeframe for the Youth Development Scheme.

**CHAIRPERSON'S RECOMMENDATION**

There are advantages with the proposed guidelines for the Youth Development Scheme. However, it is expected that there be some flexibility in terms of the timing of consideration of applications.

For discussion.

**5. YOUTH DEVELOPMENT FUND APPLICATION**

<b>General Manager responsible:</b>	General Manager Community Services
<b>Unit Manager responsible:</b>	Lesley Symington, Community and Recreation Unit Manager
<b>Author:</b>	Maria Moran, Community Recreation Adviser, DD 941 5107

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to an application for funding from its 2005/06 Youth Development Fund.

**EXECUTIVE SUMMARY**

2. Funding is being sought by Dale Clark, a 16 year old boy living in the Sydenham area, towards costs associated with training and competing in the sport of Futsal (5-a-side indoor soccer) in Brazil, based at the Del Ponte Centre of Excellence. Dale will play for the Del Ponte Centre of Excellence team, playing against a number of regional teams in numerous tournaments during the period 25 November to 14 December 2005.

**FINANCIAL AND LEGAL CONSIDERATIONS**

3. There are no legal issues to be considered. The following outlines Dale's budgetary requirements for 2005:

<b>Activity/Competition</b>	<b>Date</b>	<b>Cost</b>
Air fare (incl taxes)	November/December 2005	\$3,700
Accommodation and meals	November/December 2005	\$1,200

5 Cont'd

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be supported.

6. **YOUTH DEVELOPMENT FUND APPLICATION**

<b>General Manager responsible:</b>	General Manager Community Services
<b>Unit Manager responsible:</b>	Lesley Symington, Community and Recreation Unit Manager
<b>Author:</b>	Ingrid de Meyer, Community Development Adviser, DD 941 5102

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to an application for funding from its 2005/06 Youth Development Fund.

**EXECUTIVE SUMMARY**

2. Funding is being sought by Jeremy Wright, a 16 year old Cashmere High School student from Hoon Hay. Jeremy is a member of the Cashmere High School Boys' Basketball team which has qualified for the Secondary Schools National Tournament held in Napier.
3. The tournament is being held from 26 September – 1 October 2005. This application was received within the necessary timeframe, but unfortunately, due to a review of the Youth Development Fund process and staff changes within the Council, this report is now seeking retrospective funding for this application.
4. Jeremy has been playing basketball at Cashmere for four years and during this time has also volunteered his time as a coach and referee. He has also represented Canterbury in the under 18's basketball team.
5. Cashmere High School has agreed to subsidise the costs of the airfares and the team were undertaking various other fundraising activities.
6. This is the first time the applicant has approached the Community Board for funding support.

**FINANCIAL AND LEGAL CONSIDERATIONS**

7. There are no legal issues to be considered. The following table provides a breakdown of the funding requested:

<b>Expense</b>	<b>Amount</b>
Airfare (return)	\$372
Accommodation (seven nights)	\$265
Food (seven days)	\$200
Transport (contribution to van rental)	\$ 68
<b>Total Cost</b>	<b>\$905</b>

**STAFF RECOMMENDATION**

It is recommended that the Board agree to allocate \$300 from its 2005/06 Youth Development Fund to assist with costs associated with the applicant's travel to Napier for the secondary schools National Basketball Tournament.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be supported.

## 7. YOUTH DEVELOPMENT FUND APPLICATION

<b>General Manager responsible:</b>	General Manager Community Services
<b>Unit Manager responsible:</b>	Lesley Symington, Community and Recreation Unit Manager
<b>Author:</b>	Ingrid de Meyer, Community Development Adviser, DD 941 5102

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to an application for funding from its 2005/06 Youth Development Fund.

### EXECUTIVE SUMMARY

2. Funding is being sought by Kelly Bowa, a 16 year old Cashmere High School student from Hoon Hay. Kelly is a member of the Cashmere High School Boys' Basketball team which has qualified for the Secondary Schools National Tournament held in Napier.
3. The tournament is being held from 26 September – 1 October 2005. This application was received within the necessary timeframe, but unfortunately, due to a review of the Youth Development Fund process and staff changes within the Council, this report is now seeking retrospective funding for this application.
4. References provided with the application form indicate that Kelly is a good student with an outstanding work ethic. His basketball coach states that Kelly has a natural talent in basketball that will only continue to improve as his knowledge and understanding of the game increases. Kelly has shown a commitment to the team by attending all practices, even when injured or unwell.
5. Cashmere High School has agreed to subsidise the costs of the airfares and the team were undertaking various other fundraising activities.
6. This is the first time the applicant has approached the Community Board for funding support.

### FINANCIAL AND LEGAL CONSIDERATIONS

7. There are no legal issues to be considered. The following table provides a breakdown of the funding requested:

<b>Expense</b>	<b>Amount</b>
Airfare (return)	\$372
Accommodation (seven nights)	\$265
Food (seven days)	\$200
Transport (contribution to van rental)	\$ 68
<b>Total Cost</b>	<b>\$905</b>

### STAFF RECOMMENDATION

It is recommended that the Board agree to allocate \$300 from its 2005/06 Youth Development Fund to assist with costs associated with the applicant's travel to Napier for the secondary schools National Basketball Tournament.

### CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be supported.

**8. YOUTH DEVELOPMENT FUND APPLICATION**

<b>General Manager responsible:</b>	General Manager Community Services
<b>Unit Manager responsible:</b>	Lesley Symington, Community and Recreation Unit Manager
<b>Author:</b>	Ingrid de Meyer, Community Development Adviser, DD 941 5102

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board’s approval to an application for funding from its 2005/06 Youth Development Fund.

**EXECUTIVE SUMMARY**

2. Funding is being sought by Ben Harris, a 15 year old student from Huntsbury. Ben has been selected as a member of the Secondary Schools New Zealand Under 15 soccer team. This team is travelling to Canada in September/October 2005.
3. This application was received within the necessary timeframe, but unfortunately, due to a review of the Youth Development Fund process and staff changes within the Council, this report is now seeking retrospective funding for this application.
4. This team is a national side that has been selected after a series of regional trials. The players selected are already high achievers in football and it is hoped that this experience will enable them to continue to develop their skills to an even higher level.
5. Ben will be a member of a touring team consisting of 16 players and four officials.
6. He has submitted applications to the Lion Foundation, Southern Trust, and New Zealand Community Trust but has unfortunately been declined by all three.
7. Ben is seeking funds to assist with covering the cost of airfares for the trip and this is the first time the applicant has approached the Community Board for financial assistance.

**FINANCIAL AND LEGAL CONSIDERATIONS**

8. There are no legal issues to be considered.
9. The total cost to each player is \$4,000 which includes \$2,456 for airfares. The applicant is seeking funding to meet the airfares cost.

**STAFF RECOMMENDATION**

It is recommended that the Board agree to allocate \$500 from its 2005/06 Youth Development Fund to assist with costs associated with the applicant’s travel to Canada for the Secondary Schools New Zealand Under 15 soccer team.

**CHAIRPERSON’S RECOMMENDATION**

That the staff recommendation be supported.

**9. DISPOSAL OF STOPPED ROAD – HAZELDEAN ROAD**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Don Munro, Transport and City Streets Unit Manager
<b>Author:</b>	David Rowland, Property Consultant, DDI 941- 8053

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board’s recommendation to Council to approve (under Section 345 of the Local Government Act 1974) the sale of legal road to the landowners adjoining 216/218 Hazeldean Road Christchurch at the conclusion of the road stopping process.



9 Cont'd

**EXECUTIVE SUMMARY**

2. In August 1996 the Council, on the recommendation of the Hagley/Ferrymead Community Board following a report relating to the stopping of road reserves along Hazeldean Road between Selwyn and Montreal Streets, resolved:
  - “(a) That the procedures to stop the portions of road be commenced as and when requested by the adjoining owners.*
  - “(b) That the land be sold to the adjoining owners at valuation in accordance with Section 345 of the Local Government Act 1974.”*
3. In January 2004, the owners of 216/218 Hazeldean Road, Christchurch, jointly approached the Council requesting consideration to dispose of the surplus road adjoining their property.

**FINANCIAL AND LEGAL CONSIDERATIONS**

4. Staff have negotiated a Sale and Purchase Agreement with the owners of the property at 216/218 Hazeldean Road for them to purchase that land shown on Plan SM1289-04 attached to this report shown as Sections 1, 2, 3 and 4 having a total area of 118m<sup>2</sup>
5. Independent valuation advice has been obtained for the value of the land adjacent to 218 Hazeldean Road at \$12,500. As the stopping also includes the immediately adjacent area of road at 216 Hazeldean Road, the same value has been utilised in determining that lot. The Sale and Purchase Agreement is for a total of \$25,000 including GST.
6. The Community Board does not have delegated authority to approve the sale of legal road – such a decision needs to be made by the full Council. The Board has, however, recommendatory powers to the Council.

**BACKGROUND OF DISPOSAL OF STOPPED ROAD – 216/218 HAZELDEAN ROAD**

7. The Spreydon/Heathcote Community Board in July 1996 and the Hagley/Ferrymead Community Board in August 1996 considered a staff report to stop portions of legal road set aside for road in Hazeldean Road and considered surplus. It was recommended and approved by Council, to stop the portions of road as and when requested by the adjoining owners and that the land be sold to the adjoining owners at valuation in accordance with Section 345 of the Local Government Act 1974.
8. The owners of the property at 216/218 Hazeldean Road Christchurch jointly approached the Council to stop the surplus road adjoining their industrial property. They currently hold both properties under the Unit Titles Act and it is proposed upon re-survey to separate the property into two separate freehold titles.
9. The agreement consequently is with owners as joint owners of the Unit Titles.
10. The site is zoned Business 3 in the proposed City Plan and the independent valuation has considered the benefits to the property by the sale of the road. The additional land will ultimately be utilised as additional off-street car parking on both sites.
11. The formal Road Stopping procedures under the Local Government Act 1974 will be commenced and subject to there being no objections, the sale would proceed following the formal stopping of the road.

**STAFF RECOMMENDATION**

It is recommended that, subject to the road stopping process being successfully completed, Sections 1, 2, 3 and 4 shown on plan SM1289-04 adjoining 216/218 Hazeldean Road be disposed of in accordance with Section 345 of the Local Government Act 1974 for a total sum of \$25,000 including GST.

## 9 Cont'd

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be supported.

**10. HASTINGS STREET EAST (WALTHAM-JORDAN) – KERB AND CHANNEL RENEWAL**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Mary Hay, Streets Capital Programme, DDI 941-8665

**PURPOSE OF REPORT**

1. The purpose of this report is to:
  - (a) Seek the Board's approval for the Hastings Street East (Waltham-Jordan) kerb and channel renewal to progress to final design, tender and construction; and
  - (b) Seek the Board's approval to implement new no stopping restrictions associated with the Hastings Street East (Waltham-Jordan) kerb and channel renewal.

**EXECUTIVE SUMMARY**

2. Hastings Street East (between Waltham Road and Jordan Street) is a relatively narrow residential street, which is classified in the roading hierarchy as a local road. The section of Waltham Road that intersects with Hastings Street East is classified as a minor arterial road.
3. Issue identification consultation was undertaken with the community in January 2004. The following issues were identified:
  - Vehicles cutting the corner at Jordan Street/Hastings Street East
  - Speeding vehicles
  - Parking - parked vehicles making access to driveways difficult, on-street parking creating a 'bottleneck' in the street at times
  - Improved safety for cyclists
  - Landscaping - more trees in the street wanted, including native trees
  - Graffiti and litter identified as a problem.
4. The concept plan involves the following elements on Hastings Street East:
  - New kerb and channel extended along Hastings Street East
  - Hastings Street East carriageway and its intersection with Waltham Road narrowed to 6 metres with a paved threshold set back from the intersection
  - A raised platform in place of the existing speed hump, and at the Jordan Street bend
  - Provision of a short right turn bay on Waltham Road
  - A pedestrian median island on Waltham Road, south of the Hastings Street East intersection
  - Three recessed parking bays, 90 degree and parallel on-street parking
  - Enhanced landscaping.
5. Community consultation on the preferred option was undertaken in March 2005. A publicity pamphlet was distributed to approximately 100 households. This pamphlet included a summary of the kerb and channel renewal project, an initial concept plan, and a feedback form. Eighteen responses were received to the pamphlet, with the majority of respondents happy with the proposal and keen to see it proceed. The feedback from the publicity was considered by the project team and is included in the preferred option where practical.

**10 Cont'd**

6. A number of amendments were made to the concept plan as a result of feedback from the community. The modified plan (attached) is the preferred option as it satisfies the aims and objectives of the project and has a good degree of community support. It is estimated that construction would take approximately four months to complete. Construction is scheduled to begin in November 2005.

**FINANCIAL AND LEGAL CONSIDERATIONS**

7. The estimated total cost for this project is \$370,974 inclusive of all consultation, design and project management.
8. Hastings Street East (Waltham-Jordan) kerb and channel renewal is part of the Street Renewal Programme, with construction intended in the 2005/06 year. The annual budget for Street Renewal Improvements is approximately \$15 million. Planning costs were provided for in the 2004/05 budget and the 2005/06 draft budget provides sufficient funding for the detailed design and construction.
9. Without the approval of the resolutions for traffic restrictions, the amended restrictions will not be enforceable upon implementation.

**BACKGROUND ON HASTINGS STREET EAST (WALTHAM-JORDAN) KERB AND CHANNEL RENEWAL**

10. Hastings Street East (between Waltham Road and Jordan Street) is a relatively narrow residential street, which is classified as a local road. The section of Waltham Road that intersects with Hastings Street East is a minor arterial road.
11. Hastings Street East is part of the Sydenham Neighbourhood Improvement Area (SNIA), which aims to enhance the residential zones by:
  - Removing unwanted traffic from residential streets
  - Enhancing the visual qualities of the area through improvements to the streets and public open spaces
  - Identifying and developing pedestrian and landscape linkages between community facilities.
12. The SNIA supports the clear definition of the roading hierarchy. It seeks that local streets be narrowed and provided with parking bays. The proposed concept plan for the Hastings Street East (Waltham-Jordan) kerb and channel renewal seeks to implement the objectives of the SNIA.
13. Bus Route 18, St Albans to Huntsbury, travels along Waltham Road. There is a bus stop on the east side of Waltham Road, south of Hastings Street East.
14. In January 2004 an initial questionnaire was sent to residents and businesses in the vicinity of Hastings Street East seeking their feedback on what they would like to see in their reconstructed street. The following issues were identified, as summarised:
  - Vehicles cutting the corner at Jordan Street/Hastings Street East
  - Speeding vehicles
  - Parked vehicles making access to driveways difficult
  - On-street parking creating a 'bottleneck' in the street at times
  - More trees in the street, including native trees
  - Graffiti and litter are a problem
  - Improved safety for cyclists.
15. These responses indicated a clear concern about corner cutting, vehicle speeds, cycle safety, parking, property access and landscaping.

**10 Cont'd**

16. The Terms of Reference and objectives for the project were based on the initial issues identified above and the Council's own rationale for placing the project on the programme. The principal aim of the project is to replace the kerb and dish channel with flat channel in Hastings Street East between Waltham Road and Jordan Street. The objectives of the project are to:
- Ensure suitable access to residential properties
  - Maximise on-street parking as far as possible
  - Improve pedestrian facilities at Waltham Road
  - Enhance negotiation of the corner between Hastings Street East and Jordan Street
  - Maintain or enhance the existing level of service and safety currently available to cyclists, including through the western section of the street
  - Discourage anti-social driving behaviour (including "rat running" and speeding)
  - Improve lighting as required
  - Improve landscaping using native species, including the reserve area within the diagonal diverter.
17. In March 2005 a publicity pamphlet was distributed to approximately 100 households with a scheme plan that met the project's objectives. This pamphlet included a summary of the kerb and channel renewal project, an initial concept plan, and a feedback form. Eighteen responses were received to the pamphlet, with the majority of respondents happy with the proposal and keen to see it proceed. A summary of consultation responses is attached (Hastings Street East – Consultation Summary). The key issues identified relate to:
- Property access – concern that adequate property access is provided
  - Landscaping – maintenance, effect of leaf drop, frangibility (ability to bend/snap), visibility to signage
  - Parking – seeking relocation, more parking
  - Bollards – concern that cyclists may not have sufficient room to pass through
  - Waltham Road merge location – interaction with Hastings Street East intersection
  - Services - concern that an overhead services pole restricts footpath width, desire to include under-grounding of services
  - Lighting – provision of adequate lighting required
  - Social problems - concern raised about congregation of children and people drinking on weekends.
18. The project team considered the feedback from the consultation and the final recommended design includes changes where practical. A summary of the Project Team's responses is attached (Hastings Street East – Consultation Summary). Amendments to the plan related to landscaping, the merge lanes at Waltham Road, and the relocation of two power poles.
19. Some of the issues raised in consultation did not result in changes to the recommended design of the project. The rationale for these responses by the Project Team are summarised in the attachment (Hastings Street East – Consultation Summary). In general, they were as follows:
- Property access – the proposal was not considered to adversely affect property access
  - Landscaping – maintenance would be undertaken, additional landscaping would jeopardise the amount of parking, trees would not obscure signage and requirements of SNIA need to be considered
  - Parking – relocation of parking not technically possible, more parking would jeopardise pedestrian safety
  - Services - no budget for under-grounding of services.

**OPTIONS**

20. Two options were assessed as part of Hastings Street East kerb and channel renewal as follows:
- (a) Maintain the status quo.

10 Cont'd

- (b) A narrowed entrance to Hastings Street East with a raised threshold (Waltham Road end), a raised platform in the centre of Hastings Street East (to replace the existing speed hump) and at the Jordan Street bend (see attached concept plan).

PREFERRED OPTION

21. Option (b) was selected as the preferred option and was amended in accordance with consultation feedback, where practical. In general, the proposed thresholds, platforms, parking bays and narrowing the street address the issue of corner cutting, vehicle speed, and pedestrian/cycle safety. The final concept plan consists of the following elements:
- New kerb and channel will be extended along Hastings Street East to link in with existing kerb and channel on Waltham Road and Jordan Street
  - Hastings Street East carriageway and the intersection with Waltham Road narrowed to 6 metres with a paved threshold set back from the intersection. The road width of Hastings Street East increases at the parking bays and no stopping lines are included in the central section where there are no parking bays
  - New no stopping lines will be installed at the intersection and extended northward and southward along Waltham Road. New no stopping lines will also be installed on the southern central part of Hastings Street East and at the Jordan Street bend
  - Two recessed parking bays on the southern side of the street, and one on the northern side of the street, 90 degree angle parking outside the drycleaners, and parallel parking on the north side of the street
  - Enhanced landscaping along Hastings Street East and on the area between Hastings Street East and Hastings Street West, and the installation of a heritage lamp in this area. To accommodate the proposed landscaping, two existing Silver Birch trees at the Jordan Street bend will be removed – all other existing trees will remain
  - A raised platform in place of the existing speed hump, and at the Jordan Street bend
  - A raised threshold at the Waltham Road end of Hastings Street East, and kerb build-outs on Waltham Road. Footpaths and pedestrian crossings will be installed at the intersection.
22. The concept plan involved the following elements on Waltham Road:
- Provision of a short right turn bay on Waltham Road for traffic turning right into Hastings Street East by shortening the existing median island
  - A pedestrian median island on Waltham Road, south of the Hastings Street East intersection
  - The bus stop on the east side of Waltham Road, south of Hastings Street East is proposed to move southward 10 metres into what is now parking and made shorter by 8 metres
  - The no stopping line east side of Waltham Road, south of Hastings Street East will be extended to the new bus stop location. Currently this section of kerb is bus stop.
23. The preferred option (refer attached) satisfies the project aim and objectives as follows:
- **Replaces the kerb and dish channel with flat channel** – kerb and dish channel will be replaced in Hastings Street East between Waltham Road and Jordan Street
  - **Ensures suitable access to residential properties** - the alignment of the Waltham Road build-out will allow sufficient room for vehicles to exit in reverse if required, the driveway cut-downs will be flared to allow easier manoeuvring, no stopping lines will be installed on the 6 metre section of the carriageway
  - **Maximises on-street parking as far as possible** – parking areas are clearly marked, a small number of parks will be lost in order to ensure suitable access to residential properties, time restrictions could be instituted at the Waltham Road end of Hastings Street East, if required
  - **Improves pedestrian facilities at Waltham Road** – Waltham Road is not considered safe to cross for pedestrians as it is wide and has a predominant traffic function. The proposal includes a pedestrian median island just south of Hastings Street on Waltham Road giving some protection for pedestrians waiting to cross Waltham Road. Hastings Street East will be narrowed and provide a safer crossing point for pedestrians

10 Cont'd

- **Enhances negotiation of the corner between Hastings Street East and Jordan Street** – the proposal has a raised 50 mm threshold around this curve with a constant 6m road width around the curve which is expected to slow traffic
- **Maintains or enhance the existing level of service and safety currently available to cyclists, including through the western section of the street** – the proposal has a widened cycle path between the two sections of Hastings Street with more user friendly bollards to accommodate cyclists but deter motorised traffic
- **Discourages anti-social driving behaviour (including 'rat running' and speeding)** – narrowing the intersection of Hastings Street East and Waltham Road in conjunction with the use of a threshold will aid in the differentiation of Hastings Street East as a local road in the roading hierarchy. It is expected that the preferred option, which narrows the intersection and includes a number of thresholds, will make the intersection less attractive for 'rat running' vehicles, and slow the traffic that is negotiating the intersection. Corner cutting at the Jordan Street bend will be reduced by the installation of the threshold and narrowing of the bend
- **Improves lighting as required** - the heritage lamp is a feature in addition to the current lighting currently available in the street, and street lighting will be assessed during the design phase and upgraded if necessary
- **Improves landscaping using native species, including the reserve area within the diagonal diverter** – the proposal has three distinct areas for landscaping enhancement. The first is at the intersection of Waltham Road with two large Totara trees over low plantings, the second is at the mid block raised platform where a cluster of South Island Kowhai trees are to be planted, and the third area is the corner of Hastings and Jordan. There will be grass mounds with interlinking curved paths and a cluster of Red Beech trees. This will be complemented with old style bollards and a heritage lamp. Two birch trees will be removed at the Jordan Street bend in order to accommodate the new footpath alignment and for aesthetic reasons – these will be replaced by the cluster of native Red Beech trees. Grassed and landscaped areas will abut the footpath, where possible.

24. The preferred option (refer attached) has been selected because it best satisfies project aims and objectives from the options considered, and it has a good degree of community support and includes community suggested items.

**STAFF RECOMMENDATIONS**

It is recommended that the Board:

- (a) Approve the Hastings Street East (Waltham-Jordan) kerb and channel renewal, as shown in the attachment, for final design, tender and construction.
- (b) Approve the following new traffic restrictions:

**New no stopping - Hastings Street East**

- (i) That the stopping of vehicles be prohibited at any time on the south side of Hastings Street East, commencing at its intersection with Jordan Street and extending 25 metres in a easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Hastings Street East, commencing at a point 60 metres east of its intersection with Jordan Street and extending 55 metres in a easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Hastings Street East, commencing at its intersection with Waltham Road and extending 15 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Hastings Street East, commencing at its intersection with Jordan Street and extending 30 metres in a easterly direction.

**10 Cont'd**

- (v) That the stopping of vehicles be prohibited at any time on the north side of Hastings Street East, commencing at its intersection with Waltham Road and extending 16 metres in a westerly direction.

**Jordan Street**

- (i) That the stopping of vehicles be prohibited at any time on the east side of Jordan Street, commencing at its intersection with Hastings Street East and extending 12 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Jordan Street, commencing at its intersection with Hastings Street East and extending 12 metres in a southerly direction.

**Waltham Road**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Waltham Road, commencing at its intersection with Hastings Street East and extending 20 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Waltham Road, commencing at its intersection with Hastings Street East and extending 20 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Waltham Road, commencing at a point 25 metres from its intersection with Hastings Street East and extending 10 metres in a southerly direction.

**Shorten existing bus stop:**

- (i) That the existing bus stop be revoked from the east side of Waltham Road at its present position, commencing 25 metres south of the intersection with Hastings Street East and extending 20 metres in a southerly direction; and reinstated on the east side of Waltham Road, commencing 35 metres south of the intersection with Hastings Street East and extending 12 metres in a southerly direction.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

**11. OPAWA ROAD STAGE 2 (GARLANDS ROAD TO CURRIE ROAD) – ONE WAY BYLAW FOR TWO SERVICE LANES**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Don Munro, Transport and City Streets Unit Manager
<b>Author:</b>	Jeanette Ward, Project Manager DDI 941-8876

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's recommendation to Council that an amendment to the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 be implemented to prohibit all vehicles in two of the new service lanes on Opawa Road from travelling in a southerly direction.

11 Cont'd

**EXECUTIVE SUMMARY**

2. Stage 2 of the Opawa Road Upgrade will provide a new two lane road to the north of the existing road. The existing road will be used to provide a buffer zone and service lanes for residential properties on the south side of the road. Two of these new service lanes are designed for one way traffic flow. The project is currently under construction and due to be completed by 23 December 2005.
3. The project involves a one way traffic restriction in two of the service lanes.
4. This project is being undertaken in partnership with Transit New Zealand who support the recommendation made in this report.
5. Consultation on the project was undertaken in 2004, which included the proposed traffic restrictions.

**FINANCIAL AND LEGAL CONSIDERATIONS**

6. The one way status can be imposed by making an amendment to the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991.
7. The principal legal consideration associated with the approvals sought, is that without the approval of these resolutions the new and changed traffic restrictions will not be legally enforceable upon implementation.
8. The Community Board does not have delegated authority to authorise an amendment to the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 – such a decision needs to be made by the full Council. The Board has, however, recommendatory powers to the Council.

**BACKGROUND ON OPAWA ROAD STAGE 2 (GARLANDS ROAD TO CURRIE ROAD) – ONE WAY BYLAW FOR TWO SERVICE LANES**

9. Opawa Road, from Garlands Road towards the Port is part of the State Highway Network in Christchurch. Transit New Zealand is the road controlling authority responsible for improvements to this network. However, some years ago the residents of Opawa Road raised concerns with the Council of the increasing volume of traffic on the road, with the adverse effects being; increased traffic noise, vibration, local air pollution and lack of safe accessibility to and from their properties. This is particularly relevant to this section of Opawa Road with the high percentage of heavy vehicles, 12.5% recorded in 2003. Realignment of the road was considered necessary to overcome all of these effects.
10. The plan provides a new two lane road to the north of the existing road extending from the Garlands Road intersection to just past Curries Road. The existing road will be used to provide a buffer zone and service lane for residential properties on the south side of the road. The buffer zone allows the inclusion of street trees the entire length. Clumps of smaller trees are proposed within the open spaces on the south side of the intersections, with seating to be provided outside the Dairy.
11. The service lane accessing the southern properties is divided into four sections, the longest two have separate entrance and exit points while the shorter two have one dual access point. Service Lane Nos. 2 and 3 as shown on the attached plan are designed to function with one way flow. By making them one way, the turning conflicts at the entrances and exits are reduced, particularly those located near the side street intersections. Also, a one way service lane is narrower than would be required for two way flow with parking on both sides and therefore allows more space to be devoted to the buffer island between the houses and vehicles on the main road. It may seem inconvenient to the residents who access these service lanes, but there are some benefits which include the knowledge that traffic will only be coming from one direction.



**11 Cont'd**

12. Overall, one of the primary objectives of the upgrade (to increase road safety for all users) is achieved by reducing the number of access points along Opawa Road. This can be accomplished by using the one way system.
13. Transit New Zealand and the Council are undertaking this project in partnership. The Council has managed the consultation, design and construction in liaison with Transit which has supported the one way service lanes.

**CONSULTATION**

14. Consultation was undertaken with local residents and other relevant stakeholders in July 2004. The consultation was in the form of a publicity leaflet that outlined the proposed plan along with an explanation of the aims and objectives for the project.
15. A total of 40 submissions were received, the majority of submissions expressed support for the project but either queried some points or suggested changes to the plan. There was some question over why the proposed one way flow in two of the service lanes was necessary. The above rationale was explained and no further feedback was received regarding the proposal.

**PROGRAMME**

16. Construction of Opawa Road is under way and due to be completed by the end of December 2005. The one way restrictions will be effective upon completion of the works.

**STAFF RECOMMENDATION**

That the Board recommend that the Council resolve that the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 be amended by adding the following paragraph:

**Opawa Road (Garlands Road to Curries Road)**

Opawa Road Service Lane No. 2 northerly from its southern intersection with Opawa Road and Service Lane No. 3 northerly from its southern intersection with Opawa Road.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be supported.

**12. OPAWA ROAD STAGE 2 (GARLANDS ROAD TO CURRIE ROAD) – TRAFFIC RESTRICTIONS**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Don Munro, Transport and City Streets Unit Manager
<b>Author:</b>	Jeanette Ward, Project Manager DDI 941-8876

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for the traffic restrictions associated with the Opawa Road upgrade.

**EXECUTIVE SUMMARY**

2. Stage 2 of the Opawa Road upgrade will provide a new two lane road to the north of the existing road. The existing road will be used to provide a buffer zone and service lanes for residential properties on the south side of the road. The project is currently under construction and due to be completed by 23 December 2005.
3. The project involves the installation of a short term parking restriction, no stopping restrictions, intersection control changes and the relocation of bus stops.

**12 Cont'd**

4. This project is being undertaken in partnership with Transit New Zealand which supports the recommendations made in this report.
5. Consultation on the project was undertaken in 2004, which included the proposed traffic restrictions.

**FINANCIAL AND LEGAL CONSIDERATIONS**

6. The principal legal consideration associated with the approvals sought, is that without the approval of these resolutions the new and changed traffic restrictions will not be legally enforceable upon implementation.

**BACKGROUND ON OPAWA ROAD STAGE 2 (GARLANDS ROAD TO CURRIE ROAD) – TRAFFIC RESTRICTIONS**

7. Opawa Road from Garlands Road towards the Port is part of the State Highway Network in Christchurch. Transit New Zealand is the road controlling authority responsible for improvements to this network. However, some years ago the residents of Opawa Road raised concerns with the Council of the increasing volume of traffic on the road, with the adverse effects being; increased traffic noise, vibration, local air pollution and lack of safe accessibility to and from their properties. This is particularly relevant to this section of Opawa Road with the high percentage of heavy vehicles, 12.5% recorded in 2003. Realignment of the road was considered necessary to overcome all of these effects.
8. The plan provides a new two-lane road to the north of the existing road extending from the Garlands Road intersection to just past Curries Road. The existing road will be used to provide a buffer zone and service lane for residential properties on the south side of the road. The buffer zone allows the inclusion of street trees the entire length. Clumps of smaller trees are proposed within the open spaces on the south side of the intersections, with seating being provided outside the Dairy.
9. On road cycle lanes, adjacent to the kerb, are to be provided along the entire length of Stage 2. A recent law change means that no parking is permitted in cycle lanes and therefore no formalised parking restrictions are required. The majority of the yellow dashed no stopping lines have been installed but will not be repainted in the future.
10. Parking will be permitted on the new two lane road at the Dairy where a 10 minute parking restriction will apply. Parking on the service roads is permitted at any time except at the entrance and exit points and at the dual entrance/exit point (near #218) and any other points where no stopping lines are shown to make the road safer for cyclists.
11. Intersections with Opawa Road require either a Give Way or Stop control, this includes the Service Lane exits onto Opawa Road. Some controls remain the same per the existing controls. The new controls are listed in the recommendations.
12. Bus stop locations are designed to suit the new alignment and provide a suitable/convenient service for users. These locations do not affect any adjacent properties as the bus stops on the western side of the road are recessed into the buffer island and those on the eastern side are outside properties not yet occupied and do not reduce on street parking (as there is none).
13. Transit New Zealand and the Council are undertaking this project in partnership. The Council has managed the consultation, design and construction in liaison with Transit which supports the traffic restrictions discussed above.

**CONSULTATION**

14. Consultation was undertaken with local residents and other relevant stakeholders in July 2004. The consultation was in the form of a publicity leaflet that outlined the proposed plan along with an explanation of the aims and objectives for the project.

**12 Cont'd**

15. A total of 40 submissions were received, the majority of submissions expressed support for the project but either queried some points or suggested changes to the plan.
16. The consultation material displayed the proposed traffic restrictions. There was no negative feedback regarding the proposals to install short term parking restrictions, no stopping restrictions and intersection control changes.

**PROGRAMME**

17. Construction of Opawa Road is under way and due to be completed by the end of December 2005. The traffic restrictions will be effective upon completion of the works.

**STAFF RECOMMENDATIONS**

It is recommended that the Community Board:

- (a) Approve the restrictions listed below:

**Opawa Road restrictions**

- (i) That the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Opawa Road, commencing at a point 12 metres from its intersection with Grange Street and extending in a northerly direction for a distance of 19 metres.

**Service Lane Restrictions**

- (i) That the stopping of vehicles be prohibited on the east side of Service Lane 1, commencing at its intersection with Opawa Road and extending in a northerly direction for a distance of 82 metres.
- (ii) That the stopping of vehicles be prohibited on the east side of Service Lane 1, commencing at its intersection with Opawa Road and extending in a southerly direction for a distance of 22 metres.
- (iii) That the stopping of vehicles be prohibited on the west side of Service Lane 1, commencing across from its intersection with Opawa Road and extending in a southerly direction for a distance of 25.5 metres.
- (iv) That the stopping of vehicles be prohibited at the north end of Service Lane 2, commencing at its northern intersection with Opawa Road and extending in a westerly direction for a distance of 15 metres.
- (v) That the stopping of vehicles be prohibited on the east side of Service Lane 2, commencing at its northern intersection with Opawa Road and extending in a southerly direction for a distance of 20 metres.
- (vi) That the stopping of vehicles be prohibited on the east side of Service Lane 2, commencing 89 metres from its northern intersection with Opawa Road and extending in a southerly direction for a distance of 70 metres.
- (vii) That the stopping of vehicles be prohibited on the west side of Service Lane 2, commencing 35 metres from its southern intersection with Opawa Road and extending in a southerly direction for a distance of 35 metres.
- (viii) That the stopping of vehicles be prohibited at the north end of Service Lane 3, commencing at its intersection with Opawa Road and extending in a westerly direction for a distance of 18 metres.
- (ix) That the stopping of vehicles be prohibited on the east side of Service Lane 3, commencing at its northern intersection with Opawa Road and extending in a southerly direction for a distance of 20 metres.

**12 Cont'd**

- (x) That the stopping of vehicles be prohibited on the east side of Service Lane 3, commencing at its southern intersection with Opawa Road and extending in a northerly direction for a distance of 22 metres.
- (xi) That the stopping of vehicles be prohibited on the east side of Service Lane 3, commencing at its southern intersection with Opawa Road and extending in a southerly direction for a distance of 18 metres and around the end of the lane.

**Grange Street Restrictions**

- (i) That the stopping of vehicles be prohibited on the north side of Grange Street, commencing at its intersection with Opawa Road and extending in an easterly direction for a distance of 23 metres.
- (ii) That the stopping of vehicles be prohibited on the south side of Grange Street, commencing at its intersection with Opawa Road and extending in an easterly direction for a distance of 21 metres.
- (iii) That the stopping of vehicles be prohibited on the north side of Grange Street, commencing at its intersection with Opawa Road and extending in a westerly direction for a distance of 25 metres.
- (iv) That the stopping of vehicles be prohibited on the south side of Grange Street, commencing at its intersection with Opawa Road and extending in a westerly direction for a distance of 30 metres.

**Kennedy Place Restrictions**

- (i) That the stopping of vehicles be prohibited on the north side of Kennedy Place, commencing at its intersection with Opawa Road and extending in an easterly direction for a distance of 29 metres.
- (ii) That the stopping of vehicles be prohibited on the south side of Kennedy Place, commencing at its intersection with Opawa Road and extending in an easterly direction for a distance of 29 metres.

**Ribbonwood Place Restrictions**

- (i) That the stopping of vehicles be prohibited on the north side of Ribbonwood Place, commencing at its intersection with Opawa Road and extending in an easterly direction for a distance of 21 metres.
- (ii) That the stopping of vehicles be prohibited on the south side of Ribbonwood Place, commencing at its intersection with Opawa Road and extending in an easterly direction for a distance of 29 metres.

**Brabourne Street Restrictions**

- (i) That the stopping of vehicles be prohibited on the north side of Brabourne Street, commencing at its intersection with Opawa Road and extending in an westerly direction for a distance of 24 metres.
- (ii) That the stopping of vehicles be prohibited on the south side of Brabourne Street, commencing at its intersection with Opawa Road and extending in an westerly direction for a distance of 22 metres.

**Curries Road Restrictions**

- (i) That the stopping of vehicles be prohibited on the north side of Curries Road, commencing at its intersection with Opawa Road and extending in an easterly direction for a distance of 14 metres.

**12 Cont'd**

- (ii) That the stopping of vehicles be prohibited on the south side of Curries Road, commencing at its intersection with Opawa Road and extending in an easterly direction for a distance of 18.5 metres.

**Port Hills Road Restrictions**

- (i) That the stopping of vehicles be prohibited on the north side of Port Hills Road, commencing at its intersection with Opawa Road and extending in an westerly direction for a distance of 25 metres.
  - (ii) That the stopping of vehicles be prohibited on the south side of Port Hills Road, commencing at its intersection with Opawa Road and extending in an westerly direction for a distance of 40 metres.
- (b) Approve the intersection control changes listed below:
- (i) That a Stop sign be placed against Service Lane No. 1 at its intersection with Opawa Road.
  - (ii) That a Give Way sign be placed against Service Lane No. 2 at its intersection with Opawa Road.
  - (iii) That a Give Way sign be placed against Service Lane No. 3 at its intersection with Opawa Road.
  - (iv) That a Stop sign be placed against Kennedy Place at its intersection with Opawa Road.
  - (v) That a Stop sign be placed against Brabourne Street at its intersection with Opawa Road.
  - (vi) That a Stop sign be placed against Ribbonwood Place at its intersection with Opawa Road.
  - (vii) Revoke and remove the Give Way sign against Brabourne Street at its intersection with Opawa Road.
  - (viii) Revoke and remove the Give Way sign against Ribbonwood Place at its intersection with Opawa Road.
  - (ix) That a Stop sign be placed against Service Lane No. 4 at its intersection with Opawa Road.
- (c) Approve the location of the following bus stops:
- (i) That a bus stop be installed on the east side of Opawa Road, commencing at a point 37 metres from its intersection with Garlands Road and extending in a southerly direction for a distance of 29 metres.
  - (ii) That a bus stop be installed on the east side of Opawa Road, commencing at a point 351 metres from its intersection with Garlands Road and extending in a southerly direction for a distance of 29 metres.
  - (iii) That a bus stop be installed on the east side of Opawa Road, commencing at a point 233.5 metres from its intersection with Kennedy Place and extending in a southerly direction for a distance of 29 metres.
  - (iv) That a bus stop be installed on the west side of Opawa Road, commencing at a point 308.5 metres from its intersection with Garlands Road and extending in a southerly direction for a distance of 29 metres.

12 Cont'd

- (v) That a bus stop be installed on the west side of Opawa Road, commencing at a point 348.5 metres from its intersection with Grange Street and extending in a southerly direction for a distance of 29 metres.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

**13. THORRINGTON ROAD/WHERSTEAD ROAD/WOODBRIDGE ROAD – STREET RENEWAL POST CONSTRUCTION REPORT**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Don Munro, Transport and City Streets Unit Manager
<b>Author:</b>	Brian Boddy, Senior Consultation Leader, DDI 941-8013

**PURPOSE OF REPORT**

1. The purpose of this report is to address the issues raised in a petition to the Board in August 2004 regarding the Cashmere Road/Thorrington Road intersection following the street renewal works in Thorrington, Wherstead and Woodbridge Roads. The Board's approval is being sought that no further work be done in these roads.

**EXECUTIVE SUMMARY**

2. In November 2003, street renewal works commenced in Thorrington Road, Woodbridge Road and Wherstead Road. The works took approximately eight months to construct (see attached) and was completed in July 2004.
3. The original objectives for the project were to:
  - Replace the existing kerbs and deep channels with kerb and flat channel.
  - Minimise traffic taking a short cut through Thorrington Road.
  - Slow traffic in the neighbourhood.
  - Improve safety for pedestrians, cyclists and vehicles.
  - Provide improved pedestrian/cycle crossing facilities.
  - Provide suitable parking to meet the needs of the residents.
  - Retain existing street trees and enhance the streetscape.
  - Upgrade any inadequate street lighting.
  - Complete a project that would satisfy the needs of the asset unit and the community.
4. The completed project has achieved all of these objectives.
5. In August 2004, the Spreydon/Heathcote Community Board received a petition from some residents in the above streets concerning the traffic management control at the intersection of Cashmere/Thorrington Roads. As a consequence of this petition, and also because of some concerns the Board had regarding traffic management in Colombo Street, Dyers Pass Road and Cashmere Road, the Board requested a comprehensive report of traffic issues in the wider area with consideration being given to establishing an area traffic management plan. This report only deals with the issues raised in the petition. The wider traffic management study is being prioritised along with other traffic management investigations and will be bound 0.4(1) - 12.1912.4(n) - d

**13 Cont'd**

7. It is concluded from the investigation that no further work is necessary, however, it is recommended that the narrowing in Thorrington Road be monitored for safety performance and future action be taken if necessary.

**FINANCIAL AND LEGAL CONSIDERATIONS**

8. There are no financial considerations.
9. There are no legal considerations.

**BACKGROUND ON THORRINGTON ROAD/WHERSTEAD ROAD/WOODBRIDGE ROAD – STREET RENEWAL POST CONSTRUCTION REPORT**

10. When the street renewal project for these streets was started a community survey was carried

**13 Cont'd**

residents' opinion of the speed of traffic in the area is that it has reduced. This is supported by evidence from speed surveys undertaken as part of the post construction survey. However, a small number of drivers were still travelling at excessive speeds. This issue needs to be monitored, raised with the local Police and enforced accordingly. The landscaping of the scheme came across as an important issue for residents and is clearly a valued amenity in the area. A small number of residents have experienced some drainage issues since the installation of the scheme and in some cases drainage has worsened. The two properties concerned will be investigated. In places, residents have observed road surface deterioration and looseness of material. The consultation process over the whole project has been very well received by the majority of residents. Future consultation processes could benefit from providing residents with more detailed information on the speaking process at meetings as some residents were unaware of this.

- (b) From the traffic volume survey, it is clear that there has been a remarkable decrease in the volume of traffic using Thorrington Road, approximately 65% reduction of an average of 637 vehicles per day. The speed count survey also shows a pleasing reduction in mean speed from just under 45 km/h to just under 40 km/h. Still of concern are the high end speeds (although infrequent) and this will need to be related to the Police so that targeted enforcement can be programmed. Enforcement should also be carried out at the Thorrington Road/Cashmere Road intersection where a few drivers are showing disregard to the new intersection layout. With respect to all three elements (traffic volume, speed and safety) it can be said that the project has been very successful. Generally, all the objectives set out in the Capital Works Project Terms of Reference have been fully satisfied.

**CONCLUSIONS**

- 14. As a result of these survey findings, it is to be concluded that the project goals and the goals of the residents have been largely satisfied. It is therefore recommended that no further action be taken in this area, other than monitoring and Police enforcement actions as indicated. Of course, options exist to rework the Cashmere/Thorrington Roads intersection. However, given the success of the work thus far, it is not recommended. Any changes to the intersection would need to have a specific purpose (e.g. to permit greater access to Thorrington Road) and would need to be considered in the light of their consequential effects (i.e. more vehicles using Thorrington Road). Any further work here would need to be prioritised against other similar work in the city.

**STAFF RECOMMENDATIONS**

It is recommended that:

- (a) No changes to the road layout in Thorrington, Wherstead, or Woodbridge Roads be undertaken.
- (b) The narrowing at the bend in Thorrington Road (as shown in the attachment to this report) is monitored for the next three years and any significant issues that arise be investigated and reported to the Spreydon/Heathcote Community Board.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendations be supported. Also, that the petitioners be advised of the investigations and decisions.

**14. TRANSPORT AND CITY STREETS UNIT - UPDATE ON CURRENT ISSUES**

Richard Bailey and Barry Cook from the Transport and City Streets Unit will be in attendance to discuss current issues.

**STAFF RECOMMENDATION**

That the information be received.



**18. 10. 2005**

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**15. 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.

**STAFF RECOMMENDATION**

That the information be received.

**16. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER**