



## Christchurch City Council

# BURWOOD/PEGASUS COMMUNITY BOARD AGENDA NO 219

21 SEPTEMBER 2005

5.00 PM

IN THE BOARDROOM,  
CNR BERESFORD AND UNION STREETS  
NEW BRIGHTON

**Community Board:** Glenda Burt (Chairperson), Carole Evans, Carmen Hammond, Caroline Kellaway, Tina Lomax, Don Rowlands, Gail Sheriff

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1. **APOLOGIES**

2. **CONFIRMATION OF REPORT**

The report of the ordinary meeting (both open and public excluded) of the Burwood/Pegasus Community Board held on Wednesday 7 September 2005 has been circulated to Board members.

**CHAIRPERSON'S RECOMMENDATION**

That the report of the ordinary meeting (both open and public excluded) held on Wednesday 7 September 2005 be confirmed.

3. **PETITIONS**

4. **DEPUTATIONS BY APPOINTMENT**

**PARKLANDS RESERVE GUM TREES**

**Ms D Quinn, Ms L Mules and Ms R Rogers** will be in attendance to outline their concerns on gum trees in Parklands Reserve causing shading and leaf problems on adjacent properties.

5. **CORRESPONDENCE**

6. **RESIDENTS' ASSOCIATIONS**

Time is allocated at Board meetings for Residents' Association representatives to address the Board on local matters.

**Geoff Cox from the Bexley Residents' Association**, will be in attendance to outline the group's activities. Each residents' group is invited to do this in rotation.

7. **BEXLEY WETLAND - PETITION RE STOPBANK REMOVAL**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Greenspace Manager
<b>Author:</b>	David Sissons, Parks and Waterways Planner, DDI 941-8490

**PURPOSE OF REPORT**

1. To enable a decision to be made in response to a petition received by the Board in December 2004.

**EXECUTIVE SUMMARY**

2. The Burwood/Pegasus Community Board has been presented with a petition that "We the undersigned want the Bexley Wetland stopbank walkway retained either in its present form or with bridges/culverts spanning any cut-aways".
3. This walkway runs along the present stopbank separating the Bexley Wetland from the estuarine wetland running along the shore of the Avon River upstream from where it flows into the estuary.
4. Removal of the stopbank has been a key element of the proposal since it was first drawn up in 1995, and since then it has been confirmed through three city-wide public consultation

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5. Ending the disturbance caused by people and dogs walking along the line of the removed stopbank will effectively double the undisturbed area of salt-marsh habitat for the birds to live and breed in, by combining the existing salt-marsh between the bank and the Avon with the area being restored, as one continuous undisturbed habitat. Thus the development now well underway will restore valuable coastal habitat in order to provide a safe and appealing haven for wildlife, as well as making significantly more public access and opportunities for viewing the marshland from around the edges.
6. Retaining the walkway, as proposed by the petitioners, would enable walkers, joggers and dogs on leashes to continue to go through the middle of the restored wetland area, but it would also reduce the potential value of the area for wildlife, because many of the types of birds that are anticipated to use the restored wetland would be disturbed by the human and canine activities.

#### **FINANCIAL AND LEGAL CONSIDERATIONS**

7. A financial comparison of the two options depends on the detailed design of each.
8. Retention of the stopbank as at present would save the cost of earthworks to change it into a string of islands but would involve the additional costs of a new public consultation process to seek support for amending the Development Plan.
9. Altering the stopbank to enable tidal flushing of the restored wetland as well as keeping walking access would save some of the cost of earthworks to change it into a string of islands, and would involve the additional costs of a new public consultation process to seek support for amending the Development Plan, and, if the Plan is then amended, the obtaining of any appropriate consents for new bridges/culverts and the costs of constructing and subsequently maintaining the bridges/culverts.
10. Legal considerations are nil, provided that any proposed change to the Development Plan goes through Council's public consultation process and gains public support.

#### **STAFF RECOMMENDATIONS**

It is recommended that the Council:

- (a) Agree to continue with the development programme set out in the Bexley Wetland Development Plan, and
- (b) Decline the request of the petitioners to retain a walkway along the line of the stopbank.

#### **CHAIRPERSON'S RECOMMENDATION**

1. That the abovementioned recommendations be adopted.
2. That the Board write to Aileen Trist to thank her for her interest and the petition on the Bexley Wetland walkway and to advise her of the Board's decision on this matter.

**BACKGROUND ON BEXLEY WETLAND STOPBANK: PETITION TO COMMUNITY BOARD**

11. The Burwood/Pegasus Community Board has been presented with a petition that "We the undersigned want the Bexley Wetland stop bank walkway retained either in its present form or with bridges/culverts spanning any cut-aways".
12. One of the main purposes of the wetland identified in the Development Plan is to encourage the recovery of breeding populations of coastal birds such as pied stilt, banded dotterel, grey duck, New Zealand shoveler, as well as the rare and shy bittern and marsh crake, by providing a continuous tract of high quality wetland habitat incorporating the Bexley Wetland and the lower Avon salt/river marshes.
13. The stopbank removal has been a key element of the proposal since it was first drawn up in 1995, and has since been confirmed through three city-wide public consultation exercises, a decision of the full Council and a resource consent hearing.
14. The wildlife is being given priority over human activities as a direct result of the history of the protection of the area, which sprang from a protracted public campaign including a 1984 petition signed by 2044 Christchurch residents and subsequent successful appeals in 1992 that turned down its use for human activities in preference for restoration as a haven for wildlife.
15. One of the first things proposed at the time of initial planning for conservation use of the area in 1995 was the removal of the stopbank and its reshaping to form a series of low islands that could be used as high-tide roosting areas and undisturbed nesting areas for coastal wading birds. This has been carried through consistently to the present day, and has been confirmed both in the October 2000 Development Plan and in the Resource Consents issued following a hearing in 2002.

**Development Plan**

16. The stopbank removal was approved, as an integral part of the Development Plan, by the full Council on 22 March 2001, following two opportunities for public input, the first being a public meeting in February 2000 when community views were canvassed, and the second being over the summer of 2000 -2001, when the resultant draft plan was released for public comment.
17. Seven submissions on the draft plan were received. Six supported the plan. One submitter who was not altogether in agreement with the plan made a number of suggestions for changes, one of which was that the stopbank be retained for flood protection.
18. The Parks and Recreation Committee's report to the full Council states: "*however, it is considered that both individually and in total these (suggestions) would not provide any benefits in respect of the goal to 'restore lost or damaged plant communities and wetland bird feeding, nesting and roosting habitat' and the objectives relating to the restoration of landscape character, plant and aquatic communities.*" For this reason these submissions were not supported by the Committee.
19. The officers' recommendation to the Parks and Recreation Committee meeting of 7 March 2001 discussed the matter in detail, and this advice was supported by the committee and subsequently the full Council:

*"This submission suggested the stopbank be retained for flood prevention. The retention of the stopbank is, however, not necessary because the neighbouring subdivision of "Pacific Park" has levels set to avoid inundation. The Parks and Waterways Unit recognises the stopbank is of no real benefit, and can be removed. Its partial removal is a fundamental aspect of the restoration of the wetland. Redirecting people and particularly dogs from this central corridor will substantially increase the core area for habitat restoration. The reintroduction of tidal waters will improve and restore salt marsh, salt meadow and brackish sandpiper pools/inlets and mudflats..... the fundamental premise is very simple and that is to restore the Bexley Wetland in context, balance and harmony with the adjacent estuary of the Heathcote and Aron (sic) Rivers/Ihutai. The plan is about reconnecting, re-establishing and restoring, not about continued artificial barriers and artificial communities."*

**Resource Consent**

20. The matter was subsequently discussed and a similar conclusion reached in the Assessment of Effects prepared for the resource consent application for the removal in 2002.

21. The February 2003 consent to breach the stopbank (CRC021167) had a condition (11) that

*“prior to breaching the stopbank, the consent holder shall construct a walkway parallel to Bexley Road, similar in nature to, and linking the existing pathway ending near the Pacific Park subdivision with the point where the stopbank meets Bexley Road”*

to ensure that public walking access will be kept. This track is currently under construction.

22. To decide now that the stopbank walkway should not be removed would be a major change to the planned, agreed, and widely anticipated development of the reserve, and therefore it would require another full process of city-wide consultation, which may or may not lead to the reversal of the current Development Plan.

**Habitat Integrity**

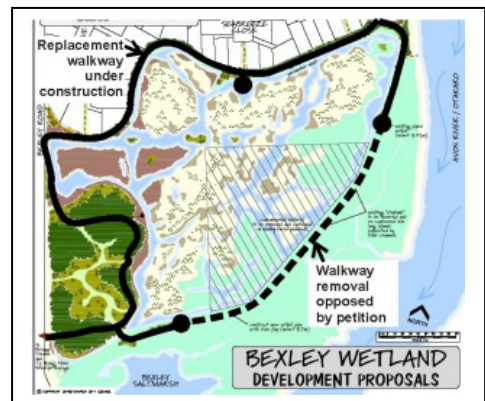
23. Ending the disturbance caused by people and dogs walking along the line of the removed stopbank will effectively double the undisturbed area of salt-marsh habitat for wildlife to live and breed in. It will combine the existing salt-marsh between the bank and the Avon with the area being restored, as one continuous undisturbed habitat, separated from human and canine activities by the moat around the northern side and the river to the east.

24. This will enable the re-establishment of a natural habitat continuum, grading from the estuary waters, through inter-tidal mudflats, high tide roosting shellbanks and salt-marsh meadows, to fresh-water wetland, and providing the full range of habitat niches that will attract bird species that are at present reluctant to re-colonise the estuary foreshores.

**Replacement Walkway**

25. An early project of the wetland restoration was the excavation of a moat around its northern boundary, and a public walkway was constructed along its northern bank specifically to provide for the public to walk around the reserve, with their dogs, and yet to be physically separated from it and prevented from causing disturbance to the wildlife by getting too close to roosting and nesting areas.

26. The new walkway over the new mounds alongside Bexley Road is under construction and due to be completed in June 2005. Once completed it will provide a new walkway around the northern and western sides of the wetland, put in for the purpose of replacing the stopbank walkway with a path that overlooks but is separated from the wildlife area. Three new tracks are proposed, running in from its edges, leading to bird viewing hides. The partly constructed walkway already gives a good overview of the saltmarsh and is being used by the public as a vantage point for bird watching.



**OPTIONS**

27. The Council can

either: continue to implement the Bexley Wetland Development Plan,

or: carry out a public consultation exercise to gauge public support for an amendment to the Development Plan that would provide for the existing stopbank walkway to be retained.

**PREFERRED OPTION**

28. The preferred option is to continue to implement the Bexley Wetland Development Plan.

**ASSESSMENT OF OPTIONS****Maintain The Status Quo (The Preferred Option)**

Continue with implementation of the Bexley Wetland Development Plan.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Walkers, joggers and dogs on leashes will get views over a large area of undisturbed wildlife habitat.	Instead of being able to walk through the middle of the wildlife areas, walkers, joggers and dogs on leashes will have to walk around one side of it.
<b>Cultural</b>	There will be a satisfactory completion of a project to replace a degraded industrial site into an estuarine wildlife habitat.	
<b>Environmental</b>	Restoration of undisturbed wildlife habitat.	
<b>Economic</b>	Viewing coastal wildlife is a tourist attraction. This experience will be optimised.	
<p><b>Extent to which community outcomes are achieved:</b>            Primary alignment with community outcome A Sustainable Natural Environment is achieved. Also contributes to A Well Governed City, A City of Healthy and Active People, A Cultural and Fun City, and A Liveable City.</p> <p><b>Impact on Council's capacity and responsibilities:</b>            It demonstrates consistency of decision making for the benefit of the wider community using a democratic, consultative process.</p> <p><b>Effects on Maori:</b>            Potential restoration of mahinga kai.</p> <p><b>Consistency with existing Council policies:</b>            Implementation of Bexley Wetland Development Plan.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b>            Those who value wildlife in the city can be expected to be supportive. Those who wish to have views to the mountains from the Bexley wetlands can be expected to object.</p> <p><b>Other relevant matters:</b></p>		

**Option 2**

Carry out a public consultation exercise to gauge public support for an amendment to the Development Plan that would provide for the existing stopbank walkway to be retained.

This table assesses the benefits and costs of retaining the walkway:

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Walkers, joggers and dogs on leashes will be able to go through the middle of the wildlife area and have views to the mountains.	Viewing of wildlife is likely to be reduced by disturbance caused by humans and dogs.
<b>Cultural</b>	Allowing humans and dogs on leashes to get close to wildlife could be said to improve the integration of people and nature.	However it is likely to result in less wildlife use of the wetland, since much of the wildlife would not want or tolerate such integration.
<b>Environmental</b>		Reduced value of wildlife habitat.
<b>Economic</b>		Reduced appeal of the area for wildlife tourism. Additional costs of new public consultation.
<p><b>Extent to which community outcomes are achieved:</b> None.</p> <p><b>Impact on Council's capacity and responsibilities:</b> Demonstrates Council preparedness to accept new information and community wishes.</p> <p><b>Effects on Maori:</b> Potential reduction of mahinga kai potential.</p> <p><b>Consistency with existing Council policies:</b> Implementation will require amendment of Bexley Wetland Development Plan to alter current policy.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> Those who wish to have views to the mountains from the Bexley wetland can be expected to be supportive. Those who value wildlife in the city can be expected to object. (Dog walkers will be unaffected, since they will be able to use the replacement walkway)</p> <p><b>Other relevant matters:</b></p>		



## 8. ROAD NAMING

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services
<b>Officer responsible:</b>	Environmental Services Manager
<b>Author:</b>	Bob Pritchard, Subdivisions Officer, DDI 941-8644

**PURPOSE OF REPORT**

1. The purpose of this report is to obtain the Board's approval for new road names.

**EXECUTIVE SUMMARY**

2. The approval of proposed road and right of way names is delegated to community boards.
3. The Subdivision Officer has checked all proposed names against the Council's road name database to ensure they will not be confused with names currently in use. The names have also been discussed with staff at Land Information NZ who act on behalf of the emergency services in respect to road naming.

**(a) Christchurch City Council - Aldershot Street and Wainoni Park**

A new legal road is being constructed within Wainoni Park, running between the two ends of Aldershot Street. The Aranui Community Trust was invited to submit a list of possible names for the new road. A list of names was submitted by the Trust, of which some were too similar in pronunciation or in the written form to names currently in use. Of the remainder, the name "**Ben Rarere Avenue**" was deemed the most appropriate. This was the first name submitted by the Trust. The late Ben Rarere was a former resident Maori Warden known for his hangis, and for watching over the Wainoni Park. The Rarere Whanau have provided their written permission for the use of Ben's name for the new road.

**(b) Mrs NC Dixon & KB Quarries Ltd - Kingsbridge Drive**

Stage 1 of this subdivision extends Kingsbridge Drive and Corserland Street, and creates a new cul-de-sac off Kingsbridge Drive. Six new allotments will access off the new cul-de-sac. The name proposed for the cul-de-sac is "**Schumacher Place**". Edith Amelia Schumacher was Norma Dixon's mother. Norma Dixon is the current land owner. In 1928, Edith Amelia Schumacher married Horace Alexandre Donnell. They farmed the land adjoining the present subdivision until Horace's death in 1956. Edith Amelia Donnell purchased the land on which the "Longview" subdivision is situated, in 1942 and held it with the farm. The land was understood to have been purchased from the Corser family. Edith Amelia continued living on the property until her death in 1982. The Dixon family feel it would be a fitting tribute to Edith Amelia's contribution to the viability of the farm, that a street be named after her.

**(c) Change of Road Name 5 - 37 Bexley Road**

When the new expressway, ANZAC Drive was constructed, three pockets of Bexley Road remained. The properties contained in a triangle immediately south of Wainoni Road were left with a single access off ANZAC Drive. Their location has proved difficult to identify by visitors. There have been several attempts in the past two years to change the name of the road, but until now, agreement on a replacement name by the residents has not been achieved. (The Council's minimum criteria before changing the name of a road is 85% of the residents to be in favour of the proposed change.) Previously, Avon View Place was proposed and rejected, and simpler options such as changing the name of the descriptive suffix to Bexley Grove, Place, and Close etc to more clearly identify the location of these properties did not have sufficient support from the residents to proceed.

The latest proposal offered to the residents was a simple choice of "**Bexley Gardens**" or "**Falconwood Grove**". Falconwood is a locality within the London Borough of Bexley. The residents were sent a questionnaire for completion and return by 18 October 2004. There are 18 affected properties, and with four of them being rented, so the total number of questionnaires sent out to the owners and tenants totalled 22. The questionnaires however were slow to return, and by the end of January this year, seven of them had still not replied. An interested resident then canvassed the residents, and obtained further

support for a change. The result is that 16 favoured "Falconwood Grove", and four favoured "Bexley Gardens", two others favoured "Bexley Close" and "Pahauwera Place" (These latter two names were not an option, and the background to the name Pahauwera was not provided.). Changing a road name involves several steps. The Board must firstly approve the new name. The proposed change is then submitted to Council, and if the Council is supportive of the change, special order provisions are instigated which will require the proposed change to be publicly notified a minimum of two times before a second Council meeting. If no valid objections have been received, the Council will approve the proposed change at the later meeting. Once approved, an effective date for the change to take place is determined (usually five to six weeks from approval, to allow the residents time to notify their change of address, and for the manufacture of the new name plates). The residents, together with critical services such as NZ Post are advised of the date of change.

(d) **Change of Road Name Rothesay Road to Aston Drive (Information only)**

The Council has constructed a link between the northern ends of Aston Drive and Bower Avenue, within the alignment of the existing paper road. This part of Rothesay Road had been unformed, and the link was provided to reduce the "bottle neck" situation in Bower Avenue and Aston Drive, and to provide a better traffic flow in the area. The Transport and City Streets Unit has requested that as the new construction appears to be a continuation of Aston Drive, that the continuation of Aston Drive to Bower Avenue currently known as Rothesay Road have the name changed to Aston Drive. (Rothesay Road will continue as the name for that part of the road from Burwood Road to Regalwood Close, and Queenspark Drive.) As there is no new road name proposed, this advice is presented to the Board for information only, no decision is required from the Board.

**FINANCIAL AND LEGAL CONSIDERATIONS**

4. 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 names "Ben Rarere Avenue", "Schumacher Place" and "Falconwood Grove" as submitted above.

**CHAIRPERSON'S RECOMMENDATION**

That the abovementioned recommendations be adopted.

**9. JANE CARTWRIGHT - COMMUNITY OUTCOMES**

Jane Cartwright, Research and Policy Development Manager will be in attendance to discuss the Community Outcomes.

**10. NEW BRIGHTON MALL SLOW ROAD ONE-WAY BYLAW CHANGES**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Jeanette Ward, Project Manager (Streets Capital Programme), DDI 941-8876

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's support and recommendation that the Council approve the associated one-way bylaw changes.

**EXECUTIVE SUMMARY**

2. The New Brighton Slow Road Project involves the introduction of a one-way slow road in Seaview Road between Union Street and Oram Avenue (New Brighton Mall). To complement the slow road, Union Street between Seaview Road and Beresford Street, and Seaview Road between Shaw Avenue and Union Street which are both currently one-way, require conversion to two-way flow.
3. The project involves changes to the Christchurch City Traffic and Parking Bylaw 1991 with respect to one-way travel.
4. Recent consultation on the project was undertaken in two stages; the slow road in June 2005 and the Seaview Road/Hardy Street intersection in August 2005. The consultation on the 'detail' of the projects was undertaken on an 'inform' basis with the opportunity for feedback. Reports on the consultation were submitted to the Board previously.

**FINANCIAL AND LEGAL CONSIDERATIONS**

5. The estimated total costs for this project, including the implementation of the traffic restrictions, is \$1,350,000, inclusive of all consultation, design and project management.
6. The New Brighton Mall Slow Road is part of the Major Amenity Budget for the New Brighton Commercial Area, and funding of \$1,339,143 (in total) has been allocated in the 2004/05, 2005/06 and 2006/07 years.
7. The 1978 Special Order declaring a pedestrian mall in New Brighton has been revoked.
8. 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.

**STAFF RECOMMENDATIONS**

It is recommended that the Board recommend to Council:

- (a) That the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 be amended by adding a new paragraph:

**Seaview Road**

Seaview Road easterly from its intersection with Union Street to Beresford Street.

- (b) That the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 be amended by deleting the following paragraphs:

**Seaview Road**

Seaview Road easterly from Shaw Avenue to Union Street.

**Union Street**

Union Street southerly from Seaview Road to Beresford Street.

**CHAIRPERSON'S RECOMMENDATION**

That the abovementioned recommendations be adopted.

#### **BACKGROUND ON NEW BRIGHTON MALL PROJECT**

9. The New Brighton Mall Upgrade Project involves the introduction of a one way slow road in Seaview Road between Union Street and Oram Avenue (the legal description of this road is Brighton Mall). A one-way restriction will be required to ensure the safe and legal operation of the road.
10. To ensure the one-way slow road complements the surrounding network some changes to the traffic operations are required at the following locations:
  - Union Street between Seaview Road and Beresford Street is currently one-way; this will require conversion to two-way flow. This conversion would involve a kerb build out and lane marking amendments. The existing pedestrian crossing would also be removed. A new give-way control will be installed at the Seaview Road intersection.
  - Seaview Road between Shaw Avenue and Union Street is currently one way this requires conversion to two way flow. This involves some lane marking changes.
11. The default speed limit of the slow road is 50 km/h. However, the road has been designed to encourage slower vehicle speeds therefore the speed limit is being reviewed as part of the current speed limit review, this may result in a lower speed limit.

#### **CONSULTATION**

12. Consultation on the slow road was initiated in 1998 when the concept was proposed. A number of the businesses in the area initiated the concept, and supported the reintroduction of a road through the mall. A concentrated consultation effort was undertaken during preparation of the New Brighton Master Plan, released in September 2002. This consultation involved a series of public meetings and presentations to the elected members. The outcome appeared to be support for the one way slow road.
13. When the Council advertised the proposed legal reintroduction of traffic into the mall in 2003, some objections were raised. The proposed slow road was finally approved in May 2004 following an Environment Court Hearing. Retail Consulting Group then undertook consultation with the businesses as part of the concept plan finalisation.
14. Consultation on the slow road final plan was undertaken in June and July 2005, and the Seaview/Hardy intersection on August 2005, both on an 'Inform' only with the opportunity for feedback. The consultation involved the following:
  - Contacting the directly affected businesses within the mall area with an information letter and the final concept plan. Members of the project team made themselves available at a location in the mall to answer any queries and receive any feedback.
  - Informing the wider community via a City Scene article and display boards in the Mall.
  - A start work notice detailing changes made since the initial plan was sent out.
  - CCC 'Have you say' website.
15. The consultation displayed the proposed traffic restrictions. There was no negative feedback regarding the proposals with respect to one-way travel.

#### **PROGRAMME**

16. Construction of the slow road is underway and due to be complete by the end of November. It is intended that the majority of the work at the intersection of Seaview Road and Hardy Street be carried out in the September school holidays due to the close proximity of the school. The restrictions will be effective upon completion of the works.

#### **PREFERRED OPTION**

17. The slow road was always intended to be a one way road and the narrow width reflects this. Therefore the one-way proposal is the only available option.

## 11. NEW BRIGHTON MALL SLOW ROAD AND SEAVIEW/HARDY INTERSECTION - TRAFFIC RESTRICTIONS

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Jeanette Ward, Project Manager (Streets Capital Programme), 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 New Brighton Mall Slow Road and the Seaview Road/Hardy Street intersection.

### EXECUTIVE SUMMARY

2. The New Brighton Slow Road Project involves the introduction of a one way slow road in Seaview Road between Union Street and Oram Avenue (Brighton Mall). To complement the slow road, the intersection of Seaview Road and Hardy Street requires a change of priority and Union Street between Seaview Road and Beresford Street, which is currently one-way, requires conversion to two-way flow.
3. The project involves the installation of short term parking restrictions, no-stopping restrictions, intersection control changes and removal of the existing pedestrian crossing.
4. Recent consultation on the project was undertaken in two stages; the slow road in June 2005 and the Seaview Road/Hardy Street intersection in August 2005. The consultation on the 'detail' of the projects was undertaken on an 'inform' basis with the opportunity for feedback. Reports on the consultation were submitted to the Board previously. No negative feedback regarding the proposed traffic restrictions were received.

### FINANCIAL AND LEGAL CONSIDERATIONS

5. The estimated total costs for this project, including the implementation of the traffic restrictions, is \$1,350,000, inclusive of all consultation, design and project management.
6. The New Brighton Mall Slow Road is part of the Major Amenity Budget for the New Brighton Commercial Area, and funding of \$1,339,143 (in total) has been allocated in the 2004/05, 2005/06 and 2006/07 years.
7. The 1978 Special Order declaring a pedestrian mall in New Brighton has been revoked.
8. 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.

### STAFF RECOMMENDATIONS

It is recommended that the Board:

1. Approve the parking restrictions listed in the schedule below:

#### Slow Road Restrictions

- (a) That a "loading zone (goods vehicles only)" with a time limit of 5 minutes be created on the north side of Seaview Road commencing at a point 15.5 metres from its intersection with Shaw Avenue and extending in a easterly direction of 11.5 metres.
- (b) That the parking of vehicles be restricted to a maximum period of 5 minutes on the north side of Seaview Road commencing at a point 27 metres from its intersection with Shaw Avenue and extending in a easterly direction for a distance of 5.5 metres.
- (c) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Brighton Mall commencing at a point 11.6 metres from its intersection with Union Street and extending in a easterly direction for a distance of 13 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Brighton Mall commencing at a point 29.5 metres from its intersection with Union Street and extending in a easterly direction for a distance of 13 metres.

- (e) That the parking of vehicles be restricted to a maximum period of 5 minutes on the north side of Brighton Mall commencing at a point 47.5 metres from its intersection with Union Street and extending in a easterly direction for a distance of 19.6 metres.
  - (f) That the parking of vehicles be restricted to "Holders of mobility cards only" on the northern side of Brighton Mall commencing at a point 75.4 metres from its intersection with Union Street and extending in a easterly direction for a distance of 8.5 metres
  - (g) That a "Motorcycle stand" be installed on the northern side of the Brighton Mall commencing at a point 90 metres from its intersection with Union Street and extending in a easterly direction for a distance of 4.8 metres
  - (h) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of the Brighton Mall commencing at a point 100 metres from its intersection with Union Street and extending in a easterly direction for a distance of 13 metres.
  - (i) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of the Brighton Mall commencing at a point 123 metres from its intersection with Union Street and extending in a easterly direction for a distance of 19.6 metres.
  - (j) That a "loading zone (goods vehicles only)" with a time limit of 5 minutes be created on the north side of Brighton Mall commencing at a point 147.5 metres from its intersection with Union Street and extending in a easterly direction for a distance of 13 metres.
  - (k) That the parking of vehicles be restricted to a maximum period of 5 minutes on the north side of the Brighton Mall commencing at a point 160 metres from its intersection with Union Street and extending in a easterly direction for a distance of 5.5 metres.
  - (l) That the parking of vehicles be restricted to a maximum period of 30 minutes on the west side of the Brighton Mall commencing at a point 25.5 metres from its intersection with Beresford Street and extending in a northerly direction for a distance of 19.6 metres.
  - (m) That the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of the Brighton Mall commencing at a point 27 metres from its intersection with Beresford Street and extending in a northerly direction for a distance of 13 metres.
  - (n) That the stopping of vehicles be prohibited on the north side of Beresford Street commencing at its intersection with Seaview Road and extending in a easterly direction for a distance of 9 metres.
  - (o) That the stopping of vehicles be prohibited on the north side of Beresford Street commencing at its intersection with Seaview Road and extending in a westerly direction for a distance of 15 metres.
  - (p) That a taxi stand be created on the north side of Beresford Street commencing at a point 9 metres from its intersection with Seaview Road and extending in a easterly direction for a distance of 11 metres.
2. Approve the intersection control changes listed in the schedule below:

**Slow Road Intersection Controls**

- (a) That a 'give way' be place against Oram Avenue at the Beresford Street intersection.
- (b) That a 'give way' be placed against the Brighton Mall (slow road) at the Beresford Street intersection.
- (c) That a 'give way' be placed against Union Street at the Seaview Road intersection.

**Seaview Road/Hardy Street Intersection Controls**

- (a) That a 'give way' control be placed against Hardy Street at the Seaview Road intersection.
- (b) Revoke and remove the 'give way' against the eastern side of Seaview Road at Hardy Street.

3. Approve the removal of the pedestrian crossing on Union Street:

- (a) Revoke and remove the pedestrian (zebra) crossing on Union Street at the intersection of Seaview Road.

**CHAIRPERSON'S RECOMMENDATIONS**

That the abovementioned recommendations be adopted.

#### **BACKGROUND ON NEW BRIGHTON MALL PROJECT**

9. The New Brighton Mall Upgrade Project involves the introduction of a one way slow road in Seaview Road between Union Street and Oram Avenue (the legal description of this road is Brighton Mall). A one-way restriction will be required to ensure the safe and legal operation of the road.
10. To ensure the one-way slow road complements the surrounding network, some changes to the traffic operations are required at the following locations:
  - Union Street between Seaview Road and Beresford Street is currently one-way; this will require conversion to two-way flow. This conversion would involve a kerb build out and lane marking amendments. The existing pedestrian crossing would also be removed. A new give-way control will be installed at the Seaview Road intersection.
  - Seaview Road at Hardy Street requires a change of priority; this will involve some kerb realignment work. The give way control will be changed so that the priority is to Seaview Road traffic. There is no change to the length of the no-stopping restrictions and the current P30 is retained but shortened in length by 3 metres.
11. One of the objectives of the project is to provide short term parking; this will be achieved by the installation of the following parking areas:
  - 2 P5 loading zones
  - 5 P5 parking spaces
  - 14 P30 parking spaces
  - 1 mobility parking area
  - 1 motorcycle parking area
12. Parking on the south side of the slow road will not be practical due to the width of the road. Installing no-stopping lines is the normal measure to prevent vehicles stopping however this type of marking on the newly created road is not considered desirable from an aesthetic point of view. It is proposed that the lines are left off at this stage (and associated formalised restrictions) and the situation be monitored. If there appears to be an issue with parking on the south side the restrictions can then be imposed, however this is believed to unlikely given the clearly defined parking available on the north side and the available road width.
13. The default speed limit of the slow road is 50 km/h. However the road has been designed to encourage slower vehicle speeds therefore the speed limit is being reviewed as part of the current speed limit review, this may result in a lower speed limit.

#### **CONSULTATION**

14. Consultation on the slow road was initiated in 1998 when the concept was proposed. A number of the businesses in the area initiated the concept, and supported the reintroduction of a road through the mall. A concentrated consultation effort was undertaken during preparation of the New Brighton Master Plan, released in September 2002. This consultation involved a series of public meetings and presentations to the elected members. The outcome appeared to be support for the one way slow road.
15. When the Council advertised the proposed legal reintroduction of traffic into the mall in 2003, some objections were raised. The proposed slow road was finally approved in May 2004 following an Environment Court Hearing. Retail Consulting Group then undertook consultation with the businesses as part of the concept plan finalisation.
16. Consultation on the slow road final plan was undertaken in June and July 2005, and the Seaview/Hardy intersection on August 2005, both on an 'Inform' only with the opportunity for feedback. The consultation involved the following:
  - Contacting the directly affected businesses within the mall area with an information letter and the final concept plan. Members of the project team made themselves available at a location in the mall to answer any queries and receive any feedback.
  - Informing the wider community via a City Scene article and display boards in the Mall.
  - A start work notice detailing changes made since the initial plan was sent out.
  - CCC 'Have you say' website.

17. The consultation 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**

18. Construction of the slow road is underway and due to be complete by the end of November. It is intended that the majority of the work at the intersection of Seaview Road and Hardy Street be carried out in the September school holidays due to the close proximity of the school. The restrictions will be effective upon completion of the works.

#### **OPTIONS**

##### **Option A: No parking restrictions**

19. If no short term parking restrictions are put in place the objective of 'providing short term parking' will not be met, essentially the road will not function as it is intended.

##### **Option B: Short term parking is installed**

20. To achieve the project objectives short term parking is to be provided as detailed in the schedule below. The configuration of parking areas shown in Attachment 1 is considered appropriate for the surrounding environment. There are 5 minute restrictions adjacent to the bank ATMs and the pharmacy for prescription pickup and loading zones at the west end and the east end of the slow road. The remainder of the car parks will have 30 minute restrictions. Longer term parking is available in the car parking provided off Hawke Street and Beresford Street.
21. A vehicle access point was required between No 96 and No 100 as these properties have no legal access from Hawke Street, the location of this access left areas well proportioned for mobility parking and a motorcycle stand. The taxi stand on Beresford Street is reducing in length from the current stand however this will be reviewed as part of the Beresford Street re-design. A sign informing taxi stand users of the new arrangement is currently in place. An information sign post in the mall will direct people to the new taxi stand location.

#### **PREFERRED OPTION**

22. Option B is the preferred option as it meets the objectives of the project.



## ASSESSMENT OF OPTIONS

## The Preferred Option

## Option B: Short term parking

	Benefits (current and future)	Costs (current and future)
<b>Social</b>	Enhancement of the mall area to provide a bustling high street environment and improved streetscape.  Proposal is consistent with the New Brighton Master Plan.	Nil
<b>Cultural</b>	Nil	Nil
<b>Environmental</b>	The mall is enhanced through the provision of short term parking	Nil
<b>Economic</b>	Potential benefits to business owners/operators adjacent to the slow road in the New Brighton Mall.	Capital Expenditure
<p><b>Extent to which community outcomes are achieved:</b>  Primary alignment with community outcome <i>"Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability"</i> by recognising the changing needs of the users of New Brighton Mall, and managing assets to optimise the value and usefulness over time.</p> <p>Also contributes to <i>"Our economy is based on a range of businesses which enable wealth creation and employment opportunities"</i> by increasing potential benefits for businesses in the mall.</p> <p><b>Impact on Council's capacity and responsibilities:</b>  Nil impact.</p> <p><b>Effects on Maori:</b>  It is considered there are no effects on Maori.</p> <p><b>Consistency with existing Council policies:</b>  The proposal is consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians.</p> <p>The proposal is also consistent with the New Brighton Master Plan to provide a high street/convenience shopping area.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b>  The views and preferences of the local businesses were sought in the consultation on the final design of the slow road.</p> <p><b>Other relevant matters:</b>  Nil</p>		

**Option A: No short term parking**

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Nil.	Inconsistent with the New Brighton Master Plan.  Inconsistent with the Council direction to date.  May not contribute to the revitalisation of the New Brighton mall.
<b>Cultural</b>	Nil.	Nil
<b>Environmental</b>	Nil.	Nil
<b>Economic</b>	No enforcement costs.	Nil
<p><b>Extent to which community outcomes are achieved:</b> This option is not aligned to any Community Outcomes.</p> <p><b>Impact on Council's capacity and responsibilities:</b> No enforcement required.</p> <p><b>Effects on Maori:</b> It is considered there are no effects on Maori.</p> <p><b>Consistency with existing Council policies:</b></p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> The views and preferences of the local businesses were sought in the consultation on the final design of the slow road.</p> <p><b>Other relevant matters:</b> Nil</p>		

## 12. 2004/05 GREENSPACE CAPITAL WORKS - END OF YEAR STATUS BURWOOD/PEGASUS

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Greenspace Manager
<b>Author:</b>	Brent Smith, Team Manager (Capital Projects), DDI 941-8645

The purpose of this report is to inform the Board on the end of year financial position and status of the Greenspace Capital Projects within the Board area for 2004/05.

The attached schedule sets out the end of year status in terms of the individual projects and also an indication whether the project is ongoing in 2005/06. The schedule also indicates whether any funding was carried forward to the new financial year.

Overall the result has been satisfactory, with 33 of the 45 projects fully completed, and the balance substantially or partially completed and ongoing in 2005/06. The balance of funding was carried forward in one development project and this is detailed in the following table. The work on this project will continue in 2005/06.

<b>Project</b>	<b>Reason for carry forward</b>
Burwood Park Car Park	Project sent back for redesign due to insufficient budget. Reprogrammed to 05/06 and combined with design process for further parking areas in Horseshoe Lake.

**STAFF RECOMMENDATION**

That the information be received.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

**13. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE**

**13.1 COMMITTEE AND WORKING PARTY MEMBERSHIP**

For members' information a list of all Board Committees, Subcommittees and Working Parties is attached.

**13.2 NOTICE OF UPCOMING BOARD REPORTS**

- Owles Terrace
- 2005/06 Greenspace Capital Projects
- Youth Development Scheme
- Banks Avenue

**14. NOTICES OF MOTION**

**15. QUESTIONS**