



## Christchurch City Council

# SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA

20 SEPTEMBER 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.

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- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
- PART C - DELEGATED DECISIONS**

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### SEMINAR MEETING – 6.00 PM

- 1. HILLMORTON HOSPITAL SITE - UPDATE ON CONSERVATION PLAN

**1. APOLOGIES**

**2. CONFIRMATION OF REPORT TO COUNCIL: 6 SEPTEMBER 2005**

The report of the meeting of 6 September 2005 has been circulated under separate cover.

**STAFF RECOMMENDATION**

That the report to Council of the meeting of 6 September 2005 be confirmed as a true and accurate record of that meeting.

**3. BOWENVALE AVENUE TRAFFIC CALMING PROJECT**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Don Munro, Transport & City Streets Unit Manager
<b>Author:</b>	Kirsty Ferguson, Consultation Leader, DDI 941-8662

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval of the preferred option to do nothing at this time in relation to traffic calming measures along Bowenvale Avenue.

**EXECUTIVE SUMMARY**

2. The Bowenvale neighbourhood improvement project was originally included in the Capital Works Programme following historical complaints received by the Council, which identified vehicles travelling at high speeds as being a problem in Bowenvale Avenue.
3. Consultation was undertaken in September 2004, which included a questionnaire sent to residents of Bowenvale Avenue and side streets. The conclusion from the questionnaire was that while the majority of residents did see speed as a problem in the street, a speed survey showed that high speeds were recorded in the early to mid-morning, through to late afternoon period. This is a time that predominantly relates to local residential traffic, rather than late night speedsters, or mountain bikers, who are generally evening or weekend users.
4. Some residents expressed the view that they should not be burdened with the cost (through rates), and inconvenience of traffic calming measures, when only a small minority of motorists speed.
5. A letter was sent to residents in December 2004, summarising the consultation feedback. Residents were advised that it was the Council's view that engineering solutions would not be the best solution to resolving the speed matter. In particular, as it is the residents who are concerned about speed in the street (and it appears to be residents predominantly doing the speeding) it is considered by the project team that the residents would be the best people to resolve the problem.
6. It was anticipated that once the matter of speeding was clearly identified, then the letter sent out to all residents would be as effective as traffic calming measures. It was also made clear that if residents' actions did not reduce the problem, then the Council would re-address the issue in 2006/07.
7. No responses were received in relation to the December 2004 letter and the initial consultation findings.
8. The preferred option is to do nothing at this time. The project's capital has been delayed a year, and the speed matter will be re-tested in February/March 2006.

### 3 Cont'd

#### FINANCIAL AND LEGAL CONSIDERATIONS

9. The neighbourhood improvement works for Bowenvale Avenue were programmed in the Transport and City Streets Unit's capital programme for implementation in the 2005/06 financial year. However, as no further action is proposed during this year, the funding will be reprogrammed as part of a new planning phase to review the traffic speed issue in 2006/07. Unit processes will manage the budget transfers between years.
10. There are no legal implications for this project.

#### BACKGROUND ON BOWENVALE AVENUE TRAFFIC CALMING PROJECT

11. The Council has historically received requests to address traffic speed in Bowenvale Avenue from the residents, who identified vehicles travelling at high speeds as being a problem. Bowenvale Avenue has a closed and defined catchment, and therefore does not have a high number of vehicles commuting through the street to join onto other streets.
12. Consultation was undertaken with residents of Bowenvale Avenue and side streets in September 2004 to investigate the traffic speed issue and to ascertain whether this problem has since been resolved.
13. A letter was delivered to all residential owners and occupiers of Bowenvale Avenue and side streets, which asked residents to confirm if there was a problem with traffic speed along Bowenvale Avenue. A cut-off slip and freepost envelope were provided to encourage residents to express their concerns, if they had any.
14. It was explicitly stated in the letter that this initial feedback would determine if the project proceeded or not. If it were found that there was a general concern relating to traffic speed in Bowenvale Avenue from residents, the Council would consult further with residents regarding the types and locations of options to be investigated.
15. The Council had a good response to the initial consultation letter, with a 45% response rate (i.e. 147 responses received out of 326 delivered). Of these responses, 108 indicated that there was a speed related problem, 23 considered there was no problem, and 7 did not provide an answer to this question, but raised other issues.
16. Where no response was received from residents, it was assumed that they had no problem with traffic speed in Bowenvale Avenue. This was explicitly stated in the letter sent out for consultation.
17. The other common issues arising from the initial consultation included:
  - Cyclists (including mountain bikers) – 47 responses
  - Hoons/boy racers – 54 responses
  - Bus route and bus issues – 9 responses
  - Dark street (i.e. lighting issues) – 2 responses.
18. Due to the reasonably high response rate identifying speed-related issues along Bowenvale Avenue (i.e. 33% of the total delivered), a speed survey was carried out in late October/early November 2004. This survey found that the majority of speeding (64%) was generally occurring over the mid-morning to late afternoon period on weekdays, with the speed in one instance recorded at over 100 kph. There were 3-4 instances of speeds recorded between 80 to 100 kph on each day during the survey period.
19. Based on these findings, the project team concluded that the timing of speeding vehicles related predominantly to local residents, rather than late night speedsters, or cyclists/mountain bikers.

### 3 Cont'd

20. It is important to note that this finding does not discount the occasional record of speeding vehicles late at night or in the early hours of the morning. Generally, hoons/boy racers tend to speed at night, while cycling/mountain biking generally occurs in the late afternoon (in summer) and on the weekends. However, the high speed issues identified appear to be the result of residents themselves speeding during the day.
21. It was therefore concluded that:
  - Of those respondents who indicated that there was not a speed problem, it is interesting to note that they generally live in rear sections (i.e. not directly fronting Bowenvale Avenue) with the exception of 34, 99, 102, 103 and 109 Bowenvale Avenue.
  - While some respondents indicated the exact location of the speed problems, many of the respondents took an holistic approach and considered that speed was a problem for the entire length, and "speedsters" were seen along many parts of Bowenvale Avenue.
  - Of the other issues raised, the findings indicated that 32% of respondents perceive that cyclists and/or mountain bikers are the cause of the speed problem, while 37% perceive that hoons/boy racers are the cause of the problem.
  - Analysis of the speed survey data clearly shows that the higher speeds are occurring during the mid-morning to late afternoon time periods on weekdays. This time period does not occur when hoons/boy racers or cyclists/mountain bikers would commonly be in the area.
22. It is therefore recommended that the residents and local community should be encouraged to take ownership of the speed-related issues at this time, and that a further review of traffic speeds in this area should be carried out in 2006/07. At this time, if there is still an issue with high traffic speeds along Bowenvale Avenue, then the option of traffic speed reduction measures can be further investigated.

#### OPTIONS

23. While the consultation phase was largely an investigative process, potential options to address traffic speed along Bowenvale Avenue were identified as follows:
  - Speed humps
  - Chicanes
  - Road narrowing
  - Police enforcement.
24. Respondents to the letter divided their opinions on these options as follows:
  - Speed humps – 22 for, 17 against
  - Chicanes – 6 for, 11 against
  - Road narrowing – 8 for, 12 against
  - Police enforcement – 18 for, 1 against.
25. Of those respondents who indicated a preference for an option addressing traffic speed, 36 were in favour of engineering options, with 40 against. The non-engineering option of Police enforcement was favoured by 18 respondents, and opposed by one.
26. Other suggestions to address traffic speed included the potential for construction of raised platforms on Bowenvale Avenue at each intersection with a side road and/or lane, and the installation of a centre white line.
27. It has been acknowledged that downhill mountain bikers or hoons could be speeding, on occasions, and discussions have been initiated with the Canterbury Downhill Mountain Bike Club to make them more aware of their responsibilities.

### 3 Cont'd

28. It is also considered that liaison with the NZ Police to investigate the option of a localised Police enforcement campaign could be effective.
29. If the above initiatives fail to reduce traffic speed, then it is considered that it would be fair and reasonable to develop engineering solutions, such as those identified above.

#### PREFERRED OPTION

30. It is considered that the most cost effective solution for the Council to reduce speeds along Bowenvale Avenue is to inform residents of the findings of the initial consultation and investigation with a view to encouraging residents and the local community to take ownership of the speed-related problem. This consultation and investigation was carried out in December 2004.
31. Therefore, the preferred option is to do nothing at this time in relation to traffic speed reduction measures along Bowenvale Avenue. A new planning phase has been recommended to review traffic speeds in this area, and it has been recommended that funding be reprogrammed into the 2006/2007 budget, should other solutions (e.g. engineering solutions) be required for investigation.

#### STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board approve that no further traffic speed reduction work be undertaken at this time along Bowenvale Avenue.

#### CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be supported.

#### CHAIRPERSON'S COMMENT

The Bowenvale Avenue residents could be encouraged to be involved in Neighbourhood Week. Also, the Council's speed trailer could be utilised for educational purposes.

### 4. LYTTELTON STREET (SPARKS ROAD TO WYCHBURY STREET) KERB AND CHANNEL RENEWAL PROJECT

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Don Munro, Transport & City Streets Unit Manager
<b>Author:</b>	Kirsty Ferguson, Consultation Leader, DDI 941-8662

#### PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Board to proceed to final design, tender and construction of the kerb and channel renewal along Lyttelton Street between Wychbury Street and Sparks Road.

#### EXECUTIVE SUMMARY

2. The Council has made a commitment to renew the kerb and channel along both sides of Lyttelton Street from Lincoln Road to Sparks Road. This is the final section to be designed between Wychbury Street and Sparks Road.
3. The principal aim of this project is to renew the existing kerb and dish channel with a new kerb and flat channel along both sides of Lyttelton Street between Wychbury Street and Sparks Road. Amenity improvements associated with the project include under-grounding of overhead services, upgrading of street lighting, new berms, associated tree planting and landscaping.

#### 4 Cont'd

4. The preferred option continues the design of the previous three stages along Lyttelton Street, including a 14 metre wide carriageway, which narrows to 9.6 metres at the intersections and pedestrian crossing points. These narrower points provide the opportunity for landscaping and reduction of vehicle speeds.
5. Other facets of the project open for feedback from the community included parking options within the road reserve, pedestrian facilities, vehicle access ways, tree planting plans and landscaping, and the location of bus stops.
6. The owners and occupiers of Lyttelton Street, and adjacent streets (Stourbridge Street, Mountfort Street and Hennessey Place) were consulted via a publicity pamphlet and/or through the "Have Your Say" section of the CCC website. There were 41 responses received of which 15 were in agreement with the proposal, 12 were in conditional agreement, and 14 were in opposition to the proposal.
7. The preferred option is shown in the scheme plan attached. The objectives of the improvements to the street included:
  - Replacement of the existing kerb and dish channel with kerb and flat channel.
  - Provision of continuity in design with the sections of Lyttelton Street previously constructed or designed.
  - Improvement of safety for pedestrians, cyclists and vehicles.
  - Provision of suitable parking to meet the needs of residents.
  - Introduction of street trees and enhancement of the streetscape.
  - Conversion of the overhead services to underground.
  - Upgrading of lighting.
  - Completion of construction of the works by October 2006.

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

8. The kerb and channel renewal work along Lyttelton Street between Wychbury Street and Sparks Road is programmed in the Transport and City Streets Unit's capital programme for implementation in the 2005/2006 financial year. The cost estimate for this project is \$1,073,084, and there is budget allocation in the 2005/06 capital programme for this work to occur.
9. There are no notable or heritage trees, heritage or historic buildings, places or objects identified in the Proposed City Plan or on Webmap2 on the CCC Intranet, in the area of the proposed works. The road width of 14 metres complies with the provisions of the Proposed City Plan for roadway widths, and therefore no consent is required. There are no legal implications for this project.
10. Community Board resolutions are required to approve the "No Parking" restrictions.

#### **BACKGROUND ON LYTTELTON STREET (SPARKS ROAD TO WYCHBURY STREET) KERB AND CHANNEL RENEWAL PROJECT**

11. The Council has made a commitment to renew the kerb and channel along both sides of Lyttelton Street from Lincoln Road to the Frankleigh Street/Sparks Road roundabout. The project was divided into four stages, and this is the final stage to be completed as part of this commitment.
12. Lyttelton Street is classified as a collector road that extends from Lincoln Road to Rose Street. It has a 14 metre wide carriageway, and this section of Lyttelton Street between Wychbury Street and Sparks Road is 580 metres in length. Lyttelton Street is part of a bus route, and part of the designated cycle network. The adjoining land uses are residential in nature, with the exception of West Spreydon School, George Manning House, and a corner dairy. The average daily traffic flow along Lyttelton Street is approximately 7,000 vehicles.

#### 4 Cont'd

13. Due to the classification of Lyttelton Street as a collector road, it falls within the Council's programme to fully fund under-grounding of overhead services. The underground conversion will be completed prior to the road works associated with the kerb and channel renewal commencing.
14. As this is the final section of four to be completed to link Lincoln Road with the Pioneer Sports Complex, continuity of design has been an important factor in designing the preferred option. The design of this section of Lyttelton Street has been undertaken to mirror the existing sections already completed or currently under construction.
15. The aim of this project is to renew the kerb and channel along Lyttelton Street between Wychbury Street and Sparks Road, and to underground the overhead services along this final section to be upgraded.
16. The objectives of the project were defined as:
  - To replace the existing kerb and dish channel with kerb and flat channel.
  - To provide continuity in design with the sections of Lyttelton Street previously constructed or designed.
  - To improve safety for pedestrians, cyclists and vehicles.
  - To provide suitable parking to meet the needs of residents.
  - To introduce street trees and enhance the streetscape.
  - To convert the overhead services to underground.
  - To upgrade lighting.
  - To complete construction of the works by October 2006.
17. The project has two bus stops currently located within the project area, and these will stay in their existing locations.
18. Other features of the project include:
  - Provision for cycle lanes marked along the carriageway.
  - Road narrowing at intersections, and pedestrian crossing points.
  - Footpaths at 1.65 metres width, with wider footpaths outside the school where there is a higher pedestrian demand.
  - Provision of a continuous path of travel across intersections with standard kerb cut down treatments, including provision for disabled access at the kerb cut downs and cross falls at the pedestrian crossing points.
  - Provision of tactile paving at the school crossing outside West Spreydon School.
19. The Land Transport Safety Authority Crash Analysis System shows that there have been 13 crashes recorded along Lyttelton Street for the five year period between 2000 and 2004. These crashes include seven crashes at the intersection of Lyttelton Street with Sparks Road and one crash at the intersection of Lyttelton Street with Wychbury Street. This project does not address the crashes at these intersections, with the proposed kerb line mating into the existing kerb line before the intersections themselves. It should be noted that the crash pattern at these intersections is under constant review by the Transport and City Streets Unit, and appropriate actions will be taken if crash frequency and severity raise the priority for intersection improvement works.
20. There have been five crashes recorded on Lyttelton Street between Wychbury Street and Sparks Road, of which four were intersection crashes (two at Stourbridge Street, and two at Mountfort Street). The other crash within the project area was a vehicle colliding mid-block with a parked car. There does not appear to be any commonality among the crashes and it is therefore difficult to predict crash reduction measures.
21. Consultation was undertaken with the owners and occupiers of Lyttelton Street, and the owners and occupiers of the adjacent streets (Stourbridge Street, Mountfort Street and Hennessey Place), as well as key stakeholders. The feedback received by the 41 respondents was considered carefully in finalising the design of the scheme plan.

#### 4 Cont'd

22. None of the respondents were opposed to the kerb and channel renewal, under grounding of overhead services, and upgrade of street lighting. Concerns raised included access issues, loss of on-street car parking, pedestrian crossing points, and tree planting and landscaping. Where possible, the concerns raised have been addressed in the design of the preferred option. A summary of the submissions made and an evaluation of the issues raised is attached.

#### OPTIONS

23. Due to the objective to ensure continuity with the design of the previous three sections, the development of options was limited, and only one option, which met the project objectives, was developed for consultation.
24. The preferred option, and option to maintain the status quo, are evaluated in paragraph 35 of this report.

#### PREFERRED OPTION

25. The preferred option involves maintaining a 14 metre wide carriageway, with kerb build-outs narrowing the carriageway to 9.6 metres at the intersections, the school pedestrian crossing, and outside the school gate. Street lighting will be upgraded as part of the project and the kerb build-outs will be well lit. The narrower sections are evenly spaced along Lyttelton Street to create regular traffic calming and shorter pedestrian crossing distances at the desired crossing points.
26. The existing kerb and dish channel will be replaced with kerb and flat channel, which will reduce "local flooding", associated with vehicle crossings. The preferred option has been designed to ensure that the drainage in the street is maintained or improved on that which currently exists.
27. Cycle lanes will be continued along Lyttelton Street connecting the existing cycle network to Sparks Road, Frankleigh Street and the Lyttelton Street cycle pathway from Rose Street. Kerb build-outs at the intersections and outside the school will reduce the pedestrian crossing distance to increase the safety for all users.
28. The proposal retains most of the existing on-street parking, and better defines the parking spaces between the kerb build-outs. The 14 metre wide carriageway accommodates parallel parking on both sides of the street.
29. The street trees and landscape planting have been continued from the previous three stages of Lyttelton Street from Lincoln Road to Wychbury Street. The landscaping at intersections will consist of low groundcovers that will at no stage exceed 500 mm in height, including the following species:
  - Carex testaceae (sedge)
  - Flower carpet roses
  - Day lilies
  - Dwarf manuka cultivars.
30. The following tree species are proposed for planting:
  - Fraxinus ornus (manna ash)
  - Magnolia kobus (Japanese magnolia)
  - Sophora tetralera (NI kowhai).
31. Street lighting will be upgraded as part of the under-grounding of services and, in particular, around road narrowings and intersections.



#### 4 Cont'd

32. The zebra crossing outside West Spreydon School will remain, and will continue to be flush with the road. West Spreydon School is quite a way down the list of schools to have a 40kph speed zone implemented, and has therefore not been included as part of this project. In front of the school grounds, where children are dropped off, a full footpath width of 3m will be constructed, with trees in small planted areas against the kerb. This is to ensure the continued "avenue of trees" effect, but keep the hard surface where there is a high volume of pedestrian traffic, and to allow a continuous path of travel.
33. The bus stops within this section of Lyttelton Street will not change from their existing locations.
34. It is anticipated that construction will commence in February 2006, and it is likely that construction will take approximately five months to complete.

#### ASSESSMENT OF OPTIONS

##### Option 1 - The Preferred Option

35. The objectives for this project are met by the preferred option, in that the kerb and dish channel will be replaced with kerb and flat channel. The design continues on from the previous sections. Safety has been improved for all road users. On-street parking has been better defined and most retained. The street tree theme has been continued from the previous sections. The overhead services will be under-grounded, and street lighting will be upgraded at the same time.
36. There are no land ownership issues associated with this project, as the works are all contained on Council road reserve.
37. The following consent and legal issues have been considered:
  - Trees – there are no protected or notable trees along the length of this section of Lyttelton Street.
  - Buildings – there are no heritage or historic buildings, places or objects in the area of the proposed works.
  - Road width – there is no change to the existing roadway width, so there is no requirement for resource consent.
  - Bylaw Changes – amendments and/or additions will be required to the Christchurch City Traffic and Parking Bylaw 1991 for parking restrictions.
38. The option to maintain the status quo essentially means to do no capital works along this section of Lyttelton Street. This would retain the road environment in its existing condition.
39. This option would be inconsistent with the pedestrian, cycling and road safety strategies of the Council, and would be inconsistent with the Community Outcomes outlined in the LTCCP. Additionally, this would not enable completion of the final section of the upgrade of Lyttelton Street for kerb and channel renewal, under-grounding of services, upgrading of street lighting, and continuation of the cycle network, which was a commitment made by the Council.
40. Therefore, it is considered that it would not be appropriate to maintain the status quo because of the opportunity to ensure an efficient, safe and sustainable transport system in the City, whilst providing for all modes of transportation.

#### STAFF RECOMMENDATIONS

It is recommended that the Spreydon/Heathcote Community Board approve:

- (a) The Lyttelton Street (Wychbury Street to Sparks Road) Kerb and Channel Renewal project, as illustrated in the attachment, to proceed to final design, tender and construction.

#### 4 Cont'd

- (b) The following traffic restrictions:
- (i) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at its intersection with Wychbury Street and extending in a southerly direction for a distance of 22 metres."
  - (ii) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at a point 86 metres south of its intersection with Wychbury Street and extending in a southerly direction for a distance of 19 metres."
  - (iii) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at a point 166 metres south of its intersection with Wychbury Street and extending in a southerly direction for a distance of 23 metres."
  - (iv) "That the stopping of vehicles be prohibited at any time on the western side of Lyttelton Street commencing at its intersection with Wychbury Street and extending in a southerly direction for a distance of 26 metres."
  - (v) "That the stopping of vehicles be prohibited at any time on the western side of Lyttelton Street commencing at a point 85 metres south of its intersection with Wychbury Street and extending in a southerly direction for a distance of 18 metres."
  - (vi) "That the stopping of vehicles be prohibited at any time on the western side of Lyttelton Street commencing at a point 168 metres south of its intersection with Wychbury Street and extending in a southerly direction for a distance of 28 metres."
  - (vii) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at its intersection with Stourbridge Street and extending in a northerly direction for a distance of 12 metres."
  - (viii) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at its intersection with Stourbridge Street and extending in a southerly direction for a distance of 24 metres."
  - (ix) "That the stopping of vehicles be prohibited at any time on the western side of Lyttelton Street commencing at a point 14 metres north of the intersection with Stourbridge Street and extending in a southerly direction for a distance of 23 metres."
  - (x) "That the stopping of vehicles be prohibited at any time on both sides of Stourbridge Street commencing at the intersection with Lyttelton Street and extending in an easterly direction for a distance of 17 metres."
  - (xi) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at its intersection with Mountfort Street and extending in a northerly direction for a distance of 16 metres."
  - (xii) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at its intersection with Mountfort Street and extending in a southerly direction for a distance of 18 metres."
  - (xiii) "That the stopping of vehicles be prohibited at any time on the western side of Lyttelton Street commencing at a point 15 metres south of the intersection with Mountfort Street and extending in a southerly direction for a distance of 13.5 metres."
  - (xiv) "That the stopping of vehicles be prohibited at any time on both sides of Mountfort Street intersection commencing at its intersection with Lyttelton Street and extending in an easterly direction for a distance of 13 metres."
  - (xv) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at its intersection with Sparks Road and extending in a northerly direction for a distance of 49 metres."

#### 4 Cont'd

- (xvi) "That the stopping of vehicles be prohibited at any time on the western side of Lyttelton Street commencing at its intersection with Sparks Road and extending in a northerly direction for a distance of 48 metres."

#### CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be supported.

#### 5. BENGAL DRIVE/CASHMERE ROAD – GIVE WAY CONTROL

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Don Munro, Transport and City Streets Unit Manager
<b>Author:</b>	Paul Burden/Jeff Owen, Traffic Engineers, DDI 941-8971

#### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a "give way" control against Bengal Drive at the Cashmere Road intersection.

#### EXECUTIVE SUMMARY

2. The Council has received complaints from motorists concerning the level of safety at the intersection of Bengal Drive and Cashmere Road. The intersection is currently an uncontrolled "T" junction with the normal "*give way to the right*" rule applying. There are several factors that are causing concern at this intersection. Motorists waiting to turn right into Bengal Drive from Cashmere Road have a perception of being vulnerable and exposed to through-traffic travelling on Cashmere Road. The delay associated with being required to give way to vehicles turning right out of Bengal Drive compounds this situation. Vehicles travelling down-hill on Bengal Drive approaching the intersection have a tendency to "*overshoot*" and/or "*roll through*" the intersection. The speed of vehicles on this section of Cashmere Road can be deceptive and this can lead to misjudgements in gap selection by vehicles exiting Bengal Drive. Observations of the behaviour of motorists at the intersection reveal some confusion as to priority and some instances of vehicles turning right into Bengal Drive from Cashmere Road "*cutting*" the corner. Further development of new residential lots off Bengal Drive has generated increases in traffic volumes over recent years putting increased pressure on the intersection. There is a general concern regarding the level of safety at the intersection.
3. Bengal Drive is classified a "*local*" road, and Cashmere Road is classified a "*minor arterial*" road in the City Plan. Both roads have a 50kph speed limit although observations of vehicles on Cashmere Road suggest the operating speed is above 60kph. It is noted that all other intersecting side roads in the vicinity are controlled by either a "stop" or "give way" sign.
4. There has been one reported crash at the intersection within the last five years. The crash involved a "U-turning" vehicle and is unrelated to the concerns being raised.
5. The preferred option to address the issues of concern and improve road safety is the installation of a "give way" sign and markings against Bengal Drive at the Cashmere Road intersection.
6. There is adequate visibility such that this method of control is considered appropriate. This option would resolve the priority, corner cutting and confusion issues and will be cost effective. The visibility available will allow for the safe operation of the intersection resulting in only the minimum number of stops necessary. This will produce a safer and more efficient intersection.

#### FINANCIAL AND LEGAL CONSIDERATIONS

7. Sign and markings are provided for within existing budgets.
8. The Land Transport Rules provide for the installation of give way controls

## 5 Cont'd

### STAFF RECOMMENDATION

It is recommended that the Community Board agree that a "give way" control is placed against Bengal Drive at the Cashmere Road intersection.

### CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be supported.

## 6. PROPOSED ROAD STOPPING – 23 MACMILLAN AVENUE

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Don Munro, Transport and City Streets Unit Manager
<b>Author:</b>	Deborah Harris, Property Consultant, DDI 941-8940

### PURPOSE OF REPORT

1. This report is submitted to the Board for recommendation to Council to authorise, pursuant to the Public Works Act 1981 and the Local Government Act 1974:
  - (a) Consent to the stopping of Section 1 on Scheme Plan SM1442-01.
  - (b) Disposal of the stopped road to the adjoining landowner of 23 MacMillan Avenue.
  - (c) Amalgamating the stopped road with the adjoining land at 23 MacMillan Avenue.

### EXECUTIVE SUMMARY

2. The area of road proposed to be stopped comprises 108 square metres and adjoins the property at 23 MacMillan Avenue. A property location map is appended to this report.
3. The area of road is partly occupied by a carport constructed on timber pole foundations. The land falls moderately steeply from the end of the driveway, with the north boundary containing a substantial concrete retaining wall about 2 metres in height, nearly vertical. Above this the land is planted with mature trees and shrubs. Scheme Plan SM1442-01 (attached) delineates the area of road that is the subject of this report. The plan shows a garage at the western end, which has been removed and this part of the site is now part of the retained embankment.
4. The owners of 23 MacMillan Avenue approached the Council about an opportunity to purchase the area of MacMillan Avenue adjoining the property. On the advice of Transport and City Streets Unit staff, at its meeting on 28 January 2003, the Board recommended to the Council that the road stopping procedure be commenced. This recommendation was subsequently ratified by the Council at its meeting on 27 February 2003.
5. Negotiations between Council officers and the owners of 23 MacMillan Avenue have been satisfactorily concluded at the price assessed by a Council appointed registered valuer, subject to a successful road stopping procedure.
6. The Council is now in a position to consent to the road being formally stopped, and the subsequent disposal of the stopped road to the proprietors of 23 MacMillan Avenue.

### FINANCIAL AND LEGAL CONSIDERATIONS

#### Financial

7. Simes Limited assessed a current market value of \$10,000 including GST for the 108m<sup>2</sup> area of road. The applicants have agreed to pay the market value as assessed.

## 6 Cont'd

8. In addition to the current market value, the applicants were advised at the outset that they would be required to pay all road stopping costs including survey fees, Land Information New Zealand and gazettal disbursements and the Council's reasonable legal fees. The rough order estimate of these costs is \$5,200 plus GST.
9. Subsequent to our agreement for costs, the owners of 21 MacMillan Avenue approached the Council in regard to stopping part of MacMillan Avenue adjoining their property. Council officers have facilitated a 50/50 cost sharing deal between the owners of the two properties because both stoppings can be dealt with on one survey office plan, and there are inherent economies of scales as a result.

### Legal

10. The Community Board does not have authority to consent to road being formally stopped – such a decision needs to be made by the full Council. The Board does, however, have recommendatory powers to the Council.
11. Section 116 Public Works Act 1981 – Stopping Roads:  
  
This Section says that, subject to the written consent of the territorial authority and the owner(s) of the land adjoining the road, the road can be declared formally stopped by notice in the Gazette.
12. Section 345(1)(i)(a) Local Government Act 1974 – Disposal of land not required for road:  
  
In relation to stopped road that is no longer required by the local authority, this Section says that the Council may sell that part of the stopped road to the owner(s) of any adjoining land.  
  
This Section goes on further to say that the price for the stopped road can be fixed by a competent valuer appointed by the Council to value that part or if the owner(s) is not prepared to pay the fixed price, the Council may sell the land by public auction or private tender.
13. Section 345(2) – Amalgamation of stopped road with adjoining land:  
  
This Section enables the Council to require the amalgamation of stopped road with adjoining land.

### STAFF RECOMMENDATIONS

It is recommended:

- (a) That pursuant to Section 116 of the Public Works Act 1981, the Christchurch City Council consents to the portion of road shown as Section 1 on Scheme Plan SM 1442-01 to be stopped.
- (b) That pursuant to Section 345(1)(a)(i) of the Local Government Act 1974, Section 1 on Scheme Plan SM 1442-01 be disposed of to the adjoining landowner and amalgamated with Certificate of Title 471/52 pursuant to Section 345(2) of the Local Government Act 1974.

### CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be supported.

## 7. PROPOSED ROAD STOPPING – 21 MACMILLAN AVENUE

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Don Munro Transport and City Streets Unit Manager
<b>Author:</b>	Deborah Harris, Property Consultant, DDI 941-8940

### PURPOSE OF REPORT

1. This report is submitted to the Board for recommendation to Council to authorise commencement of the road stopping procedure for the portion of road shown as Section 1 on Scheme Plan SM1538-01 (attached).

### EXECUTIVE SUMMARY

2. The area of road proposed to be stopped comprises 4 square metres and is occupied by a single garage owned in conjunction with the adjoining property at 21 MacMillan Avenue. A property location map and a copy of Scheme Plan SM1538-01 that delineates the area of road proposed to be stopped, are appended to this report for information.
3. The owners of 21 MacMillan Avenue approached the Council about an opportunity to purchase the area of MacMillan Avenue occupied by their garage, being aware that their neighbours at 23 MacMillan Avenue had made a similar application to the Council in 2003, which was agreed to in principle by the Board and the Council.
4. The Transport and City Streets Unit supports the road stopping application on the basis that the area of road involved is minimal, and that in any event the physical road widening in this area of MacMillan Avenue would be unlikely given the difficult hill terrain of the road. Further, the proposed road stopping will legalise the encroachment of the garage on legal road.
5. The applicants have agreed to pay the market value for the 4 square metre area and half of the road stopping costs. The other half of the costs are being met by the owners of 23 MacMillan Avenue in conjunction with their road stopping application.
6. Given the small area of road being stopped, it is proposed to facilitate the stopping pursuant to the Public Works Act 1981, and amalgamate that part with the property at 21 MacMillan Avenue.
7. A final report will be submitted to the Council seeking its formal consent to stop the road once all survey requirements have been met and the Agreement for Sale and Purchase has been finalised.

### FINANCIAL AND LEGAL CONSIDERATIONS

#### Financial

8. The applicants have agreed to pay \$370.36 (inclusive of GST) for the 4 square metre area of road, being the amount calculated using the same square metre rate that Simes Limited assessed for the road stopping at 23 MacMillan Avenue.
9. The applicants have also agreed to meet half of the road stopping costs incurred as a result of this application and that of 23 MacMillan Avenue because both stoppings can be dealt with on one survey office plan, and there are inherent economies of scales as a result.

#### Legal

10. The Community Board does not have authority to resolve to commence a road stopping - such a decision needs to be made by the full Council. The Board has, however, recommendatory powers to the Council.

## 7 Cont'd

11. The Council has the ability to stop roads pursuant to the Public Works Act 1981 and the Local Government Act 1974. The latter Act requires the Council to publicly notify the proposed road stopping and to call for objections or submissions. Conversely, the Public Works Act process does not require public submission; however the Council and the adjoining landowner(s) must consent in writing to the proposal.
12. If the proposed road stopping is potentially contentious then the Council should process the road stopping application pursuant to the Local Government Act. If not, the Public Works Act process can be followed.
13. It is proposed to process this application pursuant to the Public Works Act 1981 because:
  - (a) The owner of 21 MacMillan Avenue is the only logical purchaser of the subject area.
  - (b) The road is occupied by an existing garage owned in conjunction with 21 MacMillan Avenue.
  - (c) Given the small area of road to be stopped, there will be no practical effect on MacMillan Avenue – the road stopping is merely a process to formalise the existing physical situation.
14. Section 116 Public Works Act 1981 – Stopping Roads:

This Section says that, subject to the written consent of the territorial authority and the owner(s) of the land adjoining the road, the road can be declared formally stopped by notice in the Gazette.
15. Section 345(1)(i)(a) Local Government Act 1974 – Disposal of land not required for road:

In relation to stopped road that is no longer required by the local authority, this Section says that the Council may sell that part of the stopped road to the owner(s) of any adjoining land.

This Section goes on further to say that the price for the stopped road can be fixed by a competent valuer appointed by the Council to value that part, or if the owner(s) is not prepared to pay the fixed price, the Council may sell the land by public auction or private tender.
16. Section 345(2) Local Government Act 1974 – Amalgamation of stopped road with adjoining land:

This Section enables the Council to require the amalgamation of stopped road with adjoining land.
17. Subject to the road stopping process being successfully completed, the 4 square metre area will be amalgamated with the property at 21 MacMillan Avenue, more particularly described as Part Lot 19 and Part Lot 20, DP 3860 contained in Certificate of Title CB325/242, pursuant to Section 345(2) of the Local Government Act 1974.

### **STAFF RECOMMENDATION**

It is recommended that the Council commence the road stopping process in respect of the parcel of road marked Section 1 on Scheme Plan SM 1538-01 situated at 21 MacMillan Avenue.

### **CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be supported.

**8. 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. A copy of the report of the SCAP Committee's meeting held on 29 August 2005 is also attached for information.

**STAFF RECOMMENDATION**

That the information be received.

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

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

**10. BOARD MEMBERS' INFORMATION EXCHANGE**

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

**11. QUESTIONS FROM MEMBERS (IF ANY HAVE BEEN SUBMITTED IN ACCORDANCE WITH STANDING ORDERS 4.1.1 TO 4.1.5)**

**SEMINAR MEETING – 6.00 PM**

**1. HILLMORTON HOSPITAL SITE – UPDATE ON CONSERVATION PLAN**

Jenny May of HMS, together with Council staff, will provide an update on the Conservation Plan.