



Christchurch City Council

WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE AGENDA

MONDAY 28 JANUARY 2008

8.00 AM

**IN THE BOARDROOM
FENDALTON SERVICE CENTRE
CORNER JEFFREYS AND CLYDE ROADS**

Community Board: Val Carter (Chairman), Sally Buck, Faimeh Burke, Cheryl Colley, Jamie Gough, Mike Wall and Andrew Yoon

Community Board Adviser
Clare Sullivan
Phone 941 6728 DDI
Email: clares.sullivan@ccc.govt.nz

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1. APOLOGIES

2. ELECTION OF CHAIRPERSON AND DEPUTY CHAIRPERSON

The Committee needs to decide who its Chairperson and deputy Chairperson will be. The process for electing the Chairperson and deputy of the Committee is the same as the Board used to elect its Chairperson. The Board, at its inaugural meeting used a majority of members present and voting. The other system is first past the post except that a tie for the most votes is resolved by lot. Nominations are sought for the position of Chairperson of the Works, Traffic and Environment Committee.

STAFF RECOMMENDATION

That the Committee proceed to elect a Chairperson and deputy Chairperson.

3. DEPUTATIONS BY APPOINTMENT

3.1 MS MELANIE WILLIAMS

Ms Melanie Williams will address the Committee about her concerns regarding Knowles Street.



4. KNOWLES STREET (PAPANUI ROAD TO BRETTS ROAD) STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Andrew Hensley, Consultation Leader- Capital Programme Group

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to final design, tender and construction of the Knowles Street (Papanui Road - Bretts Road) Street Renewal Project, as shown in **Attachment 1**. The report will also be put to the Shirley/Papanui Community Board for approval as part of the street is located in that ward.

EXECUTIVE SUMMARY

2. Knowles Street (Papanui Road - Bretts Road) is part of the kerb and channel renewal programme and is currently programmed for construction in the 2008/09 financial year.
3. The initiating aim of the project is to renew the kerb and channel on both sides of Knowles Street from Papanui Road to Bretts Road. The objectives of the project are as follows:
 - Replace the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway.
 - Improve safety for pedestrians, cyclists and vehicles.
 - Maintain and enhance the character of the street environment and with a special regard to the character outlined in SAM 39 for that relevant portion of the street.
 - Upgrade street lighting to comply with current standards.
 - Remedy localised flooding problems.
 - Explore opportunities for day-lighting and enhancement of St Albans Creek.
4. Initial issues consultation was undertaken in April 2006. This was for the larger Knowles Street (Papanui Road-Jameson Avenue) Street Renewal Project. Key issues raised included traffic calming, access issues at the Knowles Street/Papanui Road, Knowles Street/Bretts Road, and Knowles Street/Cranford Street intersections, road width, parking, cycling, undergrounding of overhead services, drainage, surface issues, landscaping and lighting.
5. Knowles Street (Cranford Street-Jameson Avenue) was approved by the Shirley/Papanui Community Board at its 18 April 2007 meeting, to proceed to final design, tender and construction, and is currently under construction at the time of writing this report. In addition to the Knowles Street (Papanui Road-Bretts Road) section, Knowles Street (Bretts Road-Rutland Street) and Knowles Street (Rutland Street-Cranford Street) are both currently programmed for construction in the 2009/10 financial year.
6. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the remaining sections of the project were confirmed and a preferred Consultation Plan was developed. This was presented in a seminar to the Fendalton/Waimairi Community Board's Works and Traffic Committee on 25 June 2007, and the Shirley/Papanui Community Board on 4 July 2007.
7. The three remaining sections of the project were combined for consultation purposes given their close proximity and relationships, for consistency of design, and also efficiency. Consultation on these was undertaken from July-October 2007 inclusive.
8. Consultation was undertaken with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter, but also included a Project Information Evening, site meetings, phone calls, emails, and the Council's 'Have Your Say' website.

9. Approximately 350 Consultation Newsletters were distributed, of which 54 written responses were recorded. Some comments were also received verbally. Of the written responses received, the majority (83%) indicated they were in general support of the Plan. Many took the opportunity to provide comments or suggestions on aspects of the Plan.
10. A summary of consultation can be found in the Consultation Fulfilment section of this report.
11. The Plan for Board Approval shows changes made to the Preferred Option following consultation (see **Attachment 1**).
12. Key features of the Plan for Board Approval include:
 - New kerb and flat channel
 - Full reconstruction of the carriageway
 - 9 metre wide carriageway (excluding traffic calming features) offset 1.5 metres to the north due to location of watermain
 - Existing threshold treatment at the Knowles Street/Papanui Road intersection, comprising of a 9 metre wide entrance and low profile road hump. Centreline positioned to provide opportunity for two lane discharge
 - Three 6 metre wide narrowing treatments
 - St Albans Creek enhancement
 - 7 metre wide narrowing and offset centreline at the Knowles Street/Bretts Road intersection
 - Wider grass berms on the southern side due to watermain issues, which will allow for the planting of larger specimen trees (Ash)
 - Narrower grass berms on the northern side due to watermain issues, which will allow for the planting of smaller specimen trees (Dogwood)
 - 1.5 metre wide footpaths
 - Landscaping of narrowing treatments

FINANCIAL IMPLICATIONS

13. Knowles Street (Papanui Road-Bretts Road) is part of the kerb and channel renewal programme and is currently programmed for construction in the 2008/09 financial year.
14. This project has a budget of \$951,213, and is estimated to cost \$904,500, including fees and contingencies.
15. It is expected that the work will commence early in the 2008/09 financial year, and is estimated to take approximately 21 weeks to complete.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

16. Yes- see above.

LEGAL CONSIDERATIONS

17. There are some minor land ownership issues along this section of Knowles Street with fence lines not on the boundary. As the proposal narrows the existing carriageway and intersections, and increases the widths of the berms, these minor property boundary issues do no impact on the outcome of this project.
18. There are no Notable or Heritage trees shown in the City Plan.
19. There are two Heritage buildings shown in the City Plan. "Knowles Court" at 274 Papanui Road, and "Cobham" at 36 Knowles Street. Both are set back from the road reserve.
20. The City Plan, Part 14, Appendix 5, also has the minimum roadway widths (that portion of the road devoted particularly to the use of motor vehicles, inclusive of shoulders and auxiliary lanes) for different road classifications. The proposal has a width of 9 metres which is consistent with the requirement of the City Plan, therefore a consent is not required.

21. The minimum lane width in this proposal is 3.0 metres, which occurs at the 6 metre wide narrowing treatments. This lane width is adequate and appropriate for a local road traffic calming feature.
22. The Land Transport Rules provide for the installation of parking restrictions.
23. The parking restrictions are required to be approved by the Fendalton/Waimairi Community Board.

Have you considered the legal implications of the issue under consideration?

24. Yes- see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

25. This project aligns with the Capital Programme, as detailed on page 85 of the LTCCP (2006-2016).

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

26. The recommendations of this report support the Capital Programme in the 2006-2016 LTCCP.

ALIGNMENT WITH STRATEGIES

27. This project is consistent with the key Council strategies, including the Parking Strategy, Road Safety Strategy, Cycling Strategy and Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

28. As above.

CONSULTATION FULFILMENT

29. Initial issues consultation was undertaken in April 2006. This was for the larger Knowles Street (Papanui Road- Jameson Avenue) Street Renewal Project. Key issues raised included traffic calming, access issues at the Knowles Street/Papanui Road, Knowles Street/Bretts Road, and Knowles Street/Cranford Street intersections, road width, parking, cycling, undergrounding of overhead services, drainage, surface issues, landscaping and lighting.
30. Knowles Street (Cranford Street-Jameson Avenue) was approved by the Shirley/Papanui Community Board at its 18 April 2007 meeting, and is currently under construction at the time of writing this report. In addition to the Knowles Street (Papanui Road-Bretts Road) section, Knowles Street (Bretts Road-Rutland Street) and Knowles Street (Rutland Street-Cranford Street) are both currently programmed for construction in the 2009/10 financial year.
31. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the remaining sections of the Project were confirmed and a preferred Consultation Plan was developed. This was presented in a seminar to the Fendalton/Waimairi Community Board's Works and Traffic Committee on 25 June 2007, and the Shirley/Papanui Community Board on 4 July 2007.
32. The three remaining sections of the Project were combined for consultation purposes given their close proximity and relationships, for consistency of design, and also efficiency. Consultation on these was undertaken from July-October 2007 inclusive.
33. Consultation was undertaken with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter, but also included a Project Information Evening, site meetings, phone calls, emails, and the Council's 'Have Your Say' website.

34. Approximately 350 Consultation Newsletters were distributed, of which 54 written responses were recorded. Some comments were also received verbally. Of the written responses received, the majority (83%) indicated they were in general support of the Plan. Many took the opportunity to provide comments or suggestions on aspects of the Plan.
35. The Plan for Board Approval (**Attachment 1**) shows changes made to the Knowles Street (Papanui Road-Bretts Road) Project following consultation.
36. Key issues raised by respondents during the consultation plan phase of consultation for the combined Knowles Street (Papanui Road-Cranford Street) project included the following (Project Team responses in italics).

(a) **Landscaping**

- Concerns regarding the selection of *Pyrus calleryana* "Aristocrat" (Callery Pear).
Pyrus calleryana "Aristocrat" (Callery Pear) has been replaced by Cornus "Walteri" (Dogwood).
- Concerns regarding the height and shading effects of the trees proposed, and also blocking/ obscuring view from driveway.
The species chosen in the situations recommended would not provide untenable shading of properties. Some proposed trees have been removed at the request of residents. The trees are deciduous thus they will not be a problem in winter. Lower limbs will be trimmed as required to assist the view from driveways.
- Comment that streets look better with the same trees planted along both sides of the street.
For the sections of Knowles Street between Papanui Road and Rutland Street, the narrower grass berms on the northern side (due to watermain issues) have resulted in a smaller tree (Dogwood) being recommended. The wider grass berms on the southern side have resulted in a larger tree (Ash) being recommended. This planting plan is continued for consistency through the remaining Rutland Street to Cranford Street section, which has equal berm widths. The planting of two different street trees is not uncommon in Christchurch.
- Can the tree plantings in the berms be native species?
The two exotic species recommended are considered to be the most appropriate street trees for this situation. However, native low level plantings are included as part of landscaping at the narrowing treatments.
- Landscaping requested at narrowing treatments.
All narrowing treatments to be landscaped with a mix of native and exotic low level landscape plantings, in addition to the Dogwood trees.
- Request for low maintenance bedding roses to be planted in the landscape areas at the Knowles Street/Cranford Street intersection.
Low maintenance bedding roses will be planted in these areas.
- No tree shown in front of 83 Knowles Street.
Tree should have been shown outside 83 Knowles Street and has been added.
- The proposed Dogwood tree outside 37 Knowles Street is under a large Copper Beach tree.
The proposed tree has been deleted.

- Relocate tree outside 181 Knowles Street to boundary.

There is one tree outside 181 Knowles Street, one tree outside 183 Knowles Street and one tree in kerb build out area. No change is recommended.

- Are Dogwood trees susceptible to Anthracnose disease?

Anthracnose disease occurs in many hardwood trees- walnut, oak, plane, maple, birch etc. Not all trees are affected equally. In some cases the fungi's will cause early leaf fall and little else, while in others there could be stem dieback. Dogwood anthracnose is a disease present in North America and affects a number of cornus species. It is unknown if it is established in any way in New Zealand.

- Concerns over the proposed design for the day lighting of St Albans Creek.

Following further consultation with adjoining land owners, an alternative design is recommended. This is considered to be more in keeping with the local environment, and is similar in design and scale to the stream enhancement feature in Chapter Street.

- The grass verge is a mess because vehicles park on it. Will the proposal remedy this?

The existing kerb and channel is on the footpath side of the grass verge, making it easy for vehicles to park on the grass. It is recommended that the new kerb and channel is on the carriageway side of the grass. Generally vehicles are less likely to mount the kerb to park on the grass in this situation.

- Requests for various features such as sculptures, play equipment and seating.

No funds are available for these features within this Project. However an approach could be made by residents to Council urban design officers to consider such features.

(b) Overhead Services/Poles/Lighting

- Requests to underground overhead services.

As stated in the Consultation Newsletter of July 2007, the Council's 2006-2016 LTCCP does not provide funding for the undergrounding of overhead services along Knowles Street. This issue is therefore outside of the scope of this Project. These assets are not owned by the Christchurch City Council, and it is not Council policy to fund the undergrounding of overhead services in this situation. Estimates indicate that this would add approximately \$1,200,000 to the wider Knowles Street (Papanui Road-Cranford Street) Project. The asset owners have been made aware of this Project.

- Request for power poles to be moved back to the property boundary.

These assets are not owned by the Christchurch City Council. Unless the asset owners wish to move them there is no funding available as part of this Project. The asset owners have been made aware of this Project.

- Problems with poles located between adjacent driveways, including pole condition.

These assets are not owned by the Christchurch City Council, but does oversee that they are located in safe and suitable locations. During the final design process the locations and condition of poles in this situation will be investigated. Markings may be included on the bottom of poles to assist visibility. The asset owners have been made aware of this Project.

- Issues of 'aerial trespass'.

The overhead wiring is not owned by the Council, and any issues of aerial trespass need to be discussed with the asset owners.

- Request for uplights and decorative street lighting.

The street lighting will be reviewed during the final design stage and upgraded where necessary, but not for decorative purposes. No funds are available for these features within this Project. However an approach could be made by residents to Council urban design officers to consider such features.

(c) **Traffic and Parking Issues**

- Nine metre wide carriageway considered too narrow.

Nine metres is the appropriate width for a 'Local Road' as set down in the City Plan. Knowles Street has a relatively low traffic volume and parking demand, and therefore an increase in carriageway width is not considered justified.

- Narrow the carriageway to 7 metres wide.

Nine metres is the appropriate width for a 'Local Road' as set down in the City Plan. A reduction in carriageway width was considered not to be appropriate or required in this situation.

- Six metre wide narrowing treatments considered not necessary and be a hazard to cyclists. Leave the carriageway width as it is or at 9 metres.

Nine metres is the appropriate width for a 'Local Road' as set down in the City Plan, and the 6 metre wide narrowing treatments for traffic calming are appropriate as Knowles Street has a relatively low traffic volume and parking demand. The occurrence of two cars and a cyclist meeting at the same time at a narrowing treatment is considered to be minimal.

- Knowles Plantation pedestrian crossing point should allow for two way traffic.

This pedestrian crossing point will be increased to 6 metres wide as per other narrowing treatments to provide consistency along the route. This narrowing treatment will still include cobble stones to highlight the possible presence of pedestrians.

- Consideration of the installation of speed humps.

Not considered necessary given the 9 metre carriageway width and other traffic calming features. Speed humps may be retrofitted at a later date should this be appropriate.

- Parking will be reduced in the vicinity of each road narrowing.

Narrowing treatments are a traffic calming feature. The parking demand in Knowles Street is relatively low. In addition to off-street parking, there is parking nearby in Knowles Street. The Council cannot guarantee that on-street parking will be provided outside any property.

- Will have to swing out to get through the traffic calming before turning into driveway.

During the design process all turning movements will be checked in detail to ensure any difficult movements are eliminated or substantially reduced. Knowles Street has a relatively low traffic volume, and vehicle speeds are expected to reduce as a result of the 9 metre wide carriageway and narrowing treatments.

- Could there be a parking space outside 88 Knowles Street where no stopping lines are currently shown?

A revised intersection treatment is recommended, however the extent of the no stopping lines required to accommodate vehicles turning in and out of Bretts Road does not allow for on-street parking at this location. The parking demand in Knowles Street is relatively low. In addition to off-street parking, there is opportunity to park on-street nearby in Knowles Street, and also in Bretts Road. The Council cannot guarantee that on-street parking will be provided outside any property.

- Would like to see at least one parking space outside 148 Knowles Street.

As a result of the revised intersection treatment, a parking space can now be provided outside 148 Knowles Street. Parking is also available outside the Rutland Street frontage of this property.

- Could a parking bay be installed outside 261 Cranford Street on the Knowles Street frontage?

Not considered necessary given the relatively low demand for on-street parking, provision of off-street parking, the opportunity to park on-street nearby in Knowles Street, and also in Cranford Street.

- Suggestion that a drop off zone for school children be created outside 12 Knowles Street.

A one metre wide paved path will be provided adjacent to the kerb and channel along the full frontage of 12 Knowles Street and partly along the frontage of 274 Papanui Road (Knowles Street frontage), then angle back in between the two trees. This will create an all weather drop off zone.

- Requests for two lane discharge at the Knowles Street/Papanui Road and Knowles Street/Cranford Street intersections.

The centreline markings at these intersections will be relocated to allow for two lane discharge.

- Traffic travelling along Rutland Street regularly blocks the Knowles Street intersection. Can markings be installed to discourage this?

This situation is covered by the Road Code - vehicles are not permitted to block intersections in this manner. Currently there is no provision to install such marking unless for the purpose of emergency service vehicles and railway level crossings. Past experience with marking intersections to resolve this type of issue proved to be of little benefit.

- Is Cranford Street to be 'four laned' in the future? If so, careful consideration needs to be given to entry and exit from Cranford Street.

Any possible work on Cranford Street is outside the scope of this Project, and may be some time in the future.

(d) **Flooding/Drainage Issues**

- Various

Flooding and drainage issues will be addressed in detail during the final design process. It is considered that the majority of these will be resolved as a result of the new kerb and channel in Knowles Street, however some issues may be related to issues on side roads, outside of the scope of this Project.

- In addition to the above, a number of issues outside of the project scope were raised, and where applicable these have been forwarded to the relevant Council Officer for investigation. The most frequent of this type of issue raised was the undergrounding of overhead services.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approve the Plan shown in **Attachment 1** Knowles Street (Papanui Road-Bretts Road) to proceed to final design, tender and construction.
- (b) Approve the following parking restrictions:

Existing No Stopping

- (i) That all existing no stopping restrictions on Knowles Street between Papanui Road and Bretts Road inclusive be revoked.

New No Stopping

- (ii) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at its intersection with Papanui Road and extending in an easterly direction for a distance of 20 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at its intersection with Papanui Road and extending in an easterly direction for a distance of 18 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at a point 116 metres east of its intersection with Papanui Road and extending in an easterly direction for a distance of 17 metres.
- (v) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at a point 116 metres east of its intersection with Papanui Road and extending in an easterly direction for a distance of 17 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at a point 252 metres east of its intersection with Papanui Road and extending in an easterly direction for a distance of 16 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at a point 252 metres east of its intersection with Papanui Road and extending in an easterly direction for a distance of 16 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the northern of Knowles Street commencing at a point 357 metres east of its intersection with Papanui Road and extending in an easterly direction for a distance of 16 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at a point 357 metres east of its intersection with Papanui Road and extending in an easterly direction for a distance of 16 metres.
- (x) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street commencing at its intersection with Bretts Road and extending in a westerly direction for a distance of 16 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street commencing at its intersection with Bretts Road and extending in a westerly direction for a distance of 16 metres.

- (xii) That the stopping of vehicles be prohibited at any time on the western side of Bretts Road commencing at its intersection with Knowles Street and extending in a northerly direction for a distance of 16 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the western side of Bretts Road commencing at its intersection with Knowles Street and extending in a southerly direction for a distance of 16 metres.

BACKGROUND (THE ISSUES)

37. Knowles Street (Papanui Road-Bretts Road) is located in the Fendalton/Waimairi Community Board area.
38. Knowles Street is classified as a local road in the Council's roading hierarchy. The surrounding area is primarily residential.
39. Previous this section of Knowles Street was part of a larger project, Knowles Street (Papanui Road-Jameson Avenue), which was programmed for kerb and channel renewal in the 2006/07 and 2007/08 financial years. A reduction in funding and subsequent reprioritisation resulted.
40. Knowles Street (Cranford Street-Jameson Avenue) was approved by the Shirley/Papanui Community Board at its 18 April 2007 meeting, and is currently under construction at the time of writing this report. Of the remaining sections, (Papanui Road-Bretts Road) is currently programmed for construction in the 2008/09 financial year and Knowles Street (Bretts Road-Rutland Street) and Knowles Street (Rutland Street-Cranford Street) in the 2009/10 financial year.
41. The Land Transport Crash Analysis System shows there have been five crashes recorded for the five year period 2002-2007.
42. Refer to the Consultation Fulfilment section of the report for consultation details.

THE OBJECTIVES

43. The initiating aim of the Project is to renew the kerb and channel on both sides of Knowles Street from Papanui Road to Bretts Road. The objectives of the Project are as follows:
 - Replace the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway.
 - Improve safety for pedestrians, cyclists and vehicles.
 - Maintain and enhance the character of the street environment and with a special regard to the character outline in SAM 39 for that relevant portion of the street.
 - Upgrade street lighting to comply with current standards.
 - Remedy localised flooding problems.
 - Explore opportunities for day-lighting and enhancement of St Albans Creek.

THE OPTIONS

44. Five options including status quo were considered for comparison. All options except Status Quo involve:
 - New kerb and flat channel
 - Full reconstruction of the carriageway
 - Offset carriageway (wider berm on the southern side due to location of watermain)
 - 1.5 metre wide footpath along both sides of the road
 - Upgrade of existing street lighting where necessary
 - Upgrade of existing drainage where necessary

THE PREFERRED OPTION

45. Option 4

(a) Option 4 includes:

- Nine metre wide carriageway (excluding traffic calming features)
- Existing threshold treatment at the Knowles Street/Papanui Road intersection, comprising a 9 metre wide entrance and low profile road hump
- Two 6 metre wide narrowing treatments
- Four metre wide chicane narrowing treatment and St Albans Creek day-lighting feature
- Threshold treatment at the Knowles Street/Bretts Road intersection comprising a 7 metre wide narrowing and offset centreline

OTHER OPTIONS

46. Option 1

(a) Option 1 includes:

- Nine metre wide carriageway (excluding traffic calming features)
- Threshold treatment at the Knowles Street/Papanui Road intersection comprising a 7 metre wide kerb narrowing and raised platform
- Five 6 metre wide narrowing treatments
- Nine metre wide carriageway at the Knowles Street/Bretts Road intersection

47. Option 2

(a) Option 2 includes:

- Ten metre wide carriageway (excluding traffic calming features)
- Threshold treatment at the Knowles Street/Papanui Road intersection comprising a 7 metre wide kerb narrowing and raised platform
- Two 6 metre wide narrowing treatments
- 3.5 metre wide narrowing and St Albans Creek day-lighting feature
- Threshold treatment at the Knowles Street/Bretts Road intersection comprising a 7 metre wide kerb narrowing

48. Option 3

(a) Option 3 includes:

- Ten metre wide carriageway (excluding traffic calming features)
- Threshold treatment at the Knowles Street/Papanui Road intersection comprising of 8 metre wide kerb narrowing and raised platform
- Two 6 metre wide narrowing treatments
- 3.5 metre wide narrowing and St Albans Creek day-lighting feature
- Threshold treatment at the Knowles Street/Bretts Road intersection comprising an 8 metre wide kerb narrowing

49. Option 5- Maintain the Status Quo

- This option maintains the existing road layout

ASSESSMENT OF OPTIONS

The Preferred Option

50. Option 4

- (a) Option 4 meets all the project objectives and is consistent with the Capital Programme in the 2006-2016 LTCCP. It takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations, community feedback and legal considerations associated with the project.
- (b) The existing kerb and dish channel will be replaced with kerb and flat channel. The proposal narrows the existing carriageway from 14 metres to 9 metres. The carriageway will be fully reconstructed, and the road crown will be lowered in the process.
- (c) Narrowing of the carriageway, narrowing's, and threshold treatments are all standard and acknowledged techniques to create a low speed environment, suitable for the road's status as 'local' in the road hierarchy. This will create a safer road environment for all road users.

- (d) This section of Knowles Street is in SAM 39, which is characterised by mature trees and wide berms. This proposal widens the berms on both sides of the road, which will allow for the planting of trees. This option has kerb lines suitable to the avenue effect required by the character of the street.
- (e) The proposal will reduce on-street parking to allow the construction of the traffic calming narrowing treatments. The parking demand in Knowles Street is relatively low. In addition to off-street parking, there is parking nearby. The Council cannot guarantee that on-street parking will be provided outside any property.
- (f) An opportunity has been provided to enhance St Albans Creek by way of a day-lighting and landscape feature.
- (g) Existing street lighting and drainage will be upgraded where required.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental and economic wellbeing of the community.	
Cultural	As above	
Environmental	As above	
Economic	As above	Cost estimate: \$904,500 including fees and contingencies.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section of the report.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

Maintain the Status Quo

51. Option 5

- (a) This option does not meet any of the project objectives and therefore has not been selected as the preferred option.

	Benefits (current and future)	Costs (current and future)
Social	No short term disruption during construction	
Cultural		
Environmental		
Economic	No outlay of capital cost	Increasing maintenance costs
<p>Extent to which community outcomes are achieved:</p> <p>Does not achieve community outcomes.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Increase in maintenance for deteriorating kerb and channel asset.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

52. Options 1,2,3

- (a) Option 1 meets all of the project objectives except for 'explore opportunities for day-lighting and enhancement of St Albans Creek', and is consistent with the Capital Programme in the Council's 2006-2016 LTCCP.
- (b) Option 1 was not selected as the preferred option because:
- Seven metre wide narrowing at the Knowles Street/Papanui Road intersection should be 9 metres wide
 - Knowles Street/Bretts Road intersection should be narrowed to 7 metres wide
 - The raised platform on Knowles Street should be 10 metres from the intersection with Papanui Road
 - Does not enhance St Albans Stream
- (c) Options 2 and 3 meet all of the project objectives and are consistent with the Capital Programme in the Council's 2006-2016 LTCCP.

(d) Option 2 was not selected as the preferred option because:

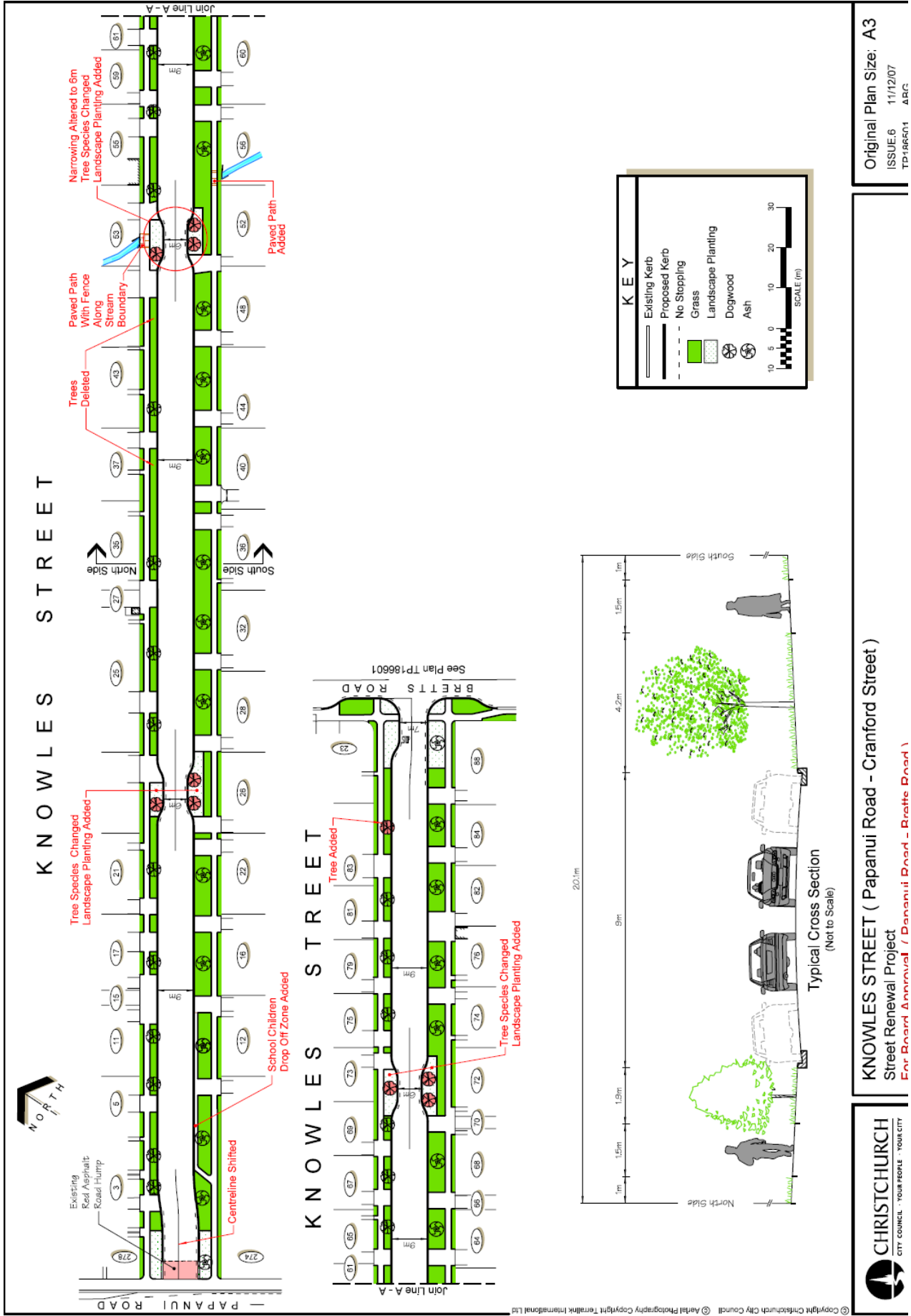
- Seven metre wide narrowing at the Knowles Street/Papanui Road intersection should be 9 metres wide
- 10 metre wide carriageway is too wide
- The raised platform on Knowles Street should be 10 metres from the intersection with Papanui Road

(e) Option 3 was not selected as the preferred option because:

- Seven metre wide narrowing at the Knowles Street/Papanui Road intersection should be 9 metres wide
- The 10 metre wide carriageway is too wide
- The raised platform on Knowles Street should be 10 metres from the intersection with Papanui Road

53. The below table relates to Options 1,2 & 3.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental and economic wellbeing of community	
Cultural	As above	
Environmental	As above	
Economic	As above	Options 1,2,3 similar to Option 4.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		



Original Plan Size: A3
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TP-166501 ARC

KNOWLES STREET (Papanui Road - Cranford Street)
Street Renewal Project
Ear Board Approval / Dananui Road - Brette Road



5. COTSWOLDS AVENUE/SAWYERS ARMS ROAD INTERSECTION STOP CONTROL

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Peter Rivers, Project Manager

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to install a Stop control on Cotswold Avenue at the intersection with Sawyers Arms Road.

EXECUTIVE SUMMARY

2. The Fendalton/Waimairi and Shirley/Papanui Community Boards recently approved a safety improvement scheme that installs a pedestrian island on Sawyers Arms Road between Cotswold Avenue and Glasnevin Drive. This scheme included the installation of a Give Way control at this intersection.
3. A safety audit carried out on the detailed design identified that there is not adequate visibility at the intersection to comply with Land Transport New Zealand standards for the installation of a Give Way control and recommends the installation of a Stop control.
4. In this situation Land Transport New Zealand guidelines allow the installation of a Give Way control where there is 60 metres of visibility from a point 9 metres back from the intersection. A check carried out on site confirms that this visibility is not present and a Stop control is therefore required.

FINANCIAL IMPLICATIONS

5. The estimated cost to install is \$350.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. The installation of the Stop control will be carried out within the budget for the previously approved Sawyers Arms Road safety improvement scheme.

LEGAL CONSIDERATIONS

7. The Land Transport Rule provides for the installation of Stop controls.

Have you considered the legal implications of the issue under consideration?

8. As noted in paragraph 7.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes – Safety: By providing a safe transport system.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

10. As noted in paragraph 9.

ALIGNMENT WITH STRATEGIES

11. The recommendation aligns with the Christchurch Road Safety Strategy.

Do the recommendations align with the Council's strategies?

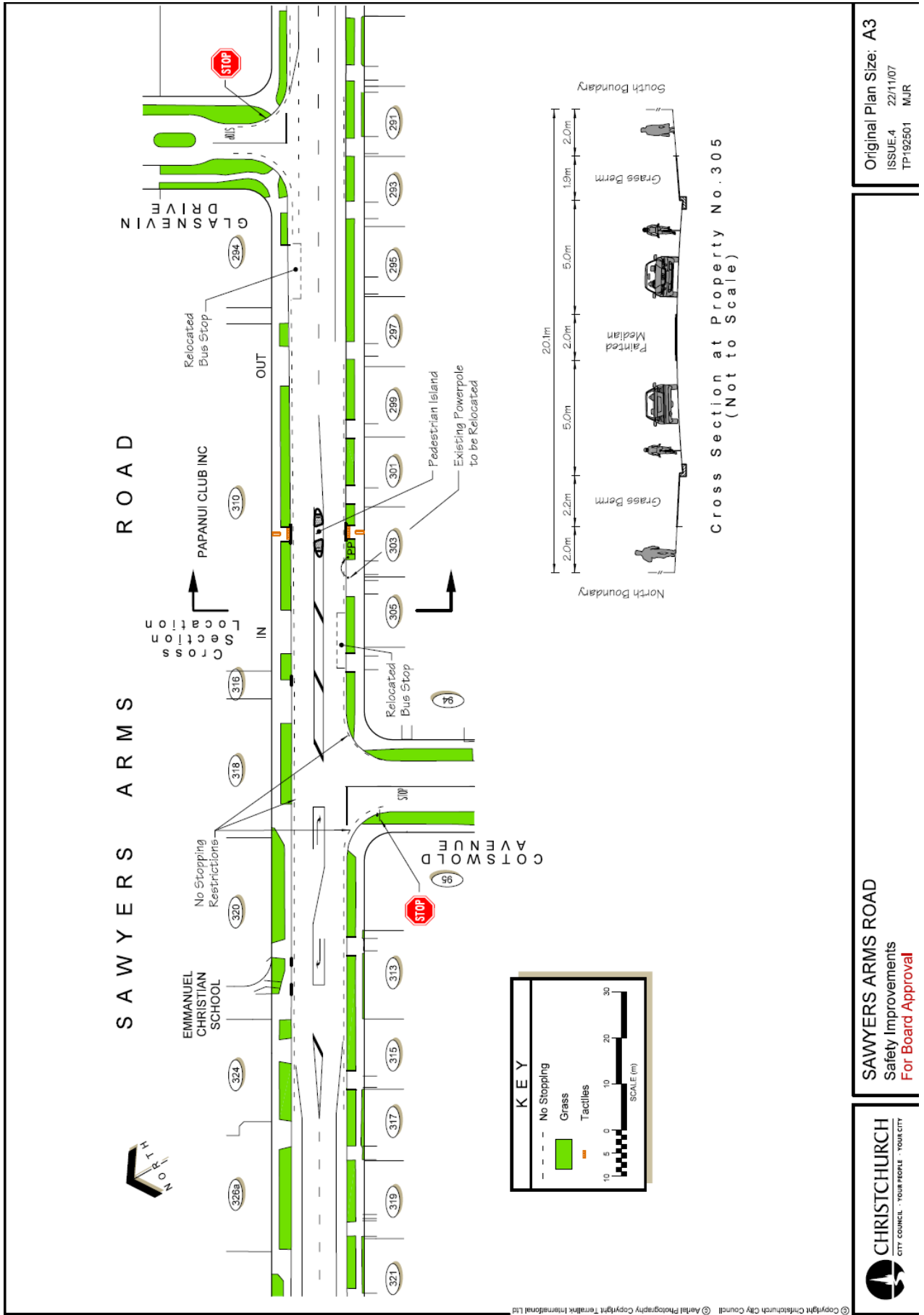
12. As noted in paragraph 11.

CONSULTATION FULFILMENT

13. Nil, however the consultation for the Sawyers Arms Road scheme gave residents the opportunity to comment on the installation of Give Way controls.

STAFF RECOMMENDATION

It is recommended that the Committee approve that a Stop control be installed on Cotswold Avenue at its intersection with Sawyers Arms Road.



Original Plan Size: A3
 ISSUE 4 22/11/07
 TP192501 MJR

SAWYERS ARMS ROAD
 Safety Improvements
 For Board Approval



6. HAMILTON AVENUE AND CHILCOMBE STREET - UPDATE

Ron Clarke, Resource Manager – Capital Delivery, will be in attendance to answer any questions in regard to the attached update on Hamilton Avenue and Chilcombe Street.

HAMILTON AVENUE and CHILCOMBE STREET UPDATE

The physical works in Hamilton Avenue and Chilcombe Street have been complete since 17 May 2007 and the landscaping was completed on 29 August 2007. Presently the project is in the Defects Liability Period of the Contract where the Contractor is responsible for rectification of any construction defects. The Defects Liability Period for the main construction finishes on the 17 May 2008 and for the landscaping on the 29 August 2008.

There have been some issues with the damage to the new driveways and grass berms by property developers. This damage is being reported to the Council's Consents Team who ensure that any damage is rectified prior to the issuing of code compliance certificates for the developments. There have also been a couple of instances of the new trees being damaged by vandals, residents are monitoring this and new trees will be replanted in the new planting season in May 2008.

We engaged an independent consultant to review the driveways in front of 1A, 3 and 3A Chilcombe as this has been raised by several residents in the street as an issue. The Consultant has concluded that the driveways and footpath meet Council standards. Steel plates have been installed over the channel to improve the vehicle crossings by reducing their grades. This is an approved method and has been used in other streets, most recently Mansfield Avenue. Some residents affected perceive that these vehicle entrances are steeper than they used to be.

7. MEETING DATES FOR 2008

A report will be put to the February Community Board meeting setting out a programme of meeting dates for this committee as well as the Community Services Committee and the Community Board for 2008. It is proposed that the Works Traffic and Environment Committee meets usually on a Monday morning at 8.00am on the following dates:

25 February
25 March (Tuesday)
28 April
26 May
23 June

28 July
25 August
29 September
28 October
24 November