



Christchurch City Council

SPREYDON/HEATHCOTE COMMUNITY BOARD

AGENDA

TUESDAY 15 JULY 2008

AT 4.30PM

AT BECKENHAM SERVICE CENTRE

**IN THE BOARDROOM,
66 COLOMBO STREET, CHRISTCHURCH**

Community Board: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells

Community Board Adviser

Jenny Hughey

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 4 JULY 2008**

The report of the Board's ordinary meeting of Friday 4 July 2008 has been **separately circulated** to Board Members.

STAFF RECOMMENDATION

That the report of the Board's meeting of 4 July 2008 be **confirmed**.

3. **DEPUTATIONS BY APPOINTMENT**

3.1 **Molton Media spokesperson, Cora Baille** – Voluntary organisation recycling computers to talk about their work and some related problems.

3.2 **Loretta Faulkner resident of Aynsley Terrace**, to talk about redirecting the bus route in the vicinity of Aynsley Terrace.

4. **PETITIONS**

5. **NOTICE OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

8. APPLICATION FOR FUNDING TO THE SPREYDON/HEATHCOTE 2008/09 YOUTH ACHIEVEMENT SCHEME – ELLIOT NOBLE

General Manager responsible:	General Manager Community Support, Michael Aitken, DDI: 941-8986
Officer responsible:	Recreation & Sports Unit Manager
Author:	Maggie Button, Acting Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek Community Board approval for an application for funding from the 2008/09 Spreydon/Heathcote Youth Achievement Scheme.

EXECUTIVE SUMMARY

2. Funding is being sought by an 14 year old boy who lives in the Huntsbury area. He is applying for a grant towards costs associated with being a member of the NZ U16 Basketball team (the Emerging Junior Tall Blacks). The team is travelling to Australia to take part in the Australian Sate championships to be held in Perth 12-19 July.
3. This application was received at the end of the 2007/08 funding round and is the first time the applicant has approached the Community Board for funding support.

BACKGROUND ON ELLIOT NOBLE

4. Elliot Noble is a promising young player who started playing basketball whilst attending St Martin's Primary school, and he is now a year 10 student at Cashmere High School. He has excelled at local, national and international level, and although only 14 years has played in the U17 basketball team.
5. On his journey to be selected for the NZ team Elliot was captain of the Canterbury U15 team, which won the national title in New Plymouth, and he was chosen as the Most Valuable Player of the tournament.
6. One of his referees says that not only is he a talented player but also a natural leader who brings out the best in his team mates through his commitment and passion. He is also performing well academically at school.
7. His personal fund raising has consisted of selling "the entertainment book" door to door and refereeing basketball at Pioneer Stadium on Wednesday & Friday nights.

FINANCIAL IMPLICATIONS

8. There is currently a report before the Spreydon/Heathcote Community Board recommending that \$7,500 be set aside for the Youth Achievement scheme for 2008/09. The applicant has requested \$500.00. Break down of applicants expenses:

Tour costs - travel & accommodation	\$3,200.00
Less fund raising – Entertainment books	\$150
Cashmere High School	\$350
Balance of fund to raise	\$2,700

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

9. Yes, Democracy and Governance section page 113, 115.

LEGAL CONSIDERATIONS

10. There are no legal issues to be considered.

8 Cont'd

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

11. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Yes, community board funding page 173, community Board objectives 5 and 9.

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

13. Yes, as mentioned above.

ALIGNMENT WITH STRATEGIES

14. Youth Strategy
"Celebrate youth achievements through the development of Youth Awards".

Do the recommendations align with the Council's strategies?

15. Yes.

CONSULTATION FULFILMENT

16. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board allocates \$500 from the 2008/09 Youth Achievement Scheme to Elliot Noble, for assistance with travel to Perth as a member of the NZ U16 basketball team.

CHAIRPERSON'S RECOMMENDATION

Staff recommendation be supported.

9. HILLMORTON HOSPITAL RESERVE

General Manager responsible:	General Manager City Environment, Jane Parfitt; DDI 941 8608
Officer responsible:	Asset & Network Planning Manager
Author:	David Sissons, Parks & Waterways Planner

PURPOSE OF REPORT

1. To advise the Community Board on the Hillmorton Hospital Reserve and the process for public consultation, as requested at their 6 June 2008 meeting.

EXECUTIVE SUMMARY**Advice requested from staff**

2. The Community Board has requested that, prior to the public consultation, staff be requested to prepare a report regarding the Hillmorton Hospital Reserve.
3. The report is to include:
 - an outline of the process required under the Reserves Act (1977) in relation to public consultation,
 - an explanation of what the Council is attempting to achieve as an outcome in this Reserve Plan, and in particular
 - whether or not the Reserve is intended to be an Historic Reserve or a Recreation Reserve.
4. Here is the information, presented in a different order for clarity.

What the Council is attempting to achieve as an outcome in this Reserve Plan

5. The Council is acquiring the original garden that was part of the of the former Hospital grounds. It is an area of mature parkland containing 24 notable trees, seven significant trees, a fountain, a pond, paths and lawns.
6. The reserve is being vested in the Council as a Recreation Reserve upon subdivision of the land for a residential subdivision, under the standard process for creating reserves in new subdivisions, as set down in Section 239 of the Resource Management Act 1991.
7. Council staff are also attempting to fulfil the Council resolution of 9 November 2006:

“That the Council retain the fountain in the reserve land and develop a memorial to the wider Sunnyside complex that is more in keeping with a residential subdivision, in consultation with community and mental health groups, and also investigate possible outside funding sources for the memorial.”

How staff are going about it

8. *Development Contributions Policy*
 - (a) Works on proposed reserves may be undertaken by a developer as part of the subdivision work. These are carried out through the authority of the Development Contributions Policy (<http://www.ccc.govt.nz/LTCCP/2006-16/DCP2007-09.asp>) and its predecessor policies. Page 30 provides for “the development of land purchased or acquired as development contributions to a usable state for local and district reserves ...”. The expected level of service includes “protection or enhancement of historic or cultural features of significance to the City’s population”. Page 45 explains the purposes of reserves development contributions, which include “the development of reserves and levels of service provided to meet new needs”. This process does not have any provision for public input to the design of the proposed reserves.

9 Cont'd

- (b) It is established practice in new subdivisions that Council staff must first 'accept' any proposals to improve a reserve, in accordance with requirements of the Infrastructure Development Standard (<http://www.ccc.govt.nz/doingbusiness/InfrastructureDesignStandard/>). This is a draft document at present, but it is already being used to guide development on land that is to vest as reserve.
- (c) In the case of the reserve, staff have accepted tree and shrub maintenance work, selected tree and shrub removals, creation of certain footpaths, footpath lighting, boundary fencing, re-establishment of lawn grass, and the restoration of the fountain.
- (d) At the time of writing (13 June) the land had not passed into Council ownership. The plans are being processed by LINZ, and when that is completed (before this report reaches the Board) the papers will show that the land was vested as a Council reserve on 29 May 2008.
- (e) The work carried out by the developer is normally done before the reserve is vested in the Council, but in this case some of the work is still under way, due partly to delays caused by our wish to make sure that the work does not compromise the heritage character and features of the reserve. The developer is Ngai Tahu Property Limited.

9. *Greenspace Local Capital Project Development*

- (a) This reserve is slightly different from most reserves created through subdivision, because of the need to fulfil the Council resolution of 9 February 2006. This has resulted in staff undertaking extra planning and design work in anticipation of the land acquisition.
- (b) The first step was to identify the significance of the features of the reserve, in order to ensure that the memorial aspects of the reserve reflect the history of the site and the wider complex. This has been done by the preparation of a draft Conservation Plan. Section 5 of that plan sets down policies and guides actions to implement the policies. Copies were provided to Community Board members on 6 June.
- (c) The next step will be to carry out the work to develop the memorial. Staff propose that this be done generally as shown in the draft Plan of Adaptation. Funding has been allocated through the Capital Programme's New Reserves Fund, which is funded by reserves contributions from new subdivisions.
- (d) Accordingly, staff presented the Conservation Plan and the Plan of Adaptation at the 6 June Community Board seminar in accordance with established procedure for Greenspace Local Capital Project Development. It is the procedure used for all reserves that are being developed by the Council.
- (e) This procedure is shown in a flowchart used by the Consultation Leaders, dated 10 August 2005, which shows Board contact in orange boxes and Board decisions in green boxes. This process was agreed between staff and Community Boards, through the board advisors at that time, and has been used consistently since then.

<i>Completed:</i>	Item 2 – Initial Issues Identification. The Council's November 2006 resolution identified the issues and formed the brief for the work.
<i>Current:</i>	Item 5 – Concept Plan consultation. The 6 June 2008 Board seminar provided opportunity for the Board to offer consultation-type responses to the concept plan and to advise improvements to the consultation plan. Item 5 includes public consultation that is to follow the seminar, hence our presentation of a consultation leaflet to the Board.

9 Cont'd

<i>Future:</i>	Item 7 – Project sign-off. Once changes have been made as appropriate, in response to the consultation, then the Board is asked in a formal staff report to approve the final development plan.
<i>Future:</i>	Item 9 – Start work notice. Just before implementation begins, Board members are notified.

The process required under the Reserves Act 1977 in relation to public consultation10. *Obligations under the Reserves Act*

- (a) Section 40 of the Reserves Act 1977 charges the Council with the duty of administering, managing, and controlling the reserve so as to ensure the use, enjoyment, development, maintenance, protection, and preservation, as the case may require, of the reserve for the purpose for which it is classified.
- (b) Section 16(2A) of the Reserves Act requires that each new reserve is to be classified for its primary purpose by a Council resolution. This is discussed in detail below.
- (c) Section 41 requires that a management plan be prepared within five years of the vesting of the reserve. The management plan shall provide for management and development of the reserve. Section 41 sets out a public consultation process that is required for the preparation of the management plan.
- (d) It should be noted that there is no penalty or enforcement method for those who do not classify reserves and who do not prepare management plans. Hence, even thirty years after the Act was passed, many local authorities do not have classifications and management plans for all of their reserves.
- (e) The Reserves Act does not require any public consultation before a recreation reserve is developed for the primary purpose. It does require public consultation for certain methods of classification, for preparation of a management plan, for granting some types of easement over reserve land to third parties, and for leasing or licensing of reserve land.

11. *Management Planning*

- (a) The LTCCP (on page 123) states that the Council had 781 parks in 2006. A count for the Yardstick™ park benchmarking initiative estimated that the Council had 795 parks in 2007. In the timeframe for this report it was not possible to generate any city-wide statistics on the number of these that are reserves held or managed by the Council or the number of these that have been classified. Staff estimated for Yardstick™ that 119 parks had management plans, but this should not be treated as an accurate count, and some of the parks may not be reserves requiring management plans under the Reserves Act.
- (b) Council staff are intending to prepare an umbrella management plan for all of the City's garden and heritage parks, starting in the 2008/9 financial year. It will be adopted by Council resolution as set out in the Reserves Act. It is expected that the reserve will be included in the umbrella management plan. Council staff are also in the process of preparing an umbrella management plan for sports parks.
- (c) This is considered to be a better integrated planning process than writing an individual plan for each park. As well as being a more efficient use of time and consultation processes, it also ensures that the City's parks are managed as a co-ordinated system, rather than as un-related individual areas.

9 Cont'd

- (d) The consultation process will follow the Reserves Act's requirements, which require two rounds of consultation. The first is to invite comments on what should go into a management plan, and the second is to invite comments on the draft management plan.
- (e) An initial step can be necessary in some cases, namely the classification of reserve land that has not already been classified. This has to be done before the draft management plan is put out for comment, and may require its own consultation process. This requirement will ensure that classification of the reserve is carried out.
- (f) Before even that can be done, it will be necessary to decide whether those garden and heritage parks which are not currently reserves should be declared to be reserves.
- (g) None of these requirements will prevent the Council 'developing' (adapting) the reserve before the management plan is prepared. The Council routinely develops many reserves outside of any management plan framework. The consultation process for such development (as summarised in the Greenspace Local Capital Project Development table above) is derived from the requirements of the Local Government Act 2002, rather than the Reserves Act.

Whether the Reserve is intended to be an Historic Reserve or a Recreation Reserve

- 12. The reserve was vested as a recreation reserve on deposit with LINZ of the subdivision survey plan, in accordance with section 239 of the Resource Management Act.
- 13. Like every other recreation reserve vested in the Council upon subdivision of land, Section 16(2A) of the Reserves Act requires that it be classified for that purpose by a Council resolution. There is no requirement for public consultation (Section 16(5)(c)).
- 14. If the Council were to decide to classify it as an Historic Reserve, it would be necessary first to give public notice and then give full consideration to all objections and submissions (Section 16(4)), because the classification is not substantially the same as the purpose for which the reserve is held.
- 15. Until it is classified, the reserve has to be managed for the primary purpose for which it is reserved – which in this case is recreation.
- 16. Having given the matter due consideration, staff consider that the most suitable classification would be Historic. This provides for protecting and its features and values of historic, archaeological, cultural, educational, and other special interest.
- 17. If it is classified as Historic, then there is no requirement for any recreation purpose or function. However, by implication, the Council can allow recreation use that is compatible with the primary purpose. Hence, classifying the Sunnyside reserve as Historic need not disadvantage its recreational use. There would continue to be free public access to and through the reserve for passive recreation. When the subdivision is completed, there will be other reserve areas nearby that are better suited to active recreation.
- 18. A comparison of the purposes for Historic and Recreation Reserves is attached to this report (**Attachment 1**).
- 19. Historic classification has occasionally been used for Council reserves. It would appear that at least four existing reserves managed by the Council are Historic Reserves, of which three are classified as such.
 - Cracraft Caverns Reserve was created as a recreation reserve on subdivision of the land in 1995. It was classified as Historic by Council resolution on 24 June 1998, because "it is now thought that recreation is not a suitable classification, since the reserve has mostly historical significance" and also to enable the cavern to be leased to the University of Canterbury.

9 Cont'd

- Coronation Hill Reserve was taken as a scenic reserve in 1912. Control and management passed to the Council in 1948. A management plan was written in 1989, which recommended that it be classified as Historic, because “the Sign of the Kiwi is the most important value of the reserve, although significant scenic and recreational values also exist”. This classification was done by Gazette notice on 13 September 1990.
 - Kapuatohe Reserve, in Belfast, was set apart and then classified as a reserve for historic purposes in 1982. A management plan was written in 1991.
 - Rose Historic Chapel was vested in the Council for a historic reserve on 28 November 1996. A preliminary search has not revealed that it has ever been classified.
20. Classification does not have to happen at once. The reserve can be developed as proposed, using the Council’s standard processes for park development. The classification can then be done, in due course, as will be required for the preparation of the umbrella management plan for all of the City’s garden and heritage parks.

FINANCIAL IMPLICATIONS

21. This report does not consider any matters which have financial implications.

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

22. This report does not consider any matters associated with LTCCP budgets. However, funds are covered for the development of the reserve in the capital development programme for reserves.

LEGAL CONSIDERATIONS

23. The report discusses current Council processes in relation to the Reserves Act. It acknowledges that some of the obligations of the Reserves Act have not yet been fulfilled for Council reserves, but notes that there is no penalty or enforcement method in the Act. It considers the need for the Act’s reserve classification to reflect the intended principal use of the reserve.
24. It also considers the Local Government Act 2002 and the Council’s Development Contributions Policy and consultation processes which derive from that Act

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

25. Yes – see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

26. Yes

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

27. Yes.
28. LTCCP Vol 1 page 128: The purchase and development of new reserves associated with growth.
29. Also LTCCP Vol 1 page 93: The Council provides leadership, advocacy, resources, grants and conservation covenants to conserve and rehabilitate heritage items.

9 Cont'd

ALIGNMENT WITH STRATEGIES

29. Yes. Provision of new open space to provide a variety of parks to meet the needs of the community.

Do the recommendations align with the Council's strategies?

30. Yes. Provision of new open space to provide a variety of parks to meet the needs of the community.

CONSULTATION FULFILMENT

31. Not applicable.

STAFF RECOMMENDATION

- (a) That staff continue with consultation on the Hillmorton Hospital Reserve proposals and then report to the Community Board, in line with current practice for development of reserves.
- (b) That classification of the reserve be carried out later, in association with the preparation of an umbrella management plan for all of the City's garden and heritage parks, on which work will commence in the 2008-9 financial year.

CHAIRPERSON'S RECOMMENDATION

For discussion.

15. 7. 2008

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A comparison of the Reserves Act's purposes for Recreation and Historic Reserves

These extracts from Sections 17 and 18 of the Reserves Act 1977 show the difference between the purposes of reserves that are classified for Recreation and those that are classified as Historic.

If a reserve is classified for Recreation, Section 17 describes how it can then be used:

... for the purpose of providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities, including recreational tracks in the countryside.

[to be] ... administered under the appropriate provisions of this Act that —

(a) The public shall have freedom of entry and access to the reserve, subject to the specific powers conferred on the administering body by sections 53 and 54 of this Act, to any bylaws under this Act applying to the reserve, and to such conditions and restrictions as the administering body considers to be necessary for the protection and general well-being of the reserve and for the protection and control of the public using it:

(b) Where scenic, historic, archaeological, biological, geological, or other scientific features or indigenous flora or fauna or wildlife are present on the reserve, those features or that flora or fauna or wildlife shall be managed and protected to the extent compatible with the principal or primary purpose of the reserve:

Provided that nothing in this subsection shall authorise the doing of anything with respect to fauna that would contravene any provision of the Wildlife Act 1953 or any regulations or Proclamation or notification under that Act, or the doing of anything with respect to archaeological features in any reserve that would contravene any provision of the Historic Places Act 1993:

(c) Those qualities of the reserve which contribute to the pleasantness, harmony, and cohesion of the natural environment and to the better use and enjoyment of the reserve shall be conserved:

(d) To the extent compatible with the principal or primary purpose of the reserve, its value as a soil, water, and forest conservation area shall be maintained.

This says (amongst the other things) that the historic features can be managed and protected to the extent compatible with the primary recreation purpose.

If a reserve is classified as Historic, Section 18 describes how it can then be used:

... for the purpose of protecting and preserving in perpetuity such places, objects, and natural features, and such things thereon or therein contained as are of historic, archaeological, cultural, educational, and other special interest.

[to be] ... administered under the appropriate provisions of this Act that —

(a) The structures, objects, and sites illustrate with integrity the history of New Zealand:

(b) The public shall have freedom of entry and access to the reserve, subject to the specific powers conferred on the administering body by sections 58 and 58A of this Act, to any bylaws under this Act applying to the reserve, and to such conditions and restrictions as the administering body considers to be necessary for the protection and general well-being of the reserve and for the protection and control of the public using it:

- (c) Where scenic, archaeological, geological, biological, or other scientific features, or indigenous flora or fauna, or wildlife are present on the reserve, those features or that flora or fauna or wildlife shall be managed and protected to the extent compatible with the principal or primary purpose of the reserve:*
- (d) To the extent compatible with the principal or primary purpose of the reserve, its value as a soil, water, and forest conservation area shall be maintained:*
- (e) Except where the Minister otherwise determines, the indigenous flora and fauna and natural environment shall as far as possible be preserved:*

Provided that nothing in paragraph (c) of this subsection shall authorise the doing of anything with respect to fauna or wildlife that would contravene any provision of the Wildlife Act 1953 or any regulations or Proclamation or notification under that Act, and nothing in this subsection shall authorise the doing of anything with respect to archaeological features in any reserve that would contravene any provision of the Historic Places Act 1993.

There is nothing to say that there is any requirement for recreation use. By implication, the Council could allow recreation use that it compatible with the primary purpose.

10. HUNTER TERRACE – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI: 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Steve Dejong/Patricia Su, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to install no stopping restrictions on the south side of Hunter Terrace between Colombo Street and the Heathcote River (refer to **Attachment 1**).

EXECUTIVE SUMMARY

2. Council was made aware of congestion and parking related issues on the new section of Hunter Terrace, south of the Beckenham Library by Library Staff and Management. They state that it has been brought to their attention by members of the public using the library that when vehicles park on the south side of this portion of Hunter Terrace, access into and out of the library's car park are impeded and it creates a safety issue.
3. On 22 May 2003, following the recommendation from the Spreydon/Heathcote Community Board, the Council resolved to stop the portion of Hunter Terrace that runs in front of the Beckenham Library (on the northern side) from Colombo Street and follows the river east and then around to the south. Although legally "stopped" no physical change has taken place on the ground. The above mentioned portion of Hunter Terrace was to be replaced by the new road that runs from Colombo Street, to the immediate south of the Beckenham Library and joins with the remaining unstopped portion of Hunter Terrace. It is this new road that this report deals with.
4. An investigation revealed that the new portion of Hunter Terrace is only 6.4 metres wide which is not wide enough to permit a parking lane. It also found that although there is sufficient parking available within the library's car park, some customers prefer to park along this new portion of Hunter Terrace as it is closer to the library's front door, as opposed to parking on the eastern end of the car park. As a result, this section of road is at times reduced to one lane and customers experience difficulties when entering and exiting the library's car park. In addition, the access into the Colombo Street Pumping Station is also often obstructed by parked vehicles.
5. There are existing no stopping restrictions on the northern side of this new portion of Hunter Terrace between the eastern and western entrances to the library's customer car park. By installing the proposed no stopping restriction on the southern side of the road extending from Colombo Street along the whole length of the new part of Hunter Terrace would eliminate the congestion and the library's customers would be forced to use the off-street parking provided, creating a safer and more efficient use of the road.
6. All property owners along this portion of Hunter Terrace support the proposal.

FINANCIAL IMPLICATIONS

7. The cost of this proposal is estimated to be \$300.00.

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

8. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

9. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council the authority to install parking restriction by resolution.

10 Cont'd

10. The Community Boards has the delegated authority from the Council to exercise the delegations as set out in the Register of Delegations as at April 2008. The list of delegations for the Community Boards includes no stopping restrictions.
11. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes - Community and Safety.

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

14. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. The Council has ownership of all properties along both sides of this portion of Hunter Terrace affected by the proposal, except the residential property at 62 Colombo Street. The Council's Water Services and Libraries Units management have been consulted and support the proposal. The owner of number 62 Colombo Street, the only residential property affected by the proposal which has one side boundary running along Hunter Terrace was consulted by letter, they have email a reply that they fully support the proposal.

STAFF RECOMMENDATION

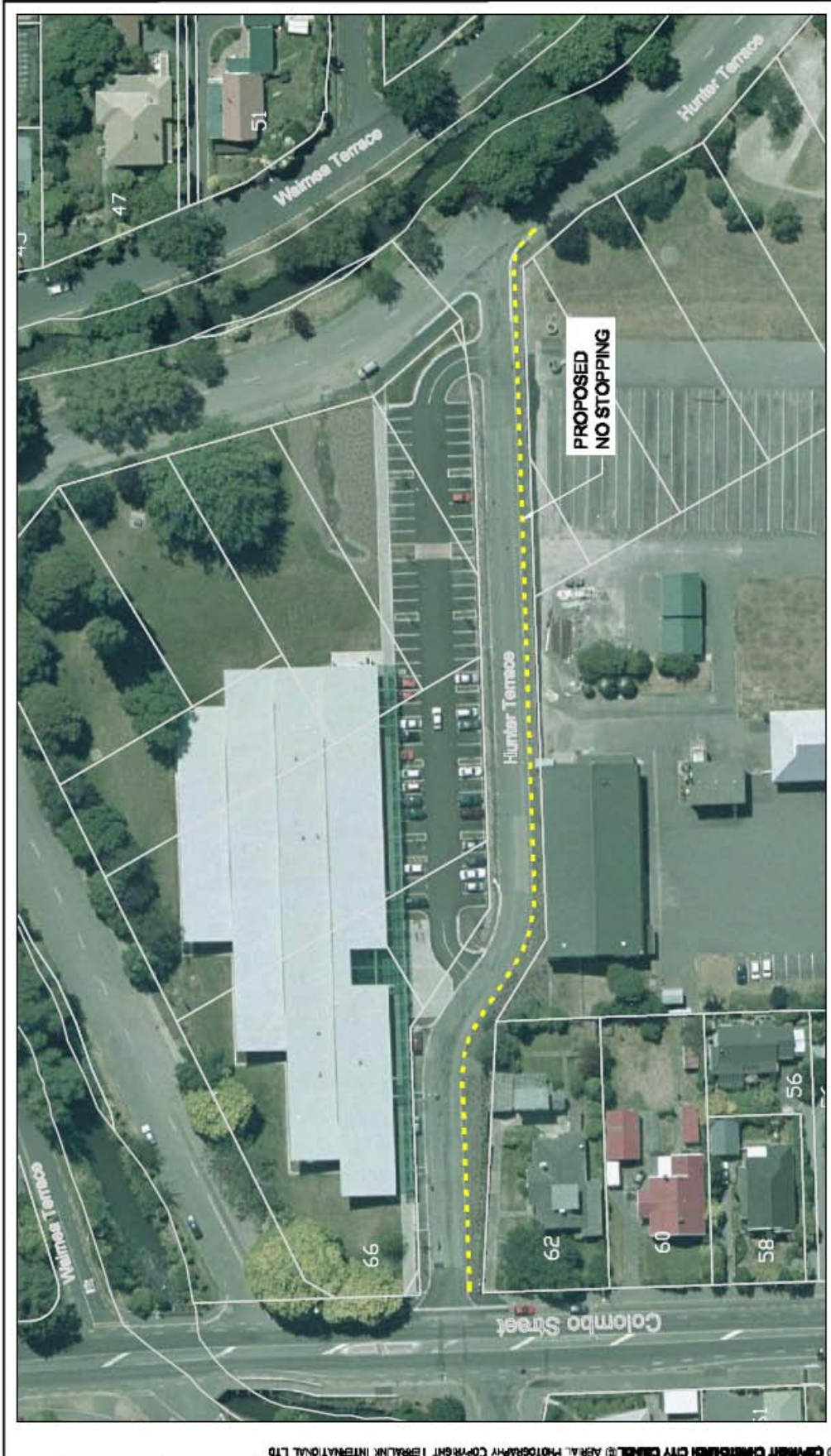
It is recommended that the Spreydon/Heathcote Board approve the stopping of vehicles be prohibited at any time on the south side generally of Hunter Terrace commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 210 metres, then continue to the south for a further 6 metres.

CHAIRPERSON'S RECOMMENDATION

+

15. 7. 2008

16



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Original Plan Size: A4
 ISSUE. 1 02.08
 RAH

**HUNTER TERRACE
 PROPOSED NO STOPPING LINES
 For Board Approval**



Macrae Rd location - W. PROJECT LIST 001 TO 100, W. 02.08.08 CONTRACTED WORKS HUNTER TCE BUL-46-007-5088 HUNTER TERRACE.LINC

11. AYNLEY TERRACE/CENTAURUS ROAD/RAPAKI ROAD/VERNON TERRACE INTERSECTION – TRAFFIC AND SAFETY ISSUES

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI: 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Lorraine Wilmshurst / Patricia Su, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of the outcomes of the traffic management study undertaken to address traffic and pedestrian concerns at the Aynsley Terrace/Rapaki Road/Vernon Terrace intersection and the costs, budget provision, and priority implications for proceeding with any recommended works.

EXECUTIVE SUMMARY

2. Following a deputation to the Community Board in March 2008, the Board requested that a traffic management study be undertaken and that it consider the following:
 - (a) An explanation of how the intersection on Centaurus Road at Aynsley Terrace could be remodelled to improve visibility from all directions including a consideration of the obstruction caused by the bus stop on Centaurus Road west of Vernon Terrace.
 - (b) The possibility of installing a continuation of the footpath at the end of Rapaki Road/Vernon Terrace to provide a safe crossing point.
 - (c) The means by which a safe crossing for pedestrians across Centaurus Road near the intersection with Aynsley Terrace could be created.
 - (d) An explanation of how the matter could be included in the Annual Plan as opposed to the Long Term Council Community Plan.
 - (e) An explanation of how the matters raised in this presentation could be included with all other Council projects currently underway in the Centaurus Road/Aynsley Terrace/Vernon Terrace/Rapaki Road neighbourhood.
3. ViaStrada undertook the traffic management study on behalf of the Christchurch City Council and presented a memo (**Attachment 1**) to the Board at its meeting on 15 April 2008.
4. The recommendations for increasing visibility at the Aynsley Terrace/Centaurus Road/Rapaki Road/Vernon Terrace intersection is to remark with more defined road markings and relocate the bus stop on Centaurus Road.
5. To install a continuation of footpath at the end of Rapaki Road and provide a safe crossing for pedestrians, the study recommends that the intersection is narrowed to separate Rapaki Road and Vernon Terrace into two intersections and a footpath area be created between them. The estimated cost for this work is \$50,000 (see Figure 6 in **Attachment 1**) provided that no drainage works are required.
6. Currently, there is no funding allocated to undertake this work. It is not included in the LTCCP 2006-16. The Council currently provides approximately \$350,000 per annum for pedestrian and school safety works however, approximately 3 projects out of a list of about 200 projects can be completed each year. Projects would be funded where they achieve the maximum benefits for pedestrian safety initiatives, road safety at the school gate and safe routes to school.
7. The road remarking at the intersection will need to be investigated in the planning process for the proposed cycleway project for Centaurus Road programmed for 2009/10.
8. The repositioning of the bus stop needs to be further investigated when the possible changes to bus route 66 are consulted on and approved by ECan. This work is being undertaken by ECan and could come into effect by June 2009.

11 Cont'd

FINANCIAL IMPLICATIONS

9. The cost estimate for implementing the recommendations of the traffic management study is \$50,000 and no funding has been allocated to undertake this work.

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

10. Budget for this project has not been allocated and therefore this work does not align with the 2006-16 LTCCP Budget.

LEGAL CONSIDERATIONS

11. The Christchurch City Council Traffic and Parking Bylaw 2008 allows Council to install any parking, stopping and standing restrictions by resolution.
12. Any signs or markings must be installed in accordance with the Land Transport Rule: Traffic Control Devices 2004.

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes - Community and Safety.

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

15. This contributes to improve the level of service for pedestrian safety.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the Council's Road Safety and Pedestrian Strategies.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. Until budget has been allocated and this becomes part of the capital programme, no consultation will be undertaken.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Receive the information.
- (b) Request that the Centaurus Road cycleway project 2009/10 examines the road marking and visibility issues at the Aynsley Terrace intersection.
- (c) That the two pedestrian islands to be installed in Centaurus Road between Wilsons Road and Aynsley Terrace be further investigated as part of the cycleway project for 2009/10 and the Board to consider funding the installation of the two pedestrian islands from the Board's discretionary fund if it believes that the benefit outweighs the loss in on-street parking.

11 Cont'd

- (d) Formalising a footpath area between Rapaki Road and Vernon Terrace at their intersection with Centaurus Road and provision of a raised platform at the intersection, subject to the outcome of the review of the number 66 bus route, in a list of projects to be funded from the pedestrian safety initiatives budget.

CHAIRPERSON'S RECOMMENDATION

For discussion.

THE ISSUES

Aynsley Terrace/Centaurus Road/Rapaki Road/Vernon Terrace Visibility

- 19. Aynsley Terrace is a collector road, Centaurus Road is a minor arterial, and both Rapaki Road and Vernon Terrace are local roads in the City Plan road hierarchy. Aynsley Terrace, Rapaki Road, and Vernon Terrace all have a "Stop" control at its intersections with Centaurus Road.
- 20. There has been some remodelling of this intersection with traffic calming in Aynsley Terrace at its intersection with Centaurus Road and Centaurus Road over Murray Aynsley Hill was upgraded to provide a footpath on the north side and cycle lanes on the hill section.
- 21. Visibility from the limit line for traffic existing Aynsley Terrace is unrestricted to the right but somewhat restricted to the left.
- 22. From both Rapaki Road and Vernon Terrace visibility is restricted to the left by the bus stop which is a terminus stop for bus route 66.
- 23. The crash database (CAS) reveals that there have been two reported crashes over the last five years at the intersection. Both have involved vehicles exiting Aynsley Terrace and not giving way to vehicles approaching from the left. There have been no reported crashes involving vehicles exiting either Rapaki Road or Vernon Terrace.
- 24. To increase visibility for traffic exiting Aynsley Terrace, the study recommends that the road be remarked to better define the kerb side traffic lane on the north west corner of Aynsley Terrace. This work needs to be included in the proposed cycleway project planned for the 2009/10 financial year to avoid the potential of this being done twice.
- 25. At the Rapaki Road/Vernon Terrace intersection consideration needs to be given to relocating the bus stop. At present the bus route terminates at this intersection and the bus parks on the south west side of the intersection blocking visibility. The bus route is due for a review by ECan in 2009.

Rapaki Road/Vernon Terrace Pedestrian Crossing Point

- 26. When crossing east to west across Rapaki Road and Vernon Terrace, a pedestrian has 38 metres of carriageway to negotiate with no safe place to wait between the roads. Pedestrians are mixing with traffic from both Rapaki Road and Vernon Terrace, and downhill traffic on Centaurus Road.
- 27. The intersection is expansive due to the need to accommodate the swept path of the Number 66 bus that currently "U-turn" at this point.
- 28. The intersection should be narrowed to separate the two intersections from one area into two and provide a footpath area between Rapaki Road and Vernon Terrace. The kerb on the south east of Vernon Terrace needs to be rebuilt with a tighter radius with a pedestrian cutdown, and a raised platform across the roadway as in Aynsley Terrace (see Figure 6 in **Attachment 1**).

11 Cont'd

29. This work would no longer allow the bus to "U-turn" and would require the bus to make a three point turn, which is not desirable on a minor arterial road carrying approximately 9,000 vehicles per day.
30. The Number 66 bus route is under review and ECan is currently undertaking consultation on a proposed new service route which would extend the route to along Aynsley Terrace, into Grange Street and terminate outside the park in Bishopsworth Street. This would eliminate the need for the bus to "U-turn".
31. Relocation of the bus stop to the west of Vernon Terrace could be included in the review of the route.
32. The cost of narrowing the intersection and providing a pedestrian crossing facility across the two intersections is estimated to cost \$50,000 and no funding has been allocated for this work.

Centaurus Road Pedestrian Crossing Point

33. There are no pedestrian crossing facilities in Centaurus Road between Wilsons Road and the Aynsley Terrace/Rapaki Road/Vernon Terrace intersection.
34. As there is no bus stop on the north side of Centaurus Road, pedestrians from the north and east of this stop have to cross Centaurus Road if they wish to catch the bus. This however may change as a result of the Number 66 bus route review.
35. The traffic management study recommends that two pedestrian islands, a flush median and cycle lanes be installed on Centaurus Road between Wilsons Road and Aynsley Terrace.
36. These features would slow traffic through this section of Centaurus Road. The pedestrian refuge islands would be placed at strategic locations corresponding to areas of highest crossing demand and these would also provide a shadow effect for those crossing remote from the islands.
37. To meet the minimum standards for such a facility it would be necessary to remove kerbside parking.
38. There is work programmed to install cycle lanes on Centaurus Road in the 2009/10 financial year. However, this budget does not include the installation of pedestrian islands, so additional funding would be required for the islands (see Figure 7 in **Attachment 1**). The estimated cost of including these islands in the cycleway project is \$15,000.

FUNDING AND PRIORITISING IMPLICATIONS

39. At present the remedial work required to increase visibility at the Aynsley Terrace/Centaurus Road/Rapaki Road/Vernon Terrace intersection, provide a pedestrian crossing facility at Rapaki Road/Vernon Terrace and provide pedestrian islands in Centaurus Road are not included in the 2006-2016 LTCCP and no funding has been allocated.
40. The Council currently provides approximately \$350,000 per annum for pedestrian and school safety works. These safety works are categorised as pedestrian safety initiatives, road safety at the school gate, safe routes to school implementations, and new footpaths.
41. Approximately 3 projects can be completed each year with the \$350,000 budget provided.
42. The value of new pedestrian safety requests received each year exceeds the value of pedestrian facilities that can be provided from the allocated funding.
43. The current city wide database for pedestrian safety works requests has 196 listed projects and the estimated cost of implementing these projects is approximately \$10 million.

11 Cont'd

44. A formal priority process has been developed for implementing 40km/hr school zones and new footpaths, however, as yet, there has been no formal prioritisation process developed for road crossing facilities. Projects would be funded where they achieve the maximum benefits within the three categories ie. pedestrian safety initiatives, road safety at the school gate and safe routes to school.

CONCLUSIONS

45. Visibility Issues:

- (a) Aynsley Terrace – the remarking needs to be undertaken in conjunction with the cycleway project that is planned for 2009/10. The proposal is to install cycle lanes on Centaurus Road that will link with the existing cycle lanes over Murray Aynsley Hill.
- (b) Rapaki Road/Vernon Terrace – the bus stop west of Vernon Terrace is the terminus point for the number 66 route. The bus “U” turns in the intersection and then lays over at the stop on the west of the intersection. Discussions have been held with ECan in regard to extending the route down Aynsley Terrace, Grange Street, Bishopworth Street into Port Hills Road returning to Centaurus Road.
- (c) ECan staff have agreed to this proposal in principle as it is not a major deviation and are looking at a layover point being outside the Hillsborough Domain in Bishopworth Street. However before any adjustment can be made to the route consultation has to be undertaken and ECan Regional Council approval is required. If agreement is reached then the new route could become operational in June 2009. This would require additional bus stops along the extended route but would remove the “U” turning and the laying over at the bus stop to the west of the intersection.

46. Pedestrian Crossing Points:

- (a) Centaurus Road – the provision of two pedestrian islands in Centaurus Road between Wilsons Road and Aynsley Terrace could be installed as part of the 2009/10 Centaurus Road cycleway project providing budget for the islands can be obtained.
- (b) Rapaki Road/Vernon Terrace – the narrowing of the intersection and separation from one area to two intersections with a pedestrian footpath and raised platform needs to be introduced as a new project.

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**Christchurch City Council
Transport & Greenspace Unit**

Memorandum

15 April 2008

**From: JEFF OWEN, VIASTRADA, on behalf of
BARRY COOK, NETWORK OPERATIONS AND TRAFFIC SYSTEMS TEAM LEADER**

To: JENNY HUGHEY (COMMUNITY BOARD ADVISER)

At the Spreydon/Heathcote Community Board meeting on 18 March 2008, the Board requested staff provide a report on issues raised following a deputation by Kate Hodgins relating to traffic and pedestrian concerns on Centaurus Road at and near the Aynsley Terrace/Rapaki Road/Vernon Terrace intersection.

The board requested that:

- (a) An explanation of how the intersection on Centaurus Road at the Aynsley Terrace could be remodelled to improve visibility from all directions including a consideration of the obstruction caused by the bus stop on Centaurus Road west of Vernon Terrace.
- (b) The possibility of installing a continuation of the footpath at the end of Rapaki Road/Vernon Terrace to provide a safe crossing point.
- (c) The means by which a safe crossing for pedestrians across Centaurus Road near the intersection with Aynsley Terrace could be created.
- (d) An explanation of how the matter could be included in the Annual Plan as opposed to the Long Term Council Community Plan.
- (e) An explanation of how the matters raised in this presentation could be included with all other Council projects currently underway in the Centaurus Road/Aynsley Terrace/Vernon Terrace/Rapaki Road neighbourhood.

Aynsley Terrace/Centaurus Road/Rapaki Road/Vernon Terrace Visibility Issues

The above mentioned intersection has recently had some minor remodelling in conjunction with two Council capital works projects. Aynsley Terrace was traffic calmed with its intersection with Centaurus Road realigned to provide a better defined stop position for vehicles turning into Centaurus Road. The pedestrian crossing width across Aynsley Terrace was also reduced to better protect the pedestrian from vehicle exposure. Centaurus Road over Murray Aynsley Hill was also upgraded, this provided a much needed footpath on the northern side of the road. Cycle lanes were also installed on this hill section.

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Figure 1

Visibility for vehicles at the stop control limit line is generally unrestricted to the right from Aynsley Terrace at Centaurus Road. This can be seen in Figure 1. However the view to the left at the limit line is somewhat obstructed. Vehicles must move over the limit line to see approaching traffic. This is shown in Figure 2. It can be seen in Figure 2 that the limit line has already been moved forward to help this situation.



Figure 2

A search of the Crash Database, CAS reveals that there have been 2 reported crashes involving vehicles exiting Aynsley Terrace in the last 5 years (2003 – 2007). Both involved vehicle not giving way to westbound vehicles on Centaurus Road. One was not giving way to a cyclist. It is noted there have been no reported crashes of vehicles failing to give way to the right over the same time period. There have also been no reported crashes involving vehicles exiting either Rapaki Road or Vernon Terrace over the last 5 years. The crash history and collision diagram is in **Attachment 1**.

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Of interest, is the behaviour of vehicle eastbound on Centaurus Road wishing to turn left into Aynsley Terrace. These vehicles turn from the through traffic lane rather than from the left side of the roadway. (They may be confusing the left lane as a cycle lane, the lane is unmarked). This practice may restrict visibility for right turning vehicles out of Aynsley Terrace. This can be seen in Figure 3. However, as discussed previously, there have not been any reported crashes of vehicles failing to give way to the right from 2003 to 2007.



Figure 3

There is also concern raised of restricted visibility for vehicles exiting Vernon Terrace when a bus is stopped at the bus stop west of the intersection. The bus stop is also the route terminus. The bus travels from the City east along Centaurus Road to the intersection of Aynsley Terrace where it undertakes a 'U turn' to travel west, back along the same route to the City. The bus can park on this stop for some time. Vehicles either crossing into Aynsley Terrace or turning right to travel over the Murray Aynsley Hill will have their visibility restricted when the bus is parked here. However it is noted there have been no reported crashes of vehicles exiting Vernon Terrace. Figure 4 shows the bus parked on the stop.



Figure 4

Possible Solutions

The Centaurus Rd/Aynsley Terrace intersection could be remarked with more defined road markings. Much of the visibility problem from Aynsley Terrace is the lack of definition as to whether the kerb side traffic lane on the north west corner of Aynsley Terrace is a cycle lane or a left turn lane. As the first cycle symbol is on the up hill side of Aynsley Terrace on Centaurus Road, it is believed that the kerbside lane was intended to be a left turn lane into Aynsley Terrace.

However, there is currently a cycle lane project planned for Centaurus Road and Cashmere Road over the next 3 years ie. from 08/09 financial year to 10/11 financial year. Council staff have advised that initial planning will commence in the 08/09 financial year. It is recommended that any changes be considered as part of the cycle lane project as the "left turn lane" may be removed to allow for a cycle lane.

To improve the visibility of traffic approaching from the west at the Centaurus Road/Vernon Tce intersection is to relocate the bus stop. One of the option is to relocate the bus stop to the north side of Centaurus Road outside the King George V Reserve. The other option is to relocate it further west of Vernon Terrace on Centaurus Road. This would be subject to consultation with the adjacent property owners and Ecan.

However, Ecan is currently undertaking a review of the Number 66 bus service and depending on the outcome of that review, there may be a need to review the bus stop locations along this section of Centaurus Road. It is therefore recommended that any changes to the bus stops be undertaken following the review of the Number 66 bus service.

Rapaki Road/Vernon Terrace Pedestrian Crossing Point

The onsite investigation confirm the concerns raised in the deputation to the Board. A pedestrian must cross both Rapaki Road and Vernon Terrace, a distance of about 38 metres in one movement as there is no safe place to wait between the two roads. This can be seen Figure 5.



Figure 5

There is no pedestrian cutdown provided on the south west corner of Vernon Terrace. Pedestrians, who cross from the south east corner of Rapaki Road west across the two intersections, find themselves mixing with the traffic on both Rapaki Road and Vernon Terrace and also vulnerable from passing downhill traffic on Centaurus Road.

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Possible Solutions

The intersection of Centaurus Road and Vernon Terrace is expansive and needs narrowing. It will be difficult to narrow the intersection due to the bus having to turn at this point. However pedestrian safety is paramount and consideration should be given to moving the bus terminus.

The intersection should be narrowed to separate these two intersections from one area back into two and provide a footpath area between Vernon Terrace and Rapaki Road. The kerb on the south east corner needs to be rebuilt at a tighter radius and have a pedestrian cutdown installed. A raised platform also needs installing across the roadway as is on Aynsley Terrace. A possible design is shown in Figure 6.



Figure 6

It would not be desirable to have the bus turn at Vernon Terrace if the installation of the pedestrian facilities were implemented as suggested. This would require the bus to undertake a three point turn at this intersection. Centaurus Road is a Minor Arterial road now carrying a traffic volume of 9,000 vehicles per day. This section of Centaurus Road has a history of higher than the average vehicle speed. This is possibly due to the hill section of Centaurus Road to the east. The Police regularly operate their van mounted mobile Speed Camera at this location. Council has also installed an active speed display to warn motorists of their speed. A bus reversing onto Centaurus Road is far from desirable. It is believed to be the only area in the City where a bus ‘U’ turns on a busy arterial road.

A possible solution to this issue would be to extend the route over the Murray Aynsley Hill. The route could be along Aynsley Terrace, into Grange Street, along Bishopworth Street onto Port Hills Road and over Murray Aynsley Hill back onto Centaurus Road. This would eliminate a bus undertaking ‘U turn’ on Centaurus Road. This has been discussed with Ecan staff and the Number 66 bus service is currently under review. Consultation is currently underway to seek the public’s view on the service.

It is noted that there are currently no funds allocated to the installation of pedestrian facilities at this intersection as shown in Figure 6. It is estimated that the cost of the works as shown Figure 6 would be \$50,000, if no drainage works is required.

Centaurus Road Pedestrian Crossing Point

On site observations reveal that many pedestrians cross Centaurus Road between Hillsborough Terrace and Vernon Terrace. Due to the bus terminus being on the south side of Centaurus Road, no stop is provided on the north side of the road. Bus patrons must cross Centaurus Road if their destination is north of the terminus. A bus stop could be located on the north side of Centaurus Road to better serve the area.

Centaurus Road is 13 metres wide kerb to kerb through this section. Parking takes place at the kerb on both sides of the road with a centreline separating the traffic lanes. No pedestrian crossing point exists in this section.

As earlier stated, Centaurus Road now has a traffic volume of 9,000 vehicles per day. Pedestrians having to cross the road, especially 13 metres of roadway, in one movement can be difficult.

A search of the Crash Database, CAS reveals there have been 2 reported crashes involving vehicles on this section of Centaurus Road in the last 5 years (2003 – 2007). Both were loss of control, one at night, neither involving other vehicles. There have been no crashes involving pedestrians. See **Attachment 1** for the crash history and collision diagram.

Possible Solutions

The safest solution to solve this issue is to install two pedestrian refuge islands on this section of Centaurus Road. This would be within a painted flush median which would extend from Aynsley Terrace to the Wilson Road roundabout. Cycle lanes would also be installed. The installation of these features would also slow traffic through this section. The islands would be positioned to provide pedestrian crossing facilities at the locations of highest crossing demand but would also provide a shadow effect for those crossing away from the islands hence, the need for two islands.

To meet the minimum standards for such a facility it would be necessary to ban parking. Because there is programmed work to install cycle lanes on Centaurus Road, it would be appropriate to include the consultation for the pedestrian islands and no stopping with the cycleway project. This is likely to take place in the 2008/09 financial year.

Additional funding for the pedestrian islands would have to be found if the islands are to be installed at the same time as the cycle lanes. The cost for this is estimated to be \$25,000. If this work was to be done separately the cost would be much higher as project fees and consultation costs would have to be added. A possible layout is shown in Figure 7.

It should be noted that more parking may need to be removed to incorporate a bus stop on the southern side of Centaurus Road or additional funds required to incorporate an indented bus bay.

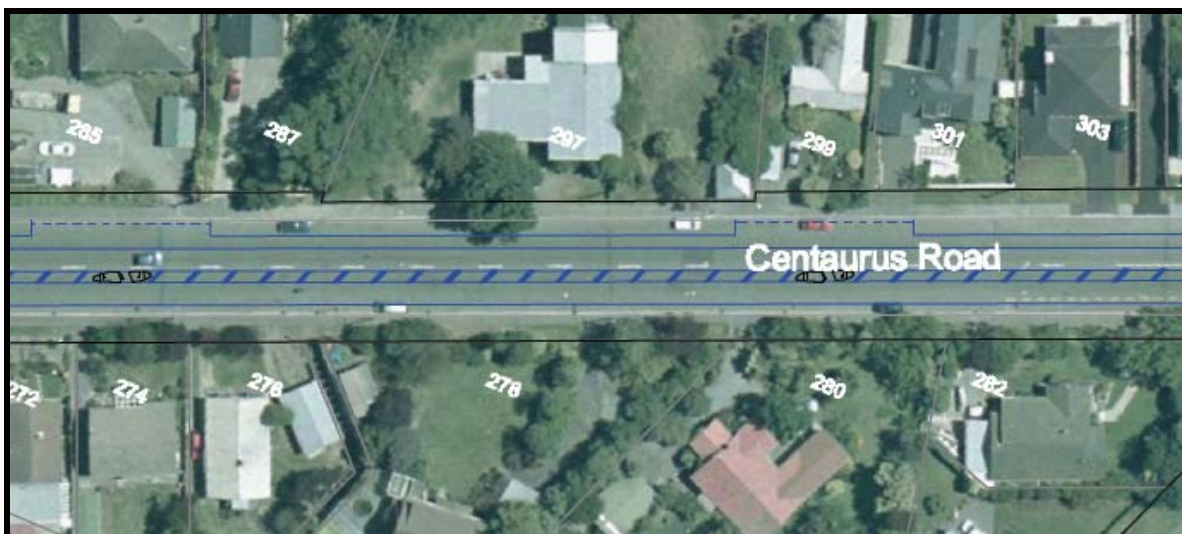


Figure 7

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Figure 8 shows the section of Centaurus Road where no traffic management exists and where pedestrian islands could be installed.



Figure 8

Annual Plan Provisions

The current Annual Plan provides provision for Pedestrian Facilities throughout the City. The funds are limited with only \$350,000 being allocated to pedestrian projects per year which covers Safe Routes to Schools Implementation, Road Safety at Schools and Pedestrian Safety Initiatives. In response to this limited funding the Transport and Greenspace Unit must prioritise the projects that are funded from this budget. The request for new pedestrian facilities each year exceeds the yearly budget. Currently the list of requested facilities exceeds \$10M and is growing.

The request for pedestrian facilities on Centaurus Road has been on the priority list for some years but is still many years away due to other projects in the City having a higher priority.

However within the Annual Plan, budget is available in the cycleways category to implement cycle lanes on Centaurus and Cashmere Roads. It has been confirmed by Council staff that initial planning can begin in the 2008/09 financial year.

No other funds are available within the annual plan for projects on this section of Centaurus Road, however the Board may wish to provide funds from its 'Discretionary Funds' to build the pedestrian islands.

Project Amalgamation

Concern was expressed by Board members at the lack of amalgamation of current projects. The Council currently has only one project within its capital programme for this section of Centaurus Road, this being for cycle lanes as discussed previously.

However other projects exist in the surrounding area. Within the Greenspace budget, funds have been set aside for Montgomery Spur Reserve development.

Within the, Network Operations Team, various minor operational projects are undertaken in the course of day to day duties. One of these was the Board's recent approval to install broken yellow no stopping lines on Rapaki Road near the beginning of the 'Rapaki Track'.

Another project that is being worked on by consultants as a result of the Boards request is a traffic management plan for Rapaki Road. This project entails the management of vehicle access along the road and parking on Rapaki Road. Rapaki Road is narrow and when parking takes place on both sides, the width of the traffic lanes becomes less than desirable.

The Traffic Management Plan for Rapaki Road is an operational project and is not a capital project. The project will rationalize parking on Rapaki Road and some existing parking will be required to be removed to provide access to residential properties at the upper section of Rapaki Road.

The Montgomery Spur Reserve Project will need to address the parking demand it may create. It has been confirmed by Greenspace staff this will be undertaken within the project.

Conclusions

The deputation raised several pedestrian related issues and traffic visibility concerns for vehicles exiting Aynsley Terrace.

The request for a pedestrian crossing facility on Centaurus Road is currently on the 'Pedestrian Facilities' wish list and has been for some years. Due to the prioritisation of projects within this extensive list this project is some years away.

There are currently no funds within the exiting capital programme to provide a footpath area at the Rapaki Road/Vernon Terrace intersection. Funds will need to be requested for this project. If this project is to proceed, the existing bus route will need to be reviewed to eliminate the need for the bus to turn at Vernon Terrace. Ecan have confirmed they are currently reviewing the number 66 bus service.

There is a project within the existing Capital Programme to install cycle lanes on Centaurus Road between Aynsley Terrace and Wilsons Road. If additional funds could be found for the pedestrians islands, they could be installed with this project. The Board may wish to provide these funds from its 'Discretionary Fund'.

Other Council projects need to be aligned with these suggested solutions on Centaurus Road in particular the Montgomery Spur Reserve area being developed by Greenspace staff.

12. NATURAL HIGH LIMITED – COMMERCIAL RECREATION PROVIDERS LICENCE APPLICATION

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI: 941-8608
Officer responsible:	Asset and Network Planning Unit Manager
Author:	Debbie M ^c Kay, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Community Board's approval to issue a Licence to Natural High Limited to use the Council's existing bike tracks on the Port Hills for mountain bike tours.

EXECUTIVE SUMMARY

2. Natural High Limited (NHL) has made an application to the Council for a Licence to operate guided off road cycle day trips in the Christchurch area that would include taking tours across the Port Hills, and through the Burwood Plantation, using the existing bike tracks owned by the Council. **Attachment 1** is a general plan of bike tracks on the Port Hills.
3. The Application involves the use of existing tracks at the Burwood Plantation, and fourteen tracks on the Port Hills. Five of the tracks on the Port Hills are unformed legal roads (4 wheeled drive tracks) and the remaining nine are purpose built single bike tracks over various recreation and scenic reserve areas. The Table in **Attachment 2** more particularly describes the areas that are the subject of the Application.
4. The Council's Regional Parks Operation Team has considered the environmental impact of the application in a report and concluded that although NHL's business would increase the annual usage of the tracks by 4%, it would not have a negative impact on the track surfaces. The annual licence fee provides for the anticipated increase in cost to the Council to maintain the tracks.
5. Subject to the requirements of the Reserves Act 1977 being met it would be appropriate for the Council to issue NHL with a Licence.
6. NHL's application covers land in five Community Board wards. The Corporate Support Unit Manager has delegated authority to decide if a Licence can issue for the mountain bike tracks on the fee-simple land held by the Council. It is not necessary for the Licence to extend to include the tracks on legal road as along with all members of the public, NHL has the free use of legal road as of right. The balance of the land held as reserve pursuant to the Reserves Act 1977 can be dealt with by the relevant Community Boards under delegated authority by the Council. Therefore the recommendation of this Report relates to the reserve land that falls within the Spreydon/Heathcote Community Board area only. A similar report has been submitted to the July meeting of the Lyttelton/Mt Herbert and Hagley/Ferrymead Community Boards relating to the reserves in their respective areas.

FINANCIAL IMPLICATIONS

7. Costs associated with the application will be met by NHL.
8. The proposed annual licence fee is \$1,500 plus GST. This is based on \$600.00 which is the estimated increase of cost to the Council to maintain the tracks annually, combined with monitoring and staff costs associated with the Licence. In conclusion the proposed licence fee should ensure that NHL's operations are cost neutral to the Council.

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

9. Not applicable.

12 Cont'd

LEGAL CONSIDERATIONS

10. The Community Board has delegated authority to approve the granting of a Licence under Sections 54 and 56 of the Reserves Act 1977. A Licence is not able to be issued until such time as all three of the Community Boards considering this matter have consented to a Licence, and the requirements of the Reserves Act have been met, as discussed below.
11. Council policy and practice requires any approved commercial use should be offered by public tender or Request for Proposals unless there is a good reason for doing so. In the case of this application it is not considered appropriate to publicly tender or go out for a Request for Proposals because:
 - (a) the general public will continue to have the existing free use of the tracks regardless of the Licence; and
 - (b) the Department of Conservation (DOC) and the Council own adjoining land on the Port Hills. DOC has issued NHL with a Concession Permit to use DOC bike tracks, and a Licence over the Council land is required in order for NHL to provide a complete experience; and
 - (c) any other person or company wanting to provide a similar activity or experience can approach the Council.
12. Section 54 Reserves Act 1977 – Leasing powers in respect of recreation reserves
Enables the Council to grant a licence for the carrying on of any trade, business, or occupation on recreation reserve subject to the prior consent of the Minister of Conservation.
13. Section 56 Reserves Act 1977 – Leasing powers in respect of scenic reserves
Enables the Council to grant a licence for the carrying on of any trade, business, or occupation on scenic reserve subject to the prior consent of the Minister of Conservation.
14. Section 119 Reserves Act 1977 – Notices
Requires the Council to publicly notify its intention to issue a licence of recreation and scenic reserves.
15. Section 120 – Rights of objection and of making submissions
Where public notice is given under section 119 of the Act, then any person or organisation may make a written objection or submission with respect to the proposal. This section sets out the procedure that the Council must follow if any objection or submission is received, and it also specifies that the objection or submission period shall not be less than one month after the date of publication of the notice.

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

16. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Page 124 of the LTCCP, level of service under parks, open spaces and waterways.

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

18. Yes, as above.

12 Cont'd**ALIGNMENT WITH STRATEGIES**

19. The Physical Recreation and Sport Strategy adopted in 2002, was developed by the Council as part of its leadership role to bring together the perspectives of many different organisations involved in physical recreation and sport into one comprehensive strategy, thereby providing support and direction for these organisations.
20. The Port Hills Recreation Strategy was adopted by the Council in 2004, the purpose being to analyse present recreation activities occurring on the Port Hills, identify gaps in the provision of recreational experiences, and thereby identify opportunities for future activities which could be provided in a coordinated and integrated way.

Do the recommendations align with the Council's strategies?

21. Yes, as above.

CONSULTATION FULFILMENT

22. Subject to the Community Board adopting the report recommendations the licence application will be notified in accordance with the provisions of the Reserves Act. Refer to the Legal Considerations section of this report.

STAFF RECOMMENDATION

It is recommended that:

- (a) Pursuant to Sections 54(1)(d) and 56(1)(b) of the Reserves Act 1977 the Board consents to the granting of a Licence to Natural High Limited to operate a guided mountain bike tours business for a period of five years using the Council's existing mountain bike tracks on the land described in the Schedule below:

SCHEDULE

Name	Legal Description	Certificate of Title	Reserve Status
Marley Hill Reserve	Lot 1 DP 83864	CB 48C/718	Scenic Reserve
Victoria Park	Rural Section 41112 Part Lot 1 DP 28705 Part RS 11170	Gazette 1969 p. 1429 Identifier 161613 Gazette 1984 p. 14	Recreation Reserve Recreation Reserve Scenic Reserve
Bowenvale Track (including Traverse Track)	Lot 1 and Part Lot 3 DP 28705	Identifier 161613	Recreation Reserve

- (b) The Application is subject to:
- (i) public notification under the Reserves Act 1977 and no sustainable objections being received.
 - (ii) the approval of the Department of Conservation being obtained.
 - (iii) the applicant meeting all costs associated with the granting of the Licence.

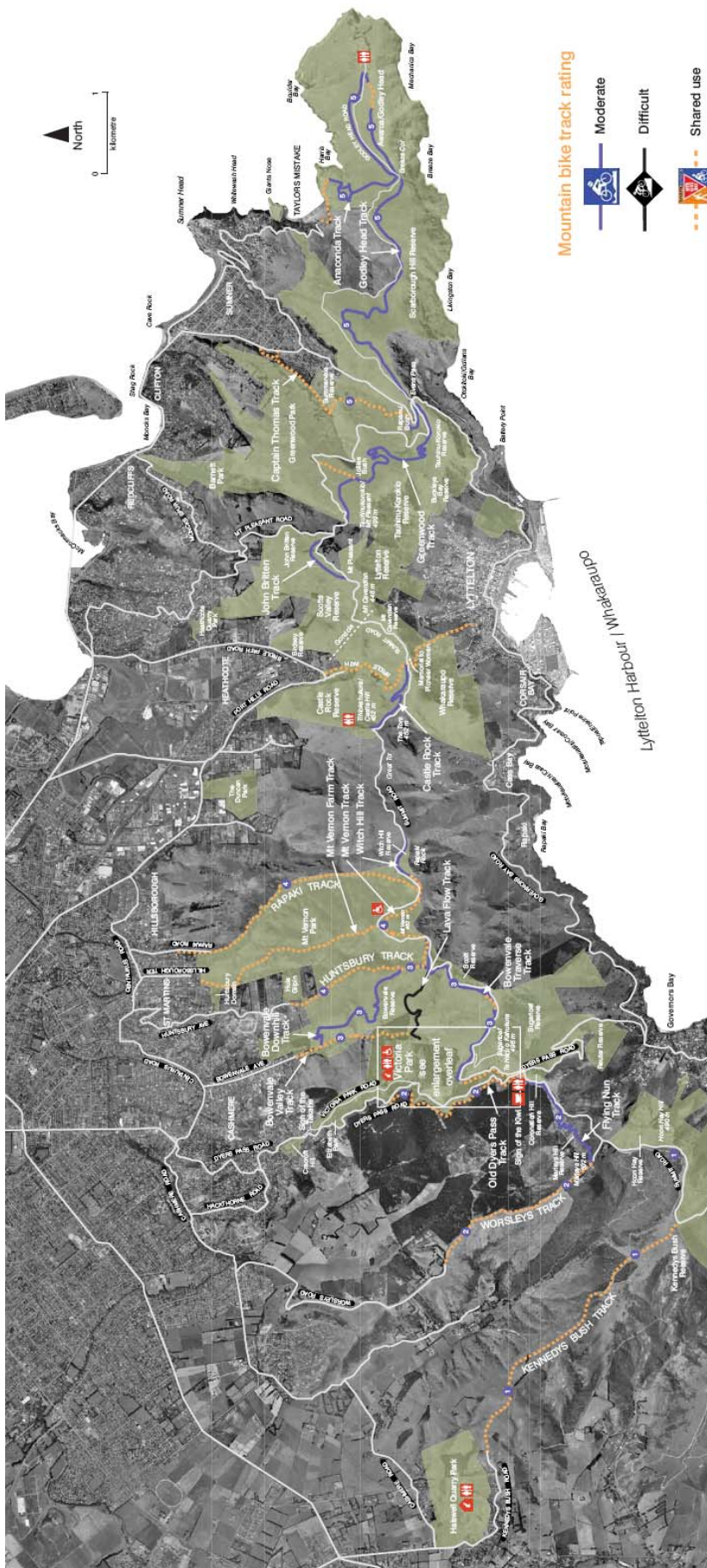
CHAIRPERSON'S RECOMMENDATION

For discussion.

12 Cont'd

BACKGROUND

23. Natural High Limited (NHL) operates to provide a cycle hire and cycle tour business offering cycle trips to a variety of international and domestic clients both guided and non-guided throughout New Zealand. NHL has been in business since 1996 operating from the Nelson/Marlborough region until when in 2005 NHL relocated its operation to Christchurch.
24. NHL has made an application to the Council for a Licence to operate guided off road day trips in the Christchurch area that would include taking tours across the Port Hills using the existing mountain bike tracks owned by the Council. The main points of the application are as follows:
 - Licence for five (5) years
 - NHL estimates that annually they will lead a maximum of 45 guided mountain bike tours using 13 tracks on the Port Hills.
 - Maximum of 12 riders per guided tour.
 - The guiding will occur mainly during the months September to April.
25. The NHL application covers the various landholdings described in **Attachment 2**.
26. A Licence is required to enable NHL to use the bike tracks on the various recreation and scenic reserve land, and the fee simple land held by the Council. The Corporate Support Manager has delegated authority to approve a Licence of the fee simple land, and the Council's powers have been delegated to all Community Boards to approve Licences on reserve land. The Council is not required to issue a Licence for the tracks on legal road as NHL along with all members of the public have the free use legal road as of right.
27. NHL has also made a similar application to the Department of Conservation (DOC) for a Concession Permit that covers the areas of reserve land owned and administered by DOC. The application has approved and a Permit has been issued.
28. The Licence will closely follow the terms and conditions of DOC's Concession Permit as to term (five years), maximum frequency of use per annum, duration of any tour and the maximum size of any one tour party.
29. The Regional Parks Operation Team has considered the environmental impact of the application in a report. The report concluded that the level of use proposed would not have a negative impact on the social environment of the track surfaces. It is estimated that NHL's usage would increase the annual use of the tracks by 4%. The annual licence fee provides for the additional cost of maintenance to the Council, estimated to be \$600 per annum.



Mountain bike track rating



Moderate



Difficult



Shared use

Walking tracks not shown except shared use

On the ground these ratings, track types and names are shown by symbols on posts

Difficulty rating

A four-point grading system describes how technically challenging each track is. The minimum grading on the Port Hills is Moderate. Icons marked Extreme are pretty gnarly – typically suited to big travel downhill bikes. For flat terrain and Easy tracks, head out to Bottle Lake Plantation. It's a great playground and is especially cool for night riding. The tracks drain quickly – making it excellent in the winter when the Port Hills can be wetter than a fish's gills.

5 Godley Head 12.7 km

Difficulty rating: Moderate
Ride time: 1 – 2 hours.

A spectacular circuit that takes you high above the sea and down to one of Christchurch's best surf beaches. Start at Wakefield reserve, off Wakefield Road, in Summer. Climb the shared-use Capitan Thomas track to Evans Pass (3.6 km). Rattle over the cattle stop on Godley Head Road then take a sharp right at the signpost marking the start of the Godley Head mtb track. It's fast, flowing singletrack above the road all the way to the Godley Head carpark (6 km). Cross the road and yet more singletrack will take you back to Breze Col, before plummeting down to Taylors Mistake (3.1 km). The bottom of this descent is named Anaconda – a real blast with fast flowing riding through massive bermed corners. The final section into Taylors Mistake is shared use and heavily used. Ride slowly. Take the road back to Wakefield Reserve or retrace the singletrack to double your fun.

4 Rapaki to Huntsbury Track 8.6 km

Difficulty rating: Moderate
Ride time: 45 min – 1.5 hours.

This popular 4WD track starts at the end of Rapaki Road and continues to the Summit Road (3.8 km). It is technically undemanding, but the 250-metre height gain may leave you gasping. You're bound to meet walkers, runners, descending bikers, and even the occasional motorbike – so practise your defensive riding skills. Veer right at the Summit Road and hook into the Mt Vernon shared-use track which slides above the Road to the top of Huntsbury (1.5 km). Then ride the gravel track down to the seal at the end of Huntsbury Ave (3.3 km).

3 Bownvale Valley 6.6 km

Difficulty rating: Moderate/Difficult
Ride time: 1 – 2 hours.

Start at the end of Bownvale Avenue. Enjoy the gradual climb on the 4WD track before testing your anaerobic threshold on the very steep section that leads out at the Jump Park and Skills Area in Victoria Park (2 km). Then climb to the start of the Bownvale Traverse Track near the Summit Rd (800 m). Try not to be distracted by the outrageous views as you zip along the Traverse track to the top of Huntsbury Track (2.5 km). Head down the gravel road for 500 metres until you arrive at a junction by the old airstrip. Follow the marker pointing left for the Bownvale Downhill. It's steep and rough with a few ruts thrown in. At the end of the 4WD track you'll fly by a pylon and pin the narrow singletrack that snakes its way back to your starting point in Bownvale Ave (2.8 km).

2 Worsleys to Old Dyers Pass Road 9.6 km

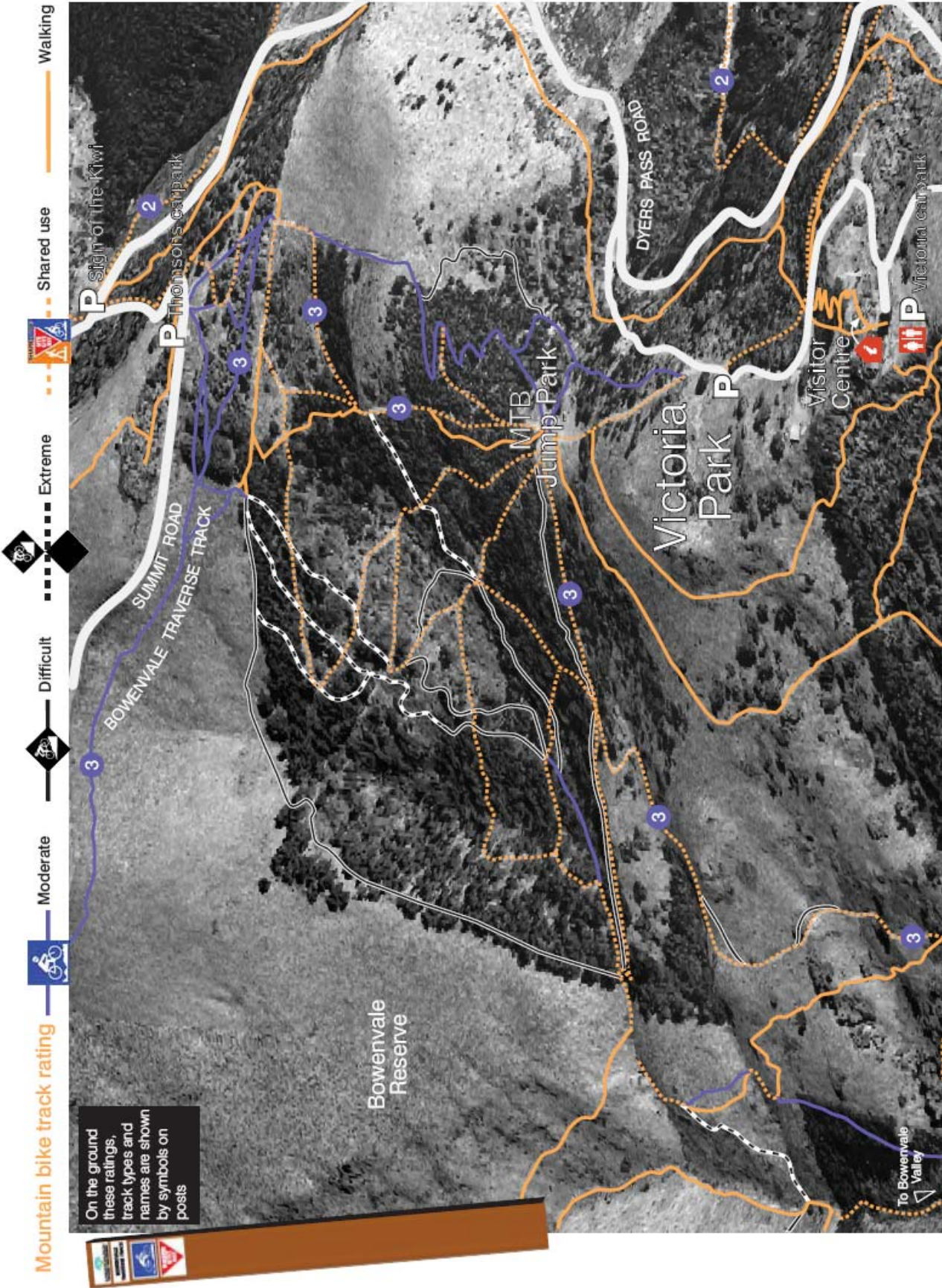
Difficulty rating: Moderate
Ride time: 45 min – 1.5 hours.

Get your heart going on the tarmac up Worsleys Road (2.5 km). Once the seal ends, continue up the rutted 4WD track to the carpark at the top (2.6 km). The ruts are huge – big enough to swallow you and your bike. Hold a title in reserve for the very steep and slicky final pitch. A signpost then directs you up another 4WD track before it magically transforms into singletrack and swoops down to join the Old Dyers Pass Road (2.1 km). This 4WD track follows an easy gradient downhill for 2.4 km before spilling you out on the contemporary Dyers Pass Road at the original entrance to Victoria Park. From here, drop back into the clyon the road, or cross the road to explore the tracks in Victoria Park.

1 Kennedys Bush to Worsleys 9.8 km

Difficulty rating: Moderate
Ride time: 45 min – 1.5 hours.

An oldie but a goodie. This is the longest ascent on the Port Hills – technically straight forward and not too steep but still an honest climb. Get yourself to the end of Kennedys Bush Road. Throw your bike over the stile and mosey up the grass 4WD track that eventually pops out at the Summit Road (6.3 km). Swing left onto the road and continue for 1.6 km before turning left again up a short section of road (350 m) to the top of the Worsleys Spur. A dynamic track – always a new rut and if you're stuck in one of these don't attempt to get out – ride it. Descend with care, you'll eventually reach Worsleys Road (2.6 km) and then it's a leisurely coast back to the city.
Note: Kennedys Track is closed during lambing – August to September.



Port Hills mountain biking



CHRISTCHURCH
CITY COUNCIL - YOUR PEOPLE - YOUR CITY

mountain bike playgrounds a little further out of town. Or get your hands on a copy of *Classic New Zealand Mountain Bike Rides* ... both available from Ground Effect on 0800 655 733 or www.groundeffect.co.nz.

Also consider joining a Canterbury mountain bike club. Excellent for discovering new tracks, and improving your skills. Find out more at www.mountainbike.co.nz/clubs/cmbs/

The Port Hills Ranger Service runs a volunteer track-building and maintenance programme. To acquaint yourself with the business end of a grubber, call 941 6540 and ask for the Port Hills rangers.

Farm courtesy

Much of the Port Hills is still farmed, and riders are urged to take particular care on farmland to leave gates as they find them, and not to disturb stock. Some tracks may be closed between September and October for lambing.

Rubbish-free parks

Rubbish bins have been removed from Christchurch's regional parks. The aim is to make these parks litter-free for people's enjoyment and to encourage recycling and waste reduction. Please take your rubbish home and recycle.

Fires

Fires are a particular hazard during the summer months. Please report any fires immediately by telephoning 111 for the emergency services.

Dogs

All dogs on the Port Hills reserves must be kept on a leash. There is a dog exercise area at Victoria Park and Haiswell Quarry Park where dogs can be exercised off the leash.

Port Hills ranger contacts

Telephone 941 6844, fax 941 7579

For more information contact:

Greenspace Unit, Christchurch City Council
Box 237, Christchurch phone: 03 941 6840
email: LeisureandParks@ccc.govt.nz
<http://www.ccc.govt.nz/parks>

Department of Conservation, North Canterbury Area
Private Bag 4715, Christchurch
phone: 371 3706
www.doc.govt.nz



PK9C010 JUN 2005

For a place that's as flat as a two-day-old can of Coke, there's stacks of great mountain biking around Christchurch. The City Council park rangers manage more than 40 kilometres of shared-use and dedicated mountain bike tracks on the Port Hills.

The rides described here are all close to the city, so a car isn't essential. In fact warming up with a ride on the flat helps before attacking the hills. Check out the Christchurch City Cycle Map to conjure up a safe and interesting route (produced by the Christchurch City Council). Budget on 30 to 40 minutes for most of the climbs and, depending on your love of gravity, considerably less time to descend. A single climb to the summit road, coupled with a rip-roaring descent is enough to wear out most people - those wanting to burn more calories can link together two or more of the rides for a longer outing.

Rules of engagement

1. Control your speed. Do not brake excessively - skidding causes track damage.
2. Give way to walkers and other users on shared-use tracks.
3. Give way to uphill riders when you're descending.
4. Walkers are encouraged to give way to riders on dedicated mtb tracks.
5. Dogs must be on a lead - not easy when you're on a bike.
7. Take home all rubbish.
6. Riding in the wet wrecks tracks. Better to hit the larmac or head out to the fast draining tracks at Bottle Lake for a ride through the pines.



Tell me more

New to mountain biking? Start with easy tracks at Bottle Lake (see difficulty-rating system). When you're ready for biking on the Port Hills, we recommend starting with the Bowenvale Traverse Track. Check out the *Canterbury Trail Guide* for the

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Land subject to NHL Licence Application			
Track Name	Legal Description	Status	Ward
Kennedys Bush Track		Legal Road	Selwyn District
Worsleys Track		Legal Road	Riccarton/Wigram
Marley Hill Reserve	Lot 1 DP 83864 CB48C/718	Scenic Reserve	Lyttelton/Mt Herbert Spreydon/Heathcote
Victoria Park	Rural Section 41112 Gazette 1969 p. 1429 Part Lot 1 DP 28705 Identifier 161613 Part RS 11170 Gazette 1984 p. 14	Recreation Reserve Recreation Reserve Scenic Reserve	Spreydon/Heathcote
Bowenvale Track (including Traverse Track)	Lot 1 and Part Lot 3 DP 28705 Identifier 161613	Recreation Reserve	Spreydon/Heathcote
Rapaki Track		Legal Road	Spreydon/Heathcote
Bridle Path Track		Legal Road	Hagley Ferrymead
Castle Hill Track	Part Lot 3 DP 2907 CB42A/555	Scenic Reserve	Hagley/Ferrymead
Mt Pleasant Track	Lot 2 DP 83474 CB48C/724	Scenic Reserve	Hagley/Ferrymead
Captain Thomas Track		Legal Road	Hagley/Ferrymead
Scarborough Farm Park	Lot 1 DP 4807 and Lots 1, 2 and 3 DP 54492, part Lot 1 DP 4807 and part Lot 2 DP 10127 CB43A/1050	Recreation Reserve	Lyttelton/Mt Herbert Hagley/Ferrymead
John Britten Reserve	Lot 2 DP 83474 CB 48C/724	Fee Simple	Hagley /Ferrymead
Burwood Plantation	Many Titles	Fee Simple	Burwood/Pegasus and Shirley/Papanui
Tauhinu-Korokio Reserve	Lot 3 DP 331163 Identifier 128261	Scenic Reserve	Lyttelton/Mt Herbert

13. YOUTH IN LOCAL GOVERNMENT CONFERENCE 2008

General Manager responsible:	General Manager Regulation and Democracy Services, Peter Mitchell, DDI: 941-8462
Officer responsible:	Democracy Services Unit Manager
Author:	Jenny Hughey, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is for the Board to decide whether or not to approve funding for a Board member or members to attend the Youth in Local Government Conference in Christchurch from 6 to 8 October 2008.

EXECUTIVE SUMMARY

2. Christchurch City Council is hosting the Youth in Local Government Conference this year . Do we have anyone who is interested in attending as a representative of the Board?
3. The conference is a biennial event usually attended by mayors, councillors and community board members as well as staff and young people involved in local government. It provides an opportunity for those people working in local government who are interested in developing stronger links with young people to meet together, build networks and discuss issues related to involving young people with their local communities. The theme of the conference this year is Transforming the Future and topics include Growing Active Citizens, Youth Employment and Youth Participation. The conference programme is **attached**.

FINANCIAL IMPLICATIONS

4. The cost for one member to attend would be \$495, which would be met from the Board's operational budget for 2008/09. This would cover conference registration only, as the conference is held in Christchurch.

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

5. Yes.

LEGAL CONSIDERATIONS**Have you considered the legal implications of the issue under consideration?**

6. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

7. Yes. Democracy and Governance Support.

ALIGNMENT WITH STRATEGIES**Do the recommendations align with the Council's strategies?**

8. Yes, Page 59 of the LTCCP, Strategic Direction, Strong Communities.

CONSULTATION FULFILMENT

9. Not applicable.

13 Cont'd

STAFF RECOMMENDATION

It is recommended that the Board decide whether to approve funding for a Board member to attend the Youth in Local Government Conference in Christchurch from 6 to 8 October 2008.

CHAIRPERSON'S RECOMMENDATION

If a Board member wishes to attend they be supported.

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programme

Monday 6 October - Youth Day

WHO IS YOUTH DAY FOR: youth councillors and other young people who are part of local boards, forums, committees or other advisory groups involved in some way with local government.

<p>11am - 5pm Youth Day (12 - 24 year olds)</p> <ul style="list-style-type: none"> • <i>Welcome, Mihimihi</i> • <i>Lunch</i> • <i>Introducing the National Youth Council Network</i> • <i>Open Forum for issues facing young people</i> • <i>Skills Session: Presenting to Officials</i> • <i>Meet the Minister of Youth Affairs and Local Government</i> 	<p>Concurrent sessions for Youth Support Staff</p> <ul style="list-style-type: none"> • <i>Supporting your Youth Council – Idea Exchange</i> • <i>Networking Tour of Christchurch Youth Outlets</i> • <i>What works in running Youth Councils</i>
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Tuesday 7 October

8.30am	Powhiri and Mayors Address		
10.30am	Morning Tea		
11.00am	Ministers Address		
11.30am	Keynote: Kehinde Bah: Cultivating Community Leadership		
12.30pm	Lunch		
1.30pm	Concurrent Seminar One		
	Employment	Growing Active Citizens	
Workforce Needs of Canterbury Region		Sustaining the Youth Movement - <i>Kehinde Bah</i>	Growing Active Citizens - <i>Helena Catt, Victoria Owen, Shailer Hart</i>
2.45pm	Afternoon Tea		
3.15pm	Concurrent Seminar Two		
	Employment	Growing Active Citizens	
Workforce Needs of Canterbury Region	Dancing with the Stars	Sustaining the Youth Movement - <i>Kehinde Bah</i>	Active Young People in Rotorua - <i>Robert Blaikie</i>
4.30pm	Youth Feedback		
5.00pm	Wrap Up		
7.00pm - 12am	Conference Dinner and Awards		

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Wednesday 8 October			
7.30am	Breakfast with Keynote Address		
9.15am	Review of Day One		
9.30am	Keynote: Melissa Crockett: Resourceful, Fearless and Cunning <i>- A Contemporary Maori Business Model</i>		
10.30am	Morning tea		
11.00am	Concurrent Seminar Three		
Employment		Growing Active Citizens	
Sustainability through Social Responsibility - <i>Melissa Crockett</i>	Technology in Today's Business World - <i>Hamish House and Andrew Plimmer</i>		Youth Citizens Jury
12.15pm	Lunch		
1.15pm	Concurrent Seminar Four		
Employment		Growing Active Citizens	
Sustainability through Social Responsibility - <i>Melissa Crockett</i>	Technology in Today's Business World - <i>Hamish House and Andrew Plimmer</i>	Connecting Councils	NZ Youth Represent <i>Panel</i>
2.30pm	Panel: How to get young people engaged in Local Government Cr Nick Leggett, Cr Hemi Matenga, Cr Tim Manu , Cr Hayley Wain , Cr Anne Molineus, Cr Solitaire Robertson , Cr Yani Johanson, Mayor Philippa Barriball and Mayor Jono Naylor . Chair Dale Williams		
4.00pm	Close / Poroporoaki		
YOUTH DAY			
<i>*Invitation to Youth Councils, Youth Forums, Boards & Committees*</i>			
<p><i>I would like to warmly invite each and every young person with initiative or involvement in youth work nationwide to attend a conference we hope will be beneficial for us all. Part of this conference is a full day specifically for us, a National Youth Council Day. We will be introducing the new National Youth Council Network, who you will all get to meet. The Otautahi Youth Council is really looking forward to hosting this event, and will make sure you'll have a great time in our lovely city of Christchurch!</i></p> <p><i>I hope to see you all in October,</i></p> <p><i>Gloria Grace Sharplin</i> <i>Chairperson</i> <i>Otautahi Youth Council</i></p> <p>The first day of the conference is aimed specifically for youth councillors and other young people who are part of local boards, forums, committees or other advisory groups involved in some way with local government.</p> <p>The day is a chance for young people around the country to get together, network, make new friends, swap ideas and discuss issues specific to young people involved in local government in Aotearoa.</p> <p>The Youth Day will also provide a chance for those Local Government staff around the country who are directly involved in youth participation to get together and network. The day will provide the opportunity to learn from each other, present ideas and will ensure plenty of time to discuss issues.</p> <p>Time and Venue - Christchurch City Council Chambers, 11am until 5pm.</p>			

14. **ST MARTINS ROAD (WILSONS ROAD- 131 ST MARTINS ROAD) STREET RENEWAL PROJECT AND ENSORS ROAD PEDESTRIAN FACILITY- SAFETY IMPROVEMENT PROJECT**

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Andrew Hensley, Consultation Leader- Capital Programme Group

PURPOSE OF REPORT

1. The purpose of this report is to seek the recommendation of the Spreydon/Heathcote Community Board to Council that the St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project & Ensors Road Pedestrian Facility- Safety Improvement Project proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project is part of the kerb and channel renewal programme, and is 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 St Martins Road from Wilsons Road to 131 St Martins Road.
4. The objectives of the project are as follows:
 - Replace the existing kerb and dish channel with kerb and flat channel;
 - Improve street drainage in order to eliminate flooding during heavy rainfall events;
 - Improve safety for pedestrians, cyclists and vehicles;
 - Evaluate, and if practical, implement measures to correct parking issues associated with the local schools;
 - Maintain adequate street lighting;
 - Maintain minor arterial road function.
5. Ensors Road Pedestrian Facility- Safety Improvement Project is part of the safety improvement programme, for construction in the 2008/09 financial year.
6. The initiating aim of the project is to install a crossing facility across Ensors Road in the vicinity of Fifield Terrace for school students.
7. The objectives of the project are as follows:
 - Provide pedestrians with a safer means of crossing Ensors Road in the vicinity of Fifield Terrace, in particular students of Te Kura Whakapumau I Te Reo Tuuturu Ki Waitaha School and St Marks School;
 - Crossing design must cope with large numbers safely;
 - Minimise loss of on-street parking;
 - Ensure street lighting is provided;
 - Maintain existing levels of service for other road users including cyclists;
 - Maintain minor arterial road function.
8. Initial issues consultation was undertaken in May and June 2006 for St Martins Road- Street Renewal Project. Key issues raised included traffic speed and volume, drainage, parking, cycling and landscaping.
9. Initial issues consultation was undertaken in April 2007 for the Ensors Road- Safety Improvement Project. Key issues raised included the need to provide pedestrians (in particular school students) with a safer means of crossing Ensors Road in the vicinity of Fifield Terrace.

14 Cont'd

10. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the two projects were confirmed and a preferred consultation plan was developed. At this stage the two projects were combined primarily for efficiency given their close proximity and relationships, and for consultation purposes. This was presented in a seminar to the Spreydon/Heathcote Community Board on 18 September 2007.
11. Consultation on the plan was undertaken in February and March 2008 with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was via the Consultation Newsletter, but also included a project information evening at the St Martins Library on 20 February 2008, site meetings, phone calls, emails, and the Council's 'Have Your Say' website. Meetings were held with Hillview Christian School, Te Kura Whakapumau I Te Reo Tuuturu Ki Waitaha School, and St Marks School.
12. Approximately 430 Consultation Newsletters were distributed, of which 47 written responses were recorded. Many took the opportunity to provide comments or suggestions on aspects of the plan. In addition, some comments were also received verbally and recorded in the summary of consultation.
13. For the St Martins Road- Street Renewal Project, 37 written responses (79%) indicated they were in general support of the plan, 3 (6%) did not support the plan, and 7 (15%) did not specify.
14. For the Ensors Road Safety Improvement Project, 33 written responses (70%) indicated they were in general support of the plan, 3 (6%) did not support the plan, and 11 (24%) did not specify. It is considered the relatively high percentage of non specified responses for Ensors Road was due to respondents primarily being interested in St Martins Road issues.
15. Additional consultation on the Ensors Road pedestrian facility was undertaken February- May 2008, primarily involving St Marks School. While St Marks School did not oppose the Ensors Road consultation plan, they considered that the proposal did not assist them in getting to and from Waltham Pool. The project team worked with St Marks School to modify the plan, which involved the traffic splitter island moving approximately 20 metres to the north. On site meetings have been held with the property owners/occupiers at 1 & 6 Ensors Road, who have indicated their acceptance of the project.
16. The key issues raised by respondents included trees and landscaping, road layout, lighting, Prossers Road intersection, drainage, construction phase, St Martins Road pedestrian issues, and the Ensors Road pedestrian facility.
17. Further details of consultation feedback and Project Team responses can be found in Attachment 3 'Summary of Consultation'.
18. The Plans for Board Approval (Attachments 1 & 2) show changes made to the plans as a result of consultation.

(a) St Martins Road (Wilson's Road- 131 St Martins Road) Street Renewal Project

Key features of the Plan for Board Approval include:

- Replacement of existing kerb and dish channel with kerb and flat channel;
- Full reconstruction of the carriageway;
- 14 metre wide carriageway along its length (excluding traffic calming treatments);
- 3.2 metre wide traffic lanes;
- Threshold treatment at the Wilding Street intersection comprising a 7.9 metre wide cobblestone and landscape entrance;
- Threshold treatment at the Prossers Road intersection comprising a 7 metre wide cobblestone and landscape entrance with kerb build outs;
- 2 metre wide kerbside parking space where possible;
- 1.8 metre wide on road cycle lanes;

14 Cont'd

- 1.7 metre- 2 metre wide footpaths;
- 1 metre- 1.8 metre wide grass berms;
- The removal of all existing street trees due to poor form and condition. New trees to be planted- Dogwood;
- Landscaping at intersections to comprise Large Leafed Kowhai and low groundcover plants;
- Some vegetation overhanging footpaths to be removed;
- Concrete apron to enlarge the roundabout central island at St Martins Road.

Note: Undergrounding of overhead services is currently underway for this section of St Martins Road. Street lighting will be upgraded as part of this.

(b) Ensors Road Pedestrian Facility- Safety Improvement Project

Key features of the Plan for Board Approval include:

- Pedestrian island and 2 metre wide kerb build out south of the Fifield Terrace intersection
- Flush painted median and traffic island to the north of the Fifield Terrace intersection
- 1.8 metre wide on road cycle lanes commencing at a point to the north of the Fifield Terrace intersection, and extending south to 131 St Martins Road (to link to the proposed St Martins Road cycle lanes).

FINANCIAL IMPLICATIONS

19. St Martins Road (Wilson's Road- 131 St Martins Road) is part of the kerb and channel renewal programme and is currently programmed for construction in the 2008/09 financial year.
20. This project has a revised budget of \$941,700 and is estimated to cost \$941,700 including fees and contingencies.
21. Ensors Road Pedestrian Facility is part of the safety improvement programme and is currently programmed for construction in the 2008/09 financial year.
22. This project has a budget of \$57,640 and is estimated to cost \$52,800 including fees and contingencies.
23. It is expected that work on both projects would commence in 2008/09 financial year, and is estimated to take approximately 16 weeks to complete in total.

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

24. Yes.

LEGAL CONSIDERATIONS

25. The legal boundary of the corner property at 16 Wilson's Road extends to within 300mm of the kerb.
26. The fence at 98 St Martins Road (Prossers Road corner) is not set back to the corner rounding boundary, however the Council does not require this land as part of this project.
27. A number of hedges were found to intrude onto the legal road. In these cases the hedges will either be trimmed back to the boundary or a landscape strip will be added in front of the property.
28. The Ensors Road project is between kerbs so there are no land ownership issues.
29. There are no Notable or Heritage trees shown in the City Plan.

30. There are no Heritage or Historic buildings, places or objects shown in the City Plan.
14 Cont'd

31. The City Plan, Part 14, Appendix 5, has minimum roadway widths (that portion of road devoted particularly to the use of motor vehicles, inclusive of shoulders and auxiliary lanes) for different road classifications. This scheme has a width of 14 metres, the requirement in the City Plan is 14 metres, and therefore a consent is not required.
32. Where kerb build outs are introduced, the length of roadway subject to a width of less than 14 metres is then less than 60 metres in length, which permits a waiver of the need to obtain a consent under Clause 4.5.1 of Part 8 of the City Plan. Therefore a consent is not required.
33. The Land Transport Rules provide for the installation of parking restrictions and special vehicle lanes (cycle lanes). Council resolutions are required to approve special vehicle lanes.

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

34. Yes - see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

35. The projects align with the Capital Programme, as detailed on page 85 of the 2006-2016 LTCCP

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

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

ALIGNMENT WITH STRATEGIES

37. These projects are consistent with key Council strategies, including the Parking Strategy, Road Safety Strategy, Cycling Strategy and Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

38. As above.

CONSULTATION FULFILMENT

39. Initial issues consultation was undertaken in May and June 2006 for St Martins Road- Street Renewal Project. Key issues raised included traffic speed and volume, drainage, parking, cycling and landscaping.
40. Initial issues consultation was undertaken in April 2007 for the Ensors Road- Safety Improvement Project. Key issues raised included the need to provide pedestrians (in particular school students) with a safer means of crossing Ensors Road in the vicinity of Fifield Terrace.
41. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the two projects were confirmed and a preferred consultation plan was developed. At this stage the two projects were combined primarily for efficiency given their close proximity and relationships, and for consultation purposes. This was presented in a seminar to the Spreydon/Heathcote Community Board on 18 September 2007.
42. At this meeting, the Board raised issues which included the proposed St Martins Road pedestrian island, road layout, parking, footpath width in the section between Wilsons Road and Prossers Road, and the Ensors Road pedestrian facility. Further investigations resulted in changes to the preferred option and consultation plan before it was distributed. These changes including the deletion of the pedestrian island and flush median treatment between Wilding Street and Prossers Road, reinstating parking and a widened footpath on the southern side. Issues were also raised regarding the location of the pedestrian and traffic islands at Ensors

Road. These remained unchanged by agreement with Community Board members, and were put out to wider consultation for comment.

14 Cont'd

43. Consultation on the plan was undertaken in February and March 2008 with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was via the Consultation Newsletter, but also included a project information evening at the St Martins Library on 20 February 2008, site meetings, phone calls, emails, and the Council's 'Have Your Say' website. Meetings were held with Hillview Christian School, Te Kura Whakapumau I Te Reo Tuuturu Ki Waitaha School, and St Marks School.
44. Approximately 430 Consultation Newsletters were distributed, of which 47 written responses were recorded. Many took the opportunity to provide comments or suggestions on aspects of the plan. In addition, some comments were also received verbally and recorded in the summary of consultation.
45. For the St Martins Road- Street Renewal Project, 37 written responses (79%) indicated they were in general support of the plan, 3 (6%) did not support the plan, and 7 (15%) did not specify.
46. For the Ensors Road Safety Improvement Project, 33 written responses (70%) indicated they were in general support of the plan, 3 (6%) did not support the plan, and 11 (24%) did not specify. It is considered the relatively high percentage of non specified responses for Ensors Road was due to respondents primarily being interested in St Martins Road issues.
47. Additional consultation on the Ensors Road pedestrian facility was undertaken February- May 2008, primarily involving St Marks School. While St Marks School did not oppose the Ensors Road consultation plan, they considered that the proposal did not assist them in getting to and from Waltham Pool. The project team worked with St Marks School to modify the plan, which involved the traffic splitter island moving approximately 20 metres to the north. On site meetings have been held with the property owners/occupiers at 1 & 6 Ensors Road, who have indicated their acceptance of the project.
48. The key issues raised by respondents included trees and landscaping, road layout, lighting, Prossers Road intersection, drainage, construction phase, St Martins Road pedestrian issues, and the Ensors Road pedestrian facility.
49. Further details of consultation feedback and Project Team responses can be found in Attachment 3 'Summary of Consultation'.
50. The Plans for Board Approval (see Attachments 1 & 2) show changes made to the plans as a result of consultation.
51. A letter has been sent to all respondents informing of the summary of consultation, and the next stage of the process.
52. The cycle lane component of this project is now classified as a "Special Vehicle Lane" under Transport Legislation. The Local Government Act requires consultation to be undertaken using the Special Consultative Procedure because the Traffic and Parking Bylaw 2008 needs to be amended to add cycle lanes to schedule 2 of the bylaw. However these requirements were not at clear the time consultation was carried out for this project.
53. The situation is not unique to this project, and there are a number of existing cycle lanes around the City in a similar position. Staff are currently working with the Council's legal team to identify and define the process to address any existing Special Vehicle Lanes in this situation, as well as future cycle lanes, by using the special consultative procedure.

14 Cont'd

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board recommend to Council that they:

- (a) Approve the plans shown in Attachment 1 'St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project- Plan for Board Approval' and Attachment 2 'Ensors Road Pedestrian Facility- Safety Improvement Project- Plan for Board Approval' to proceed to final design, tender and construction.
- (b) Approve the following parking restrictions:

Existing No Stopping:

- (i) That all existing no stopping resolutions on the northern side of St Martins Road from Wilsons Road to #149 St Martins Road be revoked.
- (ii) That all existing no stopping resolutions on the southern side of St Martins Road from Wilsons Road to #100 St Martins Road be revoked.
- (iii) That all existing no stopping resolutions on the western side of Ensors Road from St Martins Road to #1 Ensors Road be revoked.
- (iv) That all existing no stopping resolutions on the eastern side of Ensors Road from St Martins Road to #6 Ensors Road be revoked.

New No Stopping:

- (v) That the stopping of vehicles be prohibited any time on the northern side of St Martins Road commencing at its intersection with Wilsons Road and extending in an easterly direction for a distance of 31 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the southern side of St Martins Road commencing at its intersection with Wilsons Road and extending in a easterly direction for a distance of 26 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the northern side of St Martins Road commencing at its intersection with Wilding Street and extending in a westerly direction for a distance of 18 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the northern side of St Martins Road commencing at its intersection with Wilding Street and extending in an easterly direction for a distance of 14 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the southern side of St Martins Road commencing at its intersection with Prossers Road and extending in a westerly direction for a distance of 18 metres.
- (x) That the stopping of vehicles be prohibited at any time on the southern side of St Martins Road commencing at its intersection with Prossers Road and extending in an easterly direction for a distance of 13 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Fifield Terrace and extending in a southerly direction for a distance of 25 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Fifield Terrace and extending in a northerly direction for a distance of 59 metres.

14 Cont'd

- (xiii) That the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing at its intersection with Fifield Terrace and extending in a southerly direction for a distance of 47 metres.
 - (xiv) That the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing at its intersection with Fifield Terrace and extending 28 metres in a northerly direction for a distance of 28 metres.
- (c) Approve a special vehicle lane, specifically a "cycle lane" which restricts the lane for use of bicycles in the following locations:

Cycle lane:

- (i) On the northern side of St Martins Road, adjacent to the kerb, commencing at its intersection with Wilsons Road, and extending in an easterly direction for distance of 42 metres.
- (ii) On the northern side of St Martins Road, adjacent to the parking lane, commencing at a point 42 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction for a distance of 386 metres.
- (iii) On the northern side of St Martins Road, adjacent to the kerb, commencing at a point 428 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction for a distance 60 metres.
- (iv) On the northern side of St Martins Road, adjacent to the parking lane / island, commencing at a point 488 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction to its intersection with Fifield Terrace.
- (v) On the western side of Ensors Road, adjacent to the kerb, commencing at its intersection with Fifield Terrace, and proceeding in a northerly direction for distance of 26 metres.
- (vi) On the western side of Ensors Road, adjacent to the parking lane, commencing at a point 26 metres north of its intersection with Fifield Terrace, and proceeding in a northerly direction for a distance of 36 metres.
- (vii) On the southern side of St Martins Road, adjacent to the kerb, commencing at its intersection with Wilsons Road, and proceeding in an easterly direction for 26 metres.
- (viii) On the southern side of St Martins Road, adjacent to the parking lane, commencing at a point 26 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction for a distance of 476 metres.
- (ix) On the southern side of St Martins Road, adjacent to the kerb, commencing at a point 502 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction to its intersection with Fifield Terrace.
- (x) On the eastern side of Ensors Road, adjacent to kerb, commencing at its intersection with Fifield Terrace, and proceeding in a northerly direction for 62 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

14 Cont'd

BACKGROUND (THE ISSUES)

54. St Martins Road and Ensors Road are located in the Spreydon/Heathcote Community Board area.
55. St Martins Road and Ensors Road are classified as minor arterial roads in the Council's roading hierarchy.
56. St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project was previously programmed for construction as part of the kerb and channel renewal programme in the 2006/07 financial year, but a reduction in funding and subsequent reprioritisation resulted. It is now is programmed for construction in the 2008/09 financial year.
57. Ensors Road Pedestrian Facility- Safety Improvement Project is programmed for construction in the 2008/09 financial year.
58. The Land Transport Crash Analysis System shows that for the length of St Martins Road and Ensors Road between Wilsons Road and Fifield Terrace, there have been 18 crashes recorded for the five year period 2002-2007.
59. Refer to the Consultation Fulfilment section of this report for consultation details, and Attachment 3 'Summary of Consultation'.

THE OBJECTIVES

60. (a) St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project

The initiating aim of the project is to renew the kerb and channel on both sides of St Martins Road from Wilsons Road to 131 St Martins Road. The objectives of the project are as follows:

- Replace the existing kerb and dish channel with kerb and flat channel;
- Improve street drainage in order to eliminate flooding during heavy rainfall events;
- Improve safety for pedestrians, cyclists and vehicles;
- Evaluate, and if practical, implement measures to correct parking issues associated with the local schools;
- Maintain adequate street lighting;
- Maintain minor arterial road function.

- (b) Ensors Road Pedestrian Facility- Safety Improvement Project

The initiating aim of the project is to install a crossing facility across Ensors Road in the vicinity of Fifield Terrace for school students. The objectives of the project are as follows:

- Provide pedestrians with a safer means of crossing Ensors Road in the vicinity of Fifield Terrace, in particular students of Te Kura Whakapumau I Te Reo Tuuturu Ki Waitaha School and St Marks School;
- Crossing design must cope with large numbers safely;
- Minimise loss of on-street parking;
- Ensure street lighting is provided;
- Maintain existing levels of service for other road users including cyclists;
- Maintain minor arterial road function.

THE OPTIONS

61. (a) St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project
Four options including status quo were considered for comparison.
- (b) Ensors Road Pedestrian Facility- Safety Improvement Project
Five options including status quo were considered for comparison.

14 Cont'd

THE PREFERRED OPTIONS

62. (a) St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project

Option 3

Option 3 includes:

- Replacement of existing kerb and dish channel with kerb and flat channel
- Full reconstruction of the carriageway
- 14 metre wide carriageway along its length (excluding traffic calming treatments)
- 3.2 metre wide traffic lanes
- Threshold treatment at the Wilding Street intersection comprising a 7.9 metre wide cobblestone and landscape entrance
- Threshold treatment at the Prossers Road intersection comprising a 7 metre wide cobblestone and landscape entrance with kerb build outs
- 2 metre wide kerbside parking space where possible
- 1.8 metre wide on road cycle lanes
- 1.7 metre- 2 metre wide footpaths
- 1 metre- 1.8 metre wide grass berms
- The removal of all existing street trees due to poor form and condition. New trees to be planted- Dogwood
- Landscaping at intersections to comprise Large Leafed Kowhai and low groundcover plants
- Some vegetation overhanging footpaths to be removed
- Concrete apron to enlarge the roundabout central island at St Martins Road

Note: Undergrounding of overhead services is currently underway for this section of St Martins Road. Street lighting will be upgraded as part of this.

(b) Ensors Road Pedestrian Facility- Safety Improvement Project

Option 4

Option 4 includes:

- Pedestrian island and 2 metre wide kerb build out south of the Fifield Terrace intersection
- Flush painted median and traffic island to the north of the Fifield Terrace intersection
- 1.8 metre wide on road cycle lanes commencing at a point to the north of the Fifield Terrace intersection, and extending south to 131 St Martins Road (to link to the proposed St Martins Road cycle lanes).

OTHER OPTIONS

63. (a) St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project

(i) Option 2

As per Option 3 with the exception of a 2 metre wide flush median for the length of the project.

(ii) Option 1- Maintain the Status Quo

This option maintains the existing road layout.

14 Cont'd

- (b) Ensors Road Pedestrian Facility- Safety Improvement Project
- (i) Option 2
- Two 2 metre wide build outs
 - 1.8 metre wide on road cycle lanes commencing at a point to the north of the Fifield Terrace intersection, and extending south to 131 St Martins Road (to link to the proposed St Martins Road cycle lanes).
- (ii) Option 3
- Pedestrian island and flush painted median to the north of the Fifield Terrace intersection.
 - 1.8 metre wide on road cycle lanes commencing at a point to the north of the Fifield Terrace intersection, and extending south to 131 St Martins Road (to link to the proposed St Martins Road cycle lanes).
- (iii) Option 1- Maintain the Status Quo
This option maintains the existing road layout.

ASSESSMENT OF OPTIONS**ST MARTINS ROAD (WILSONS ROAD- 131 ST MARTINS ROAD) STREET RENEWAL PROJECT****The Preferred Option****64. Option 3**

- (a) Option 3 meets all of 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 on St Martins Road from Wilsons Road to 133 St Martins Road, and the carriageway will be fully reconstructed for the length of the project. New footpaths will be constructed on both sides of the road.
- (c) The street drainage will be upgraded to minimise and/or eliminate flooding during heavy rainfall events.
- (d) Currently St Martins Road has a high demand for on street parking during peak school hours, in particular between Wilsons Road and Prossers Road. This option sees the removal of five parking spaces in total; at the northern side from 105 and 107 St Martins Road at the Wilding Street intersection, at the southern side at the kerb build out at the Prossers Road intersection, and at 87 St Martins Road. These treatments will improve visibility for pedestrians and vehicles at these intersections. A study of parking requirements has been undertaken and shows that the parking capacity provided in this option will adequately cater for the existing demand.
- (e) A street lighting upgrade will be carried out as part of the undergrounding of overhead services prior to the street renewal project.
- (f) The introduction of the cycle lanes, flush median and intersection treatments ensures that the current speed environment and level of service is maintained while making it safer for cyclists and pedestrians.
- (g) Road markings will introduce some deflection for vehicles approaching the Wilsons Road roundabout, with the aim of slowing their approach to the intersection. A concrete apron will be constructed to enlarge the central island and increase the vehicle deflection, while maintaining proper right hand turns for buses.

14 Cont'd

	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: \$941,700 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.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

14 Cont'd

Maintain the Status Quo

65. This option does not meet any of the project objectives and does not meet the requirements of asset renewal. It has therefore 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.
Extent to which community outcomes are achieved:		
N/A		
Impact on the Council's capacity and responsibilities:		
Increase in maintenance for deteriorating kerb and channel, and carriageway asset.		
Effects on Maori:		
No specific effects on Maori identified.		
Consistency with existing Council policies:		
Inconsistent with the Capital Programme in the Council's 2006-2016 LTCCP.		
Views and preferences of persons affected or likely to have an interest:		
As detailed in Consultation Fulfilment section.		
Other relevant matters:		
No other relevant matter identified.		

14 Cont'd

Other Option66. **Option 2**

- (a) This option has not been selected as it does not adequately address the parking issues as outlined in the project objectives.
- (b) The implementation of the 2.0 metre wide flush median would result in the reduction of 35 parking spaces.

	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: Broadly similar to the Preferred Option.
<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>See Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

14 Cont'd

ENSORS ROAD PEDESTRIAN FACILITY- SAFETY IMPROVEMENT PROJECT**The Preferred Option****67. Option 4**

- (a) This option meets all the aims and objectives of the project.
- (b) The pedestrian island, kerb build out and traffic island narrows the road width pedestrians have to cross. It improves visibility both for motorists of pedestrians and vice versa, provides a central median to enable pedestrians to cross in two stages, and improves crossing safely both north and south of the intersection with Fifield Terrace.
- (c) It is anticipated the island will accommodate a larger numbers of student (up to approximately 15 people).
- (d) The removal of parking spaces has been minimised while still providing a safe and effective road layout.
- (e) The bus stops remain unchanged, and an on road cycle lane is proposed to link into the proposed cycle facilities on St Martins Road to the south. The introduction of the cycle lanes and road markings ensures that the current speed environment and level of service is maintained, while making it safer for cyclists and pedestrians.
- (f) Lighting will be upgraded to meet existing standards.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on the social, cultural, environmental, and economic wellbeing of the community.	
Cultural	As above.	
Environmental	As above.	
Economic	As above.	Cost estimate: \$52,800 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.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

14 Cont'd

Maintain the Status Quo

68. This option does not achieve any improvement to the existing pedestrian situation or safety in the area. It has therefore has not been selected as the preferred option.

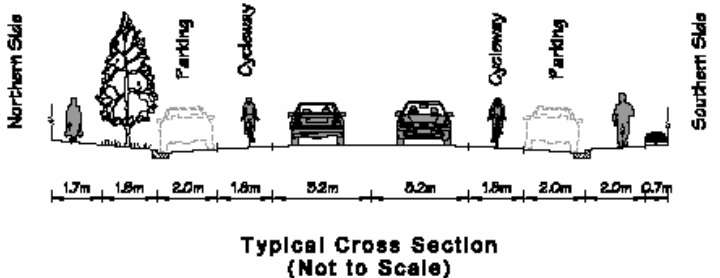
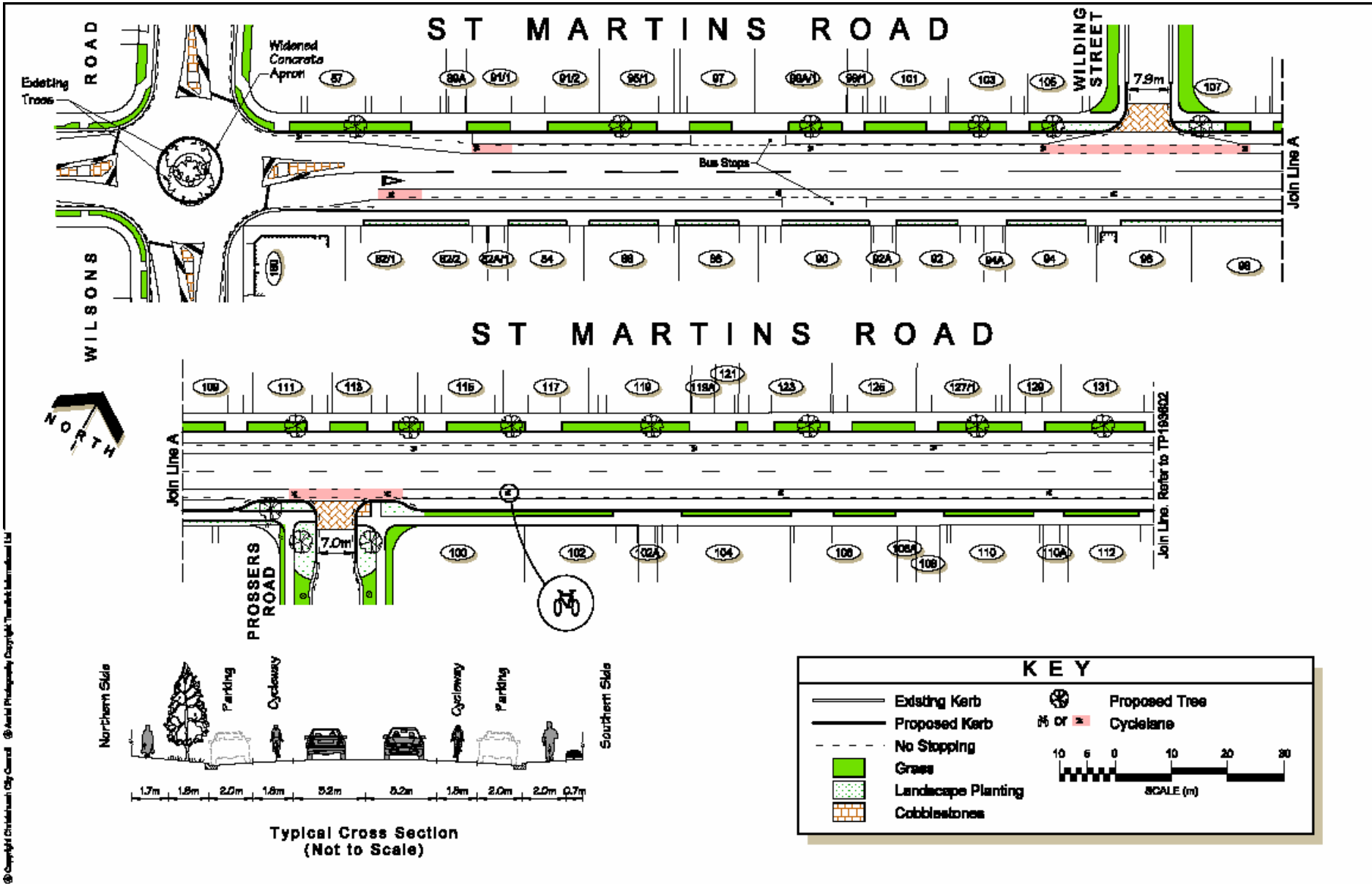
	Benefits (current and future)	Costs (current and future)
Social	No short term disruption during construction.	
Cultural		
Environmental		
Economic	No outlay of capital cost.	
<p>Extent to which community outcomes are achieved:</p> <p>Does not achieve community outcomes.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Identified safety issue not improved.</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 others relevant matters identified.</p>		

14 Cont'd

Other Option69. **Option 3**

While Option 3 meets four out of five project aims and objectives, it does result in the loss of approximately 6 parking spaces (in addition to the loss of parking on the bridge), and is further away from pedestrian desire lines and has therefore not been selected as the preferred option.

	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: Broadly similar to the Preferred Option.
<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.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		



KEY

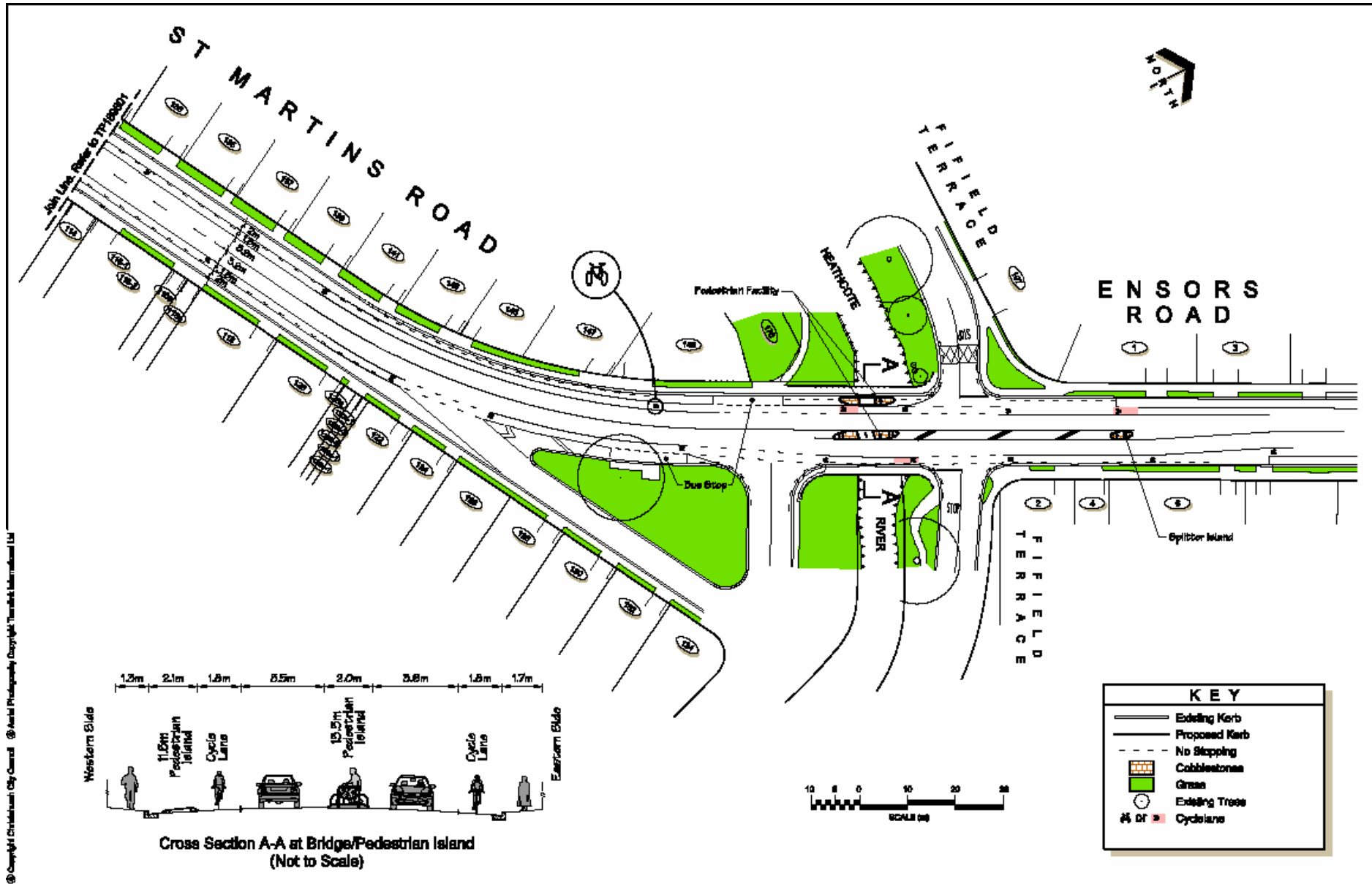
Existing Kerb	Proposed Tree
Proposed Kerb	Cyclane
No Stopping	
Grass	
Landscape Planting	
Cobblestones	

10 6 0 10 20 30
SCALE (m)



ST MARTINS ROAD (Wilson's Road - 131 St Martins Road)
 Street Renewal Project
 For Board Approval

Original Plan Size: A3
 ISSUE 4 10/06/08
 TP169601 MLR



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ENSORS ROAD - (Pedestrian Facility)
 Safety Improvements Project
For Board Approval

Original Plan Size: A3
 ISSUE 4 19/06/08
 TP103602 MLR

14 Cont'd

Summary of Consultation

Issues raised by respondents during the consultation process included the following (Project Team responses in italics):

Trees & Landscaping:

- Trees should be planted so they don't compete with existing mature trees.

The proposed Dogwood trees have been selected and located with this in mind, and will not conflict with existing trees.

- Why North American trees when there is a good opportunity to plant natives? What about other tree species?

Dogwood trees are an Asian variety and are considered well suited to the conditions. Previous citywide feedback on tree planting indicates mixed support for native only planting.

- Would be nice if the Council would offer trees for inside property boundaries.

The proposed trees are for planting on legal road only. Planting on private property is the property owners' responsibility.

- Deciduous trees drop leaves and block gutters.

Deep dish channels are being replaced. Dogwood tree leaves break down easily.

- Concern over possible visibility issues out of driveways

Dogwood trees provide good visibility between branches. Lower limbs will be removed.

- Tall trees and shrubs at roundabouts considered a bad idea. Are the trees at the roundabout to be removed? They are beautiful in all seasons. Hope they can remain.

The trees and shrubs at the roundabout are to remain. In addition to their appearance, they are in place to improve safety by reducing visibility and therefore slowing entry speeds of vehicles.

- Request that the trees are not grafted males. I understand these trees contribute to pollen problems.

The trees selected have male and female flowers, therefore this isn't an issue.

- Request for a tree outside 113 St Martins Road.

A tree has been added to the plan.

- Prefer Dogwood or something more attractive than Kowhai at the intersections.

Dogwoods are to be planted at the Prossers Road and Wilding Street intersections.

- Is there any way the existing street trees could be saved?

All existing street trees were individually inspected by an arborist for their overall condition and structural integrity. 18 of the 26 trees were classed as being in 'poor condition' while the remaining 8 were classed as 'fair' or average condition. 21 of the trees were affected by either bark damage, root deformation (girdle), crown damage, diseases and/or appear stagnant. Most of the trees are considered to be in such poor and vulnerable condition that the proposed construction work is likely to increase the decline rate further. All street trees are therefore recommended to be removed, and replaced with Dogwood trees following the construction of a suitable growing environment.

14 Cont'd

- Would prefer if the tree outside 115 St Martins Road could be saved in the kerb.
See above. Arborist advises this tree is in a 'fair' condition and has a life expectancy of up to 10 years.
- Why are trees only to be planted on the northern side? Request for trees on the southern side.
Planting on the northern side of St Martins Road is preferred from a shading perspective, and due to the availability of space behind the kerb.
- Believed that the tree outside 98 St Martins Road is in good condition.
Arborist advises that the tree is resting on the kerb and needs replacing.
- Some hedges are required to be trimmed back
The Council Arborist will contact property owners in locations where hedges are required to be trimmed.
- Would like the grass berm by the fence line.
This does not appear to be the majority view.
- Would like red roses at the Prossers Road / St Martins Road intersection
Carpet roses to be planted as the intersection landscaping.
- Native plantings at intersections.
See above. Carpet roses considered appropriate in this location.
- Amount of grass outside 107 St Martins Road.
A section of grass berm has been replaced by landscaping outside 107 St Martins Road.

Road Layout:

- Does the proposal overly increase space available to parkers, pedestrians, cyclists in relation to safer use for motor traffic?
Lane widths are adequate for through traffic. Design has to also consider the safety of other road users.
- Why is the road offset? The available space should be evenly shared.
The road layout attempts to balance competing requirements within the space available. Wider berms on the northern side of St Martins Road have been provided to allow for trees to be planted (planting on the northern side of St Martins Road is preferred from a shading perspective. Additional footpath width on the southern side is provided to increase pedestrian safety and capacity, in particular for school pupils.

Road Surface:

- Prefer the road surface to be quiet - asphalt instead of chip seal.
The road surface is to be chip seal due to cost of asphalt.

14 Cont'd

Lighting/Poles:

- A number of respondents raised specific lighting and pole issues.

These issues will be investigated at the detailed design stage.

Prossers Road Intersection:

- Problems of traffic banking up waiting for vehicles turning right into Prossers Road. Suggest a no parking area outside 113 St Martins Road.

New road layout will improve this situation as cycle lane provides additional space. Removal of parking not considered necessary.

- Kerb build out at Prossers Road could impede turning traffic. Questioned the radius of the Prossers Road corner.

This is a standard arterial road/local road intersection treatment which has been designed to reduce vehicle turning speeds.

- Suggest threshold be raised further to discourage traffic and speed down Prossers Road.

Not considered necessary. Standard arterial road/local road intersection treatment.

- Suggest a Give Way control at Prossers Road.

Not considered necessary. Standard arterial road/local road intersection treatment does not include a Give Way in these situations.

- The truck sign going into Prossers Road to be repositioned.

This will be investigated as part of the detailed design stage.

Wilding Street Intersection:

- Why not a threshold treatment similar to Prossers Road?

Wilding Street does not have the same through traffic issues as Prossers Road.

Drainage:

- A number of respondents raised specific drainage issues.

These will be resolved by the construction of flat channel and additional drainage.

Road Levels:

- Height of kerb and channel needs raising.

Will be resolved in the detailed design stage.

- Camber on road too steep for getting caravan/trailer out at 109 St Martins Road.

Will be resolved in the detailed design stage.

14 Cont'd

Construction Phase:

- Concern that plans be made for parents of Hillview Christian School pupils parking on St Martins Road during construction to minimise disruption.

Parents will be encouraged to use Wilsons Road during the construction phase. Council staff to discuss this with Hillview Christian School closer to construction.

Vehicle Speed:

- Ongoing concern is the traffic speed day and night. Buses travel very fast and this is dangerous. Can we have signs reminding of the speed limit?

Speed signage is not repeated except where there is a change in speed limit. Cycle lanes narrow the traffic lane and visually narrow the road which should improve speed issues.

- No indication on plan how it will stop speeding along this stretch of road. If anything it is making it more visually open- this will encourage people to speed.

As above. Cycle lanes narrow the traffic lane and visually narrows the road which should improve speed issues. The pedestrian island and kerb build out will have a similar effect.

Roundabout:

- Can buses negotiate the proposed radius?

Yes- buses will drive over the concrete apron.

Pedestrian (Various):

- A pedestrian facility near Prossers Road would be very useful. No safe crossing between Prossers Road and Ensors Road. Have long delays to cross in the morning. Currently a dangerous exercise.

Original scheme included this pedestrian facility, however the Community Board preferred an option with more on street parking. Pedestrian facility in place at the Wilsons Road intersection. Kerb build out at Prossers Road incorporates a crossing point which will assist.

Ensors Road Pedestrian Facility:

- Through traffic east of Fifield Terrace- there are blockages at peak times here due to rail crossing and signals at Brougham Street Expressway, beyond Opawa Road.

This is a result of factors outside of the control of this project.

- St Marks School and Rudolph Steiner School vehicle traffic at peak times use this intersection to turn.

It is considered the flush median provides improved space and options for vehicles turning into Fifield Terrace.

- Issues with overhanging vegetation at Fifield Terrace off road path.

A request has been made to trim this section, particularly in the area of the path

14 Cont'd

- Consider 'no right turn' into Fifield Terrace from Ensors Road. If not, is there sufficient room for cars and trucks to turn without blocking through traffic and endangering users of the pedestrian facility?

The flush median will provide space for up to two right turning vehicles to queue without impeding through traffic. In addition, the northbound traffic lane and cycle lane provides a total width of 5 metres. At slow speed this provides adequate room for through vehicles to pass a queued vehicle using the cycle lane, provided that the right turning vehicle is close to the island.

- Reflectors on pedestrian island so it is visible in fog.

Reflectors and signage will be installed to assist.

- When walking along Fifield Terrace from either direction using the footpath, the line of the footpath takes you across Ensors Road on the north side of the bridge.

This is correct, however the location of the crossing was based on the existing desire line determined by pedestrian counts. This showed that apart from St Marks School traffic during the first 6 weeks of the first term, the majority of pedestrians crossed at the bridge. Additionally, it is desirable to have the crossing as close as possible to the bus stops. The project team has worked with St Marks School to enhance the usability of the crossing point used by them. This has resulted in the proposed splitter island being moved approximately 20 metres north, so that the crossing point used by the school is protected by the two islands.

- Would have to cross 3 roads to walk my children to St Marks School.

See above.

- Reservations about locating the pedestrian facility on the bridge. Pedestrians will be required to cross Fifield Terrace twice to remain on the north side, as well as Ensors Road.

See above.

- Pedestrian facility should be located in line with Fifield Terrace on the north side- pedestrians would then only have Ensors Road to cross.

See above.

- If this goes ahead someone will be seriously injured or killed. For anyone to cross under the proposal they will have to cross at least one road (especially on the south side) before crossing. If they are walking down Fifield Terrace it would mean having to cross 3 roads. The bend and the bus stop on St Martins Road make crossing hazardous on the bridge. Will not allow my children to cross here, but if a location has to be chosen the best would be on the corner of Ensors Road and Fifield Terrace.

As per response above. However it should be noted that the only other practical solution at this location is kerb build outs on both sides of Ensors Road. This is a far less satisfactory solution for small numbers of the young and elderly crossing an arterial road, because they need to find a gap in both directions of traffic- there would be no centre refuge. A centre refuge is not practical in this location with two kerb build outs because it would interfere with turning traffic, and is less than ideal for the large classes of St Marks School pupils crossing with their teacher.

- Position on the bridge is closer to the corner, less time to react to fast moving traffic on St Martins Road travelling towards Ensors Road than at the splitter island- positions of the pedestrian island and splitter island should be reversed.

Visibility checked and found to be sufficient. In addition the crossing distance is reduced by the addition of a build out on the northwest side of the bridge. Visibility will be better than currently available because of the additional no stopping lines between the corner and the crossing.

14 Cont'd

- You will not slow the traffic down; it's just a stretch of road that's great for gathering up speed downhill and around a corner.

The installation of islands and the narrowing of traffic lanes are found to have a traffic calming effect.

- Very close to the bus stop.

This is intentional to provide a facility for bus users as well.

- Concerns over the placement of the traffic island on the northern side of the Ensors Road pedestrian facility. I have a 10.5 metre long vehicle and I often turn right from Ensors Road and Fifield Terrace. The traffic island would obstruct my approach to turn right, causing me to part block Ensors Road. A painted median would direct traffic flow for the pedestrian facility. A splitter island may also encourage pedestrians to use this instead of the main facility. Also after work there is more than one car turning right. The splitter island is squarely in the way.

These concerns have been mitigated, at least partially, by moving the island 20 metres to the north.

- Don't think it necessary for a splitter island but perhaps flashing lights (like those outside the Civic Offices) would be of benefit to motorists as they come around the bend.

The flashing lights outside the Civic Offices are a trial that, as yet has not been approved for use elsewhere. It is also intended for use on a busy formal pedestrian crossing (zebra crossing). The numbers crossing in this area are not high enough to warrant a zebra crossing.

- In this area we have many motorised wheelchairs so this needs to be taken into consideration.

The crossing facility will have kerb cut downs suitable for prams and wheelchairs, and the pedestrian island will have room for these people to wait safely.

Other:

- Is the boundary of 98 St Martins Road rounded? (Prossers Road intersection)

Yes, however there is no intention to return to legal boundary as part of this project.

In addition to the above, a number of other issues outside of the project scope were raised, and where applicable these have been forwarded to the relevant Council Officer for investigation.

15. 7. 2008

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15. COMMUNITY BOARD ADVISERS REPORT
16. BOARD MEMBERS' INFORMATION EXCHANGE
17. MEMBERS' QUESTIONS