



Christchurch City Council

FENDALTON/WAIMAIRI COMMUNITY BOARD AGENDA

WEDNESDAY 5 NOVEMBER 2008

DIRECTLY AFTER THE COMMUNITY SERVICES COMMITTEE MEETING

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

Community Board: Val Carter (Chairperson), Cheryl Colley (Deputy Chairperson), Sally Buck, Faimah Burke, Jamie Gough, Mike Wall and Andrew Yoon.

Community Board Adviser
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PART A - MATTERS REQUIRING A COUNCIL DECISION
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PART C - DELEGATED DECISIONS

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1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 21 OCTOBER 2008

The minutes of the Board's ordinary meeting of 21 October 2008 are **attached**.

CHAIRPERSON'S OR STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting be confirmed.

3. DEPUTATIONS BY APPOINTMENT

Nil.

4. PRESENTATION OF PETITIONS

Nil.

5. NOTICES OF MOTION

Nil.

6. CORRESPONDENCE

Nil.

7. BRIEFINGS

8. COMMUNITY BOARD ADVISER'S UPDATE

9. ELECTED MEMBERS' INFORMATION EXCHANGE

10. QUESTIONS UNDER STANDING ORDERS

5. 11. 2008

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ATTACHMENT TO CLAUSE 2

11. 12. 2008

**FENDALTON/WAIMAIRI COMMUNITY BOARD
21 OCTOBER 2008**

**Minutes of a meeting of the Fendalton/Waimairi Community Board
was held on Tuesday 21 October 2008 at 4.00 pm
in the Boardroom, Fendalton Service Centre.**

PRESENT: Val Carter, Sally Buck, Faimeh Burke, Cheryl Colley and Jamie Gough.

APOLOGIES: Apologies for absence were received and accepted from Mike Wall and Andrew Yoon.

An apology for late arrival was received and accepted from Sally Buck, who arrived at 4.05pm and was absent for clause 1.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

Nil.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

The Board received email correspondence from residents of Fendalton Road with positive comments regarding upgrading of roadside trees and plantings and an email of thanks for the new exercise equipment in Grant Armstrong Park.

With respect to the exercise equipment at Grant Armstrong Park, board members commented that staff should note that the Board is generally supportive of this type of equipment being installed in other parks where and when appropriate.

5. BRIEFINGS

Nil.

6. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** an update from the Community Board Adviser on forthcoming Board related activity over the coming weeks and on the status of the Board's funds.

In particular the Board requested information as to why there was a spike in customer service requests in September regarding footpaths.

7. ELECTED MEMBERS' INFORMATION EXCHANGE

- Environment Canterbury Christchurch Area Committee Meeting - reported back by Val Carter.
- Waimakariri/Eyre/Cust Rating Liaison Committee - reported back by Faimeh Burke.
- Youth in Local Government Conference – Jamie Gough thanked the Board for the opportunity to attend the conference and reported that it was a worthwhile experience.

8. QUESTIONS UNDER STANDING ORDERS

Nil.

9. CHARACTER HOUSING MAINTENANCE GRANTS

Applications for Character Housing Maintenance Grants received by Council for funding during the 2008/09 financial year for properties located within the Fendalton/Waimairi Ward were put before the Board.

The Board **decided**:

- (a) To recommend all the applications received from residents in the Fendalton/Waimairi Ward to the Character Housing Grants Panel for consideration for a grant.
- (b) To appoint Faimeh Burke as the Fendalton/Waimairi Community Board's representative on the Character Housing Grants Panel for the current Board term.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MEETING MINUTES – BOARD MEETING OF 16 SEPTEMBER 2008

The Board **resolved** that the minutes of its ordinary meeting of 16 September 2008, be confirmed.

11. **WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE – MINUTES OF 29 SEPTEMBER 2008 MEETING**

The Board received the minutes of its Works, Traffic and Environment Committee meeting of 29 September 2008 and **resolved** to:

11.1 **COX STREET – KERB AND DISH CHANNEL RENEWAL**

- (a) Approve the plan, as attached to the report to the Committee, for final design, tender and construction.
- (b) Note that it has recommended that Council give approval for undergrounding of overhead services for Cox Street due to its narrowness. (This matter has been forwarded to the 13 November 2008 Council meeting by way of a Chairperson's Report.)
- (c) Approve the following parking restrictions

“No Stopping” to be removed:

- (i) That the no stopping restriction on the north side of Cox Street commencing at its intersection with Akela Street and extending 3.0 metres in a westerly direction, be revoked.
- (ii) That the no stopping restriction on the west side of Akela Street commencing at its intersection with Cox Street and extending 9.0 metres in a northerly direction, be revoked.
- (iii) That the no stopping restriction on the west side of Akela Street commencing at its intersection with Cox Street and extending 3.0 metres in a southerly direction, be revoked.
- (iv) That the no stopping restriction on the south side of Cox Street commencing at its intersection with Akela Street and extending 8.5 metres in a westerly direction, be revoked.

New “No Stopping”:

- (v) That the stopping of vehicles be prohibited at any time on the north-east side of Stirling Street commencing at its intersection with Cox Street and extending in a north-westerly direction for a distance of 12 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the north-west side of Cox Street commencing at its intersection with Stirling Street and extending in a north-easterly direction for a distance of 122 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north-west side of Cox Street commencing at its intersection with Akela Street and extending in a south-westerly direction for a distance of 142 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south-west side of Akela Street commencing at its intersection with Cox Street and extending in a north-westerly direction for a distance of 10 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the south-west side of Akela Street commencing at its intersection with Cox Street and extending in a south-easterly direction for a distance of 10 metres.

11 Cont'd

- (x) That the stopping of vehicles be prohibited at any time on the south-east side of Cox Street commencing at its intersection with Akela Street and extending in a south-westerly direction for a distance of 10 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south-east side of Cox Street commencing at a point 122 metres from its intersection with Akela Street and extending in a south-westerly direction for a distance of 143 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the south-east side of Cox Street commencing at its intersection with Stirling Street and extending in a north-easterly direction for a distance of 10 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the north-east side of Stirling Street commencing at its intersection with Cox Street and extending in a south-easterly direction for a distance of 10 metres.

New Parking Restrictions:

- (xiv) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north-west side of Cox Street commencing at a point 122 metres from its intersection with Stirling Street and extending in a north-easterly direction for a distance of 106 metres.
- (xv) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south-east side of Cox Street commencing at a point 8 metres from its intersection with Akela Street and extending in a south-westerly direction for a distance of 114 metres.
- (xvi) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south-east side of Cox Street commencing at a point 10 metres from its intersection with Stirling Street and extending in a north-easterly direction for a distance of 94 metres.

11.2 WATFORD STREET – KERB AND DISH CHANNEL RENEWAL

- (a) Approve the updated plan that excludes the angle parking and identifies the trees to be replaced, as tabled by staff in response to the petition received from Watford Street residents (**attachment 1 to these Board minutes**) for final design, tender and construction.
- (b) Request that all existing trees identified for removal, be replaced.
- (c) Approve the following parking restrictions:

Remove existing "No Stopping":

- (i) That all existing no stopping resolutions on the eastern side of Watford Street from Normans Road to Blighs Road, be revoked.
- (ii) That all existing no stopping resolutions on the western side of Watford Street from Normans Road to Blighs Road, be revoked.
- (iii) That the existing no stopping resolutions on the northern side of Normans Road commencing at its intersection with Watford Street and extending 15 metres in an easterly direction, be revoked.
- (iv) That the existing no stopping resolutions on the northern side of Normans Road commencing at the intersection with Watford Street and extending 10 metres in a westerly direction, be revoked.

11 Cont'd

New "No Stopping":

- (v) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing at its intersection with Blighs Road and extending 12 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Blighs Road and extending 12 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing at its intersection with Hawthorne Street and extending 12 metres in a northerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Hawthorne Street and extending 12 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing at its intersection with Hawthorne Street and extending 14 metres in a southerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Hawthorne Street and extending 14 metres in a southerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the northern side of Hawthorne Street commencing at its intersection with Watford Street and extending 11 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the southern side of Hawthorne Street commencing at its intersection with Watford Street and extending 11 metres in a westerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the northern side of Hawthorne Street commencing at its intersection with Watford Street and extending 11 metres in an easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the southern side of Hawthorne Street commencing at its intersection with Watford Street and extending 11 metres in an easterly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the northern side of Halton Street (north) commencing at its intersection with Watford Street and extending 18 metres in a westerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the southern side of Halton Street (north) commencing at its intersection with Watford Street and extending 18 metres in a westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Halton Street (north) and extending 6 metres in a northerly direction.

11 Cont'd

- (xviii) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Halton Street (north) and extending 8 metres in a southerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing at its intersection with Halton Street (south) and extending 17 metres in a northerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing at its intersection with Halton Street (south) and extending 15 metres in a southerly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the northern side of Halton Street (south) commencing at its intersection with Watford Street and extending 10 metres in an easterly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the southern side of Halton Street (south) commencing at its intersection with Watford Street and extending 10 metres in an easterly direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing 14 metres north of Halton Street (south) (northern kerb line) and extending 52 metres in a southerly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing 12 metres north of Brenchley Street (northern kerb line) and extending 54 metres in a southerly direction.
- (xxv) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Brenchley Street and extending 9 metres in a northerly direction.
- (xxvi) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Brenchley Street and extending 22 metres in a southerly direction.
- (xxvii) That the stopping of vehicles be prohibited at any time on the northern side of Brenchley Street commencing at its intersection with Watford Street and extending 13 metres in a westerly direction.
- (xxviii) That the stopping of vehicles be prohibited at any time on the southern side of Brenchley Street commencing at its intersection with Watford Street and extending 13 metres in a westerly direction.
- (xxix) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing at its intersection with Normans Road and extending 14 metres in a northerly direction.
- (xxx) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Normans Road and extending 14 metres in a northerly direction.
- (xxxi) That the stopping of vehicles be prohibited at any time on the northern side of Normans Road commencing at its intersection with Watford Street and extending 18 metres in an easterly direction.

11 Cont'd

(xxxii) That the stopping of vehicles be prohibited at any time on the northern side of Normans Road commencing at its intersection with Watford Street and extending 13 metres in a westerly direction.

Remove Existing Parking Restriction

(xxxiii) That the existing 120 minute vehicle parking restriction (from 9am to 3pm, Monday to Friday, between February and November) on the eastern side of Watford Street commencing at its intersection with Normans Road and extending 180 metres in a northerly direction, be revoked.

New Parking Restriction

(xxxiv) That the parking of vehicles be restricted to a maximum period of 120 minutes, (from 9am to 3pm, Monday to Friday, between February and November) on the eastern side of Watford Street commencing at a point 19 metres north from its intersection with Normans Road and extending in a northerly direction for a distance of 130 metres.

11.3 CUTTS ROAD – PROPOSED PARKING RESTRICTION

To approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the west side of Cutts Road commencing at a point 10 metres from its intersection with Yaldhurst Road and extending in a northerly direction for a distance of 12 metres.

12. COMMUNITY SERVICES COMMITTEE – MINUTES OF 8 OCTOBER 2008 MEETING

The Board received the minutes of its Community Services Committee meeting of 8 October 2008 and **resolved**:

12.1 NEIGHBOURHOOD WEEK FUNDING

(a) To allocate the 2008/09 Neighbourhood Week Funding as follows:

Name	Location of Activity	Date & Time	Activity	No of Pax	Recommended Allocation
Johnathon Tressler	4 Wallace St	8 Nov @ 3pm	BBQ with Bouncy Castle	55	\$100
Alla Uglyeva	33 Hollyford Ave Bryndwr 8053	8 Nov @ 3pm	BBQ	13	\$100
Sandra Sharp	Dead end part of St Andrews Square	9 Nov @ 4.00pm	BBQ/Street Party	80	\$150
Jane Hole	341 Wairakei Rd Bryndwr 8053	6 Nov @ 10.30am	Morning Tea	6 fams x10 pax	\$50
Lesley Boomer	7 Becmead Drive	9 Nov @ 1.00pm	BBQ	30	\$55
Charlotte Bryden	150 Clyde Rd OR Fendalton School	2 Nov @ midday	BBQ	47	\$100
Rosemarie Utting	12 Geelong Place	2 Nov @ 3.00pm	Afternoon Tea	41	\$100
Mary Jo Chase	St Stephens Community Centre, Bryndwr	7 Nov @ 5.30pm - 7.00pm	Fun evening, BBQ, Bouncy castle, musical entertainment	200	\$200

ATTACHMENT TO CLAUSE 2

Name	Location of Activity	Date & Time	Activity	No of Pax	Recommended Allocation
Susan Moot	St Andrews House 14 Merivale Lane	12 Oct & noon	Garden party	50	\$100
Gloria Phipps	Elmwood Croquet Club	2 Nov @ 10.30am	Promotion of Croquet in neighbourhood	30	\$100
Lorraine Ellery	Dymock Place	29 Nov @ 5.30pm	Xmas Party	40+	\$100
Euan Farrelly	Carpark of Cherrylyne, 135 Brookside Tce	9 Nov @ 12.00pm	Sausage Sizzle	50+	\$135
Alison Kircher	End of Wai-iti Street	7 Nov @ 5.00pm	BBQ	65	\$100
Brian Jackson	Stewarts Bush Reserve	2 Nov @ 11.30am	BBQ / Picnic	60	\$120
Tony Rodgers	Blairdon Place	9 Nov @ 4.00pm	BBQ	30	\$70
Phil Buckingham	Derwent Street	1/11/08 or 9/11/08 @ 5.30pm	BBQ / Picnic	80	\$130
Karen Bishop	Juniper Place	1st or 9th Nov Time TBC	Street Party or Progressive Dinner	16	\$55
Ann Mintram	3 Walden Place	2nd Nov @ 12.00 noon	BBQ	28	\$70
Tony Goh	94 Fendalton Road	8 Nov @ 7.30pm	Supper	14	\$55
Glennis Radford	Resolution Place	Nov (TBC) @ 5.00pm	BBQ	40	\$100
George Bayley	Residence of Henridge	1 Nov @ 6.00pm	Food and drinks	45+	\$100
Jeffrey Ross	Grounds of St John the Evangelist Church	1 Nov @ 5.00pm	BBQ	70	\$150
Gillian Chappell	5 Manuel Place	8 Nov @ 4.00pm	Hot drinks, nibbles	80	\$150
John Thacker	Merivale Reserve	9 Nov @ 4.00pm	BBQ in park	100	\$200
Kevin & Debbie Roome	Hall at Burnside Elim Church	1 Nov @ 6.00pm	Sth African evening for community	75	\$200
Keith Wardell	22 Glandovey Road	1st or 8th Nov @ 11.30am	BBQ	40	\$110
Jill Gardiner	15b Chilcombe Street	Oct (date & time TBC)	BBQ with neighbours	40	\$110
Graeme Flett	45 Dunster Street	2nd Nov @ 4.30-5.00pm	Get Together community event for immediate neighbours	40	\$100
Sandy Bragg	TBC in grounds of local church or neighbours garden	1 Nov @ 5.00pm	BBQ for all neighbours especially those who are living in new homes	38	\$100
Craig Davidson	Stewart Reserve, Glenharrow Ave	28 Sept @ 3.30pm	Neighbourhood Watch group awareness meeting	30	\$80

ATTACHMENT TO CLAUSE 2

Name	Location of Activity	Date & Time	Activity	No of Pax	Recommended Allocation
Anthony Field	Back yard at 27 Hooker Ave	Early Nov @ lunch time	BBQ/pot luck lunch	30	\$100
Diane Rudkin	Plynlimon Park	2 Nov @ 4.30pm	BBQ	45	\$100
John Cumming	44a Merrin St	7 Nov @ 5.30pm	BBQ	50	\$50
Linda Carroll	Brigadoon Reserve	9 Nov @ 4.00pm	Pizza Party in the Park	50	\$120
Ellen Gay Withers	Bowling Club, Donald Street	TBA			\$90
TOTAL					\$3,750

- (b) That the criteria for the allocation of neighbourhood week funding be reviewed for the next financial year.

12.2 APPLICATION TO THE BOARD'S DISCRETIONARY RESPONSE FUND – BURNSIDE TRANSFORMATION TRUST

To allocate \$2,000 from its 2008/09 Discretionary Response Fund to the Burnside Transformation Trust to stage the Community Carols event.

12.3 HERITAGE AWARDS

That presentations by staff supporting Boards already running successful heritage awards programmes be made to a subsequent meeting of the Community Services Committee to enable the Fendalton/Waimairi Community Board's consideration of the best model to follow in setting up its own awards.

13. NEW ZEALAND COMMUNITY BOARDS' CONFERENCE 2009 – BOARD MEMBERS ATTENDANCE

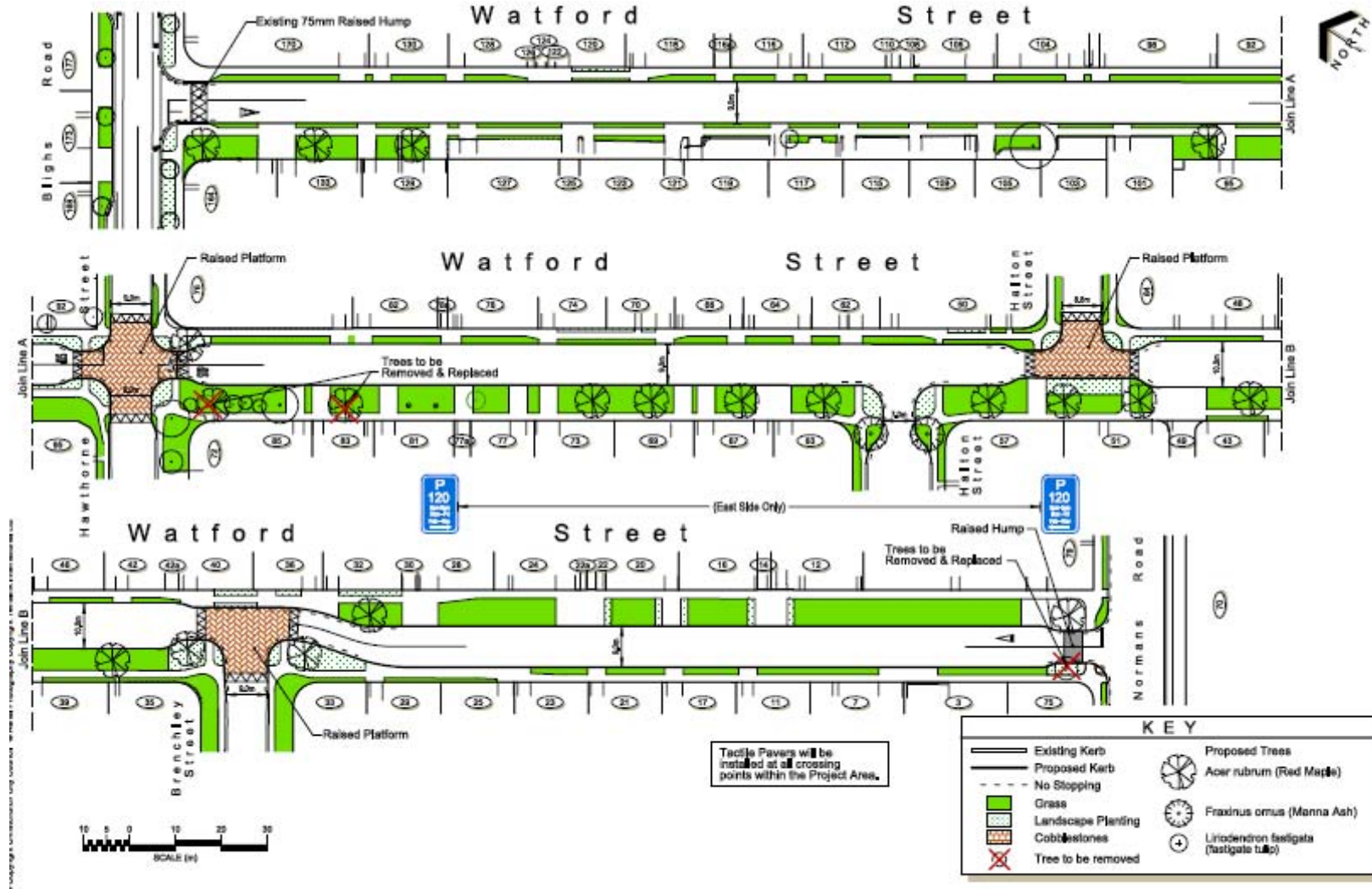
The Board's approval was sought for Board members to attend the 2009 New Zealand Community Boards' Conference in Christchurch.

The Board **resolved** that all Fendalton/Waimairi Community Board members be given approval to attend the New Zealand Community Boards' Conference in Christchurch from 19 to 21 March 2009 and that registration for Cheryl Colley and Andrew Yoon be delayed until those members can confirm their ability to attend.

The meeting concluded at 4.45pm.

CONFIRMED THIS 5TH DAY OF NOVEMBER 2008

**VAL CARTER
CHAIRPERSON**



Watford Street (Blighs Road - Normans Road)
 Street Renewal
 Residents' Petition Preferred Option

Original Plan Size: A3
 ISSUE 4 03/10/08
 TP300804 MJR

5. 11. 2008

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ATTACHMENT TO CLAUSE 2

13. 11. 2008

**REPORT BY THE CHAIRPERSON OF THE
FENDALTON/WAIMAIRI COMMUNITY BOARD
21 OCTOBER 2008**

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. COX STREET KERB AND CHANNEL RENEWAL

PURPOSE OF REPORT

1. The purpose of this report is to forward to the Council a recommendation from the Fendalton/Waimairi Community Board regarding the undergrounding of overhead services for Cox Street, Merivale, as part of the kerb and channel renewal project. The Community Board at its meeting on 21 October 2008, approved under delegated authority the design plan and parking restrictions for this project, as recommended in the staff report. However, its recommendation for the undergrounding of existing overhead services is outside the scope of the project and would require Council approval.

This report is an abridged version of the staff report to the Board. The sections retained provide background to the project and focus on the key issues relating to the undergrounding of overhead services.

EXECUTIVE SUMMARY

2. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Cox Street. The primary (must do) objective for the project is to replace the kerb and deep dish channel with kerb and flat channel.
3. The secondary (would like to do, but at added cost) objectives for the project are as follows in priority order:
 - (a) Maintain or improve the existing level of service.
 - (b) To complete the project within budget and time.
 - (c) Enhance the safety for alternative transport modes.
 - (d) Ensure the current low speed environment is maintained.
 - (e) Improve street lighting.
 - (f) Improve landscaping.
 - (g) To deliver a project that meets the needs of the community.
4. Cox Street, a 10 metre (boundary to boundary) wide local road with a length of 370 metres is located in Merivale between and parallel to Aikmans Road and Office Road. It extends from Stirling Street to Akela Street. Akela Street is the western boundary of the Merivale Mall parking lot.
5. This project will narrow the existing effective roadway width from a maximum of seven point five metres (it should be noted that the power poles are in the existing carriageway on the northern side) to six point seven metres; introduce trees in the extended berm areas where underground services allow and to assist in reducing the mean speed of vehicular traffic. Kerbside parking is provided on one side of the road except where kerb build-outs are proposed as shown in **Attachment 1**.

1. Cont'd

FINANCIAL IMPLICATIONS

6. The proposed kerb and channel renewal works for the Cox Street project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 financial year.
7. Financial breakdown as below:

Available budget 2008/09	\$559,627
Estimate to complete	\$559,627
8. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-2016 Long Term Council Community Plan (LTCCP).

LEGAL CONSIDERATIONS

9. There are no legal implications for this project. Community Board resolutions are required to approve the new traffic and parking restrictions. The Land Transport Rules provide for the installation of traffic and parking restrictions.

ALIGNMENT WITH STRATEGIES

10. The recommendations in this report align with current Council strategies including the Parking Strategy, the Road Safety Strategy and the Cycling Strategy; and are consistent with the requirements for a local road as defined within the City Plan.

CONSULTATION FULFILMENT

11. The Board was advised of the proposed consultation programme in May 2006, prior to an initial survey which was carried out with the residents of Cox Street in May-June 2006. Approximately sixty survey forms were distributed and thirty-three responses were received which identified landscaping, personal security, traffic speed, and street drainage as the key issues of concern in the street.
12. In June 2006 the project was deferred and a letter sent to residents informing them of the deferment.
13. A seminar was held with the Board on 23 June 2008, prior to the publicity pamphlet (including concept plan) being distributed to the Cox Street community and stakeholders for consultation. The feedback period was from 2 July until 28 July 2008. Approximately two hundred and fifty pamphlets were distributed in Cox Street and the surrounding area plus other interest groups. Twenty-four responses were received. The fifteen respondents were in full or general support of the proposal. Four were in opposition. The key issues raised related to on-street parking, traffic safety concerns and pedestrian facilities.
14. A summary of the feedback received in the consultation phase and the project team's responses are shown in **Attachment 2**. As a result of the feedback received, the preferred option for the Cox Street project is shown in **Attachment 1**.

BOARD RECOMMENDATION

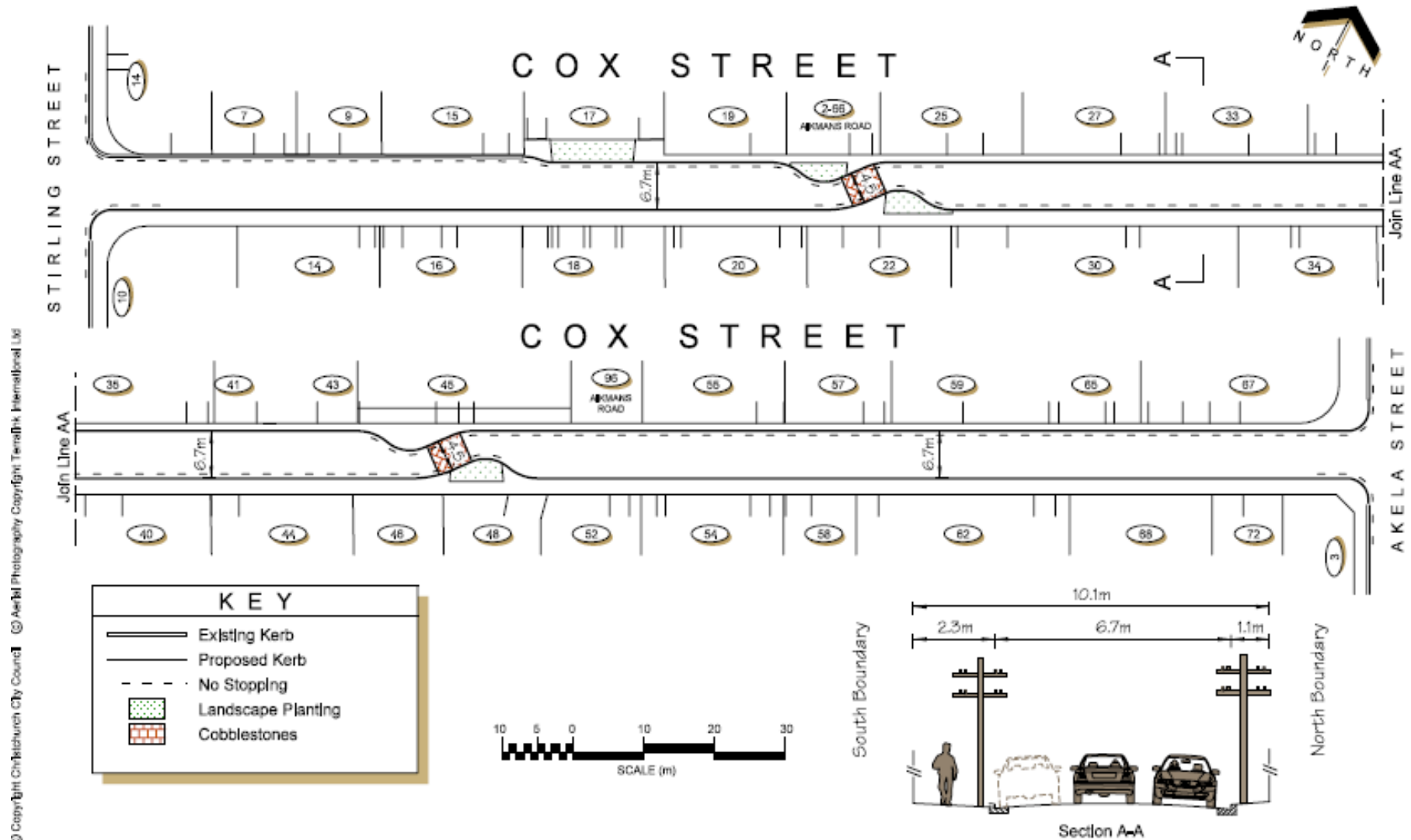
That the Council approve funding for the undergrounding of overhead services in Cox Street as part of the kerb and channel renewal project, in acknowledgement of the narrow nature of the street.

(The Board noted the absence of a Council policy on the matter of undergrounding and in particular the work requested by the Council at its meeting on 1 December 2005 with respect to refining and clarifying the Council's policies in relation to undergrounding on the basis of safety and tourist routes (arterials and collectors), and amenity improvements, including narrow streets.)

1. Cont'd

BACKGROUND (THE ISSUES)

15. This project was initiated by the Asset Renewal Team and involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Cox Street. The surrounding area is mainly residential and is zoned L2 (Living 2) apart from the Merivale Mall at the north-eastern end which is zoned B2 (business 2).
16. Cox Street is a local road which carries on average 200 vehicles per day. Akela Street at its north-eastern end and Stirling Street at its south-western end are also local roads. Merivale Mall at its Akela Street end generates an on-street parking demand with some of its staff which has been managed in the past by the existing P120 parking restrictions on both sides for the full length of Cox Street.
17. There have been requests for the undergrounding of overhead services. The Orion and Telecom services are currently carried by overhead lines. At this stage the budget does not allow for undergrounding these services in the foreseeable future. Preliminary costs from Orion and Telecom have indicated the cost of relocating their services to underground and removing the power poles would be in the \$150,000 - \$180,000 range. There would also be the additional costs of new street lighting poles to replace the power poles for general street lighting.
18. The City Plan, Part 14, Appendix 5 also has minimum roadway widths (that portion of the road devoted particularly to the use of motor vehicles, inclusive of shoulders and auxiliary lanes) for different road classifications. This scheme has a width of 6.7 m and the requirement in the City Plan is 7.5m therefore a consent is required. Where a road is proposed to be narrower than that outlined by Appendix 2 a resource consent will be required unless the kerb and channel is being replaced on an original alignment which is less than that required by the Plan, where a consent is not required due to existing use rights. Whether the application will be publicly notified or just notified to the residents of Cox St basis will be decided when the consent application is made to the Resource Management Team.



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COX STREET
Street Renewal
For Board Approval

Original Plan Size: A4

ISSUE.2 13/08/08
TP191301 MJR

Christchurch City Council

Capital Programme Group

FEEDBACK TO PROJECT: COX STREET – KERB AND DISH CHANNEL RENEWAL

CLOSING DATE FOR FEEDBACK: 28/7/08 INFORMATION PAMPHLET

Responses received: -

Support	Number of Responses	% of Total Responses
Full Support	7	29.2%
General Support (with suggestion)	8	33.3%
Does Not Support	4	16.7%
No Support Comment	5	20.8%
Total	24	100%

Names and addresses, along with personal identifying information have been deleted from this document for privacy reasons. This information has been taken into consideration in the analysis of submissions.

FEEDBACK SUMMARY:	RESPONSE:
General	
An excellent proposal. 10	Agree, No action required
My wife and I support the Cox street upgrade. 15	Agree, No action required
We support the traffic calming build-outs with the appropriate landscaping. 21	Agree, No action required
A very good proposal But you are only doing half the job (see other comments). 24	Agree, No action required
Proposed kerb channelling is well overdue 5	No action required
Staff from the Merivale Mall should be able to use their carpark. 5	Some Merivale staff do use their carpark. Comment will be passed to the Merivale Parking Strategy Project Team.
At the exit point there is a lamppost on the road 5.	The lamppost will be positioned behind the new kerb.
Would you please commence work on Blighs/Wairakei Rd upgrade first. 8	The Wairakei/Blighs Project Team will be advised.
Too much consultation, not enough action. 8	No action required
Rockgas has no pipes in this area. 11	No action required
The street is so narrow now. I don't think it requires change. 3	No action required.
We have a single car entrance with the chicane so close we are concerned about the turning into our driveway from the northern side of Cox Street (from Akela). To fix this we request that a double driveway entrance to be installed. This will permit a car to enter our drive without having to do a three point turn. 9	A driveway of appropriate width will be incorporated in the detailed design.
I have been here for 10 or more years and we have been told we would be upgraded in 2 years time at least 3 times. 2	No action required
In regard to cost of upgrade (long overdue!) I'm sure we are "rated" on the same basis of any other Merivale location. 16	No action required
We we're very pleased to see the proposed new Cox St plan.	No action required

FEEDBACK SUMMARY:	RESPONSE:
Thank you for the opportunity to comment. 20	
Landscaping	
Landscaping appears as the token gesture. 1	It is the best that can be done in the available space.
Emphasis should be on creating a safe and legible streetscape. 1	Agree, No action required.
Pedestrian	
We do look forward to any change to the old and dangerous kerbs and paths are in this area 14	Agree, No action required
The primary concern is in the retaining of the temporary wooden power poles on the North side of the street. We understand that typically the council do not carry out undergrounding however we believe this is a unique case. The North side of the street is used by pedestrians as it is human nature to take the quickest route (especially with the school closest to the North side), so it is pleasing to see a narrow footpath proposed. However having a power poles embedded in this narrow sidewalk is a huge safety concern as people will step off, scooter off, bike off, buggy off, onto the road to get round them. This is of major concern as the road is so narrow and cars travel at speed as it is a quick thoroughfare (both for getting children to school and whizzing to the Mall). 20	The Project Team acknowledges the concern; however undergrounding is outside the scope of the project.
The footpath width of 2.3m, appear to be of a consistent and desirable width. It is recognised that the width of the street cannot accommodate footpaths on both sides of the street and due to the access function of Cox Street, it is therefore only necessary to provide a minimum of one footpath on one side of the street. 22	A 1.1 metre wide path will be provided on the north side.
2.3m Kerb width is unnecessary the posts should be removed - the path on the South side only need to be 1200 mm to 1500 mm wide. 24	The Project Team acknowledges the point, however post removal is outside the scope of the project.
Parking	
We are unable to exit our property by car if there is a car parked opposite. 5	The situation will be improved by removing parking on one side of road, and installing the wider 3.5 metre standard driveway entrances.
I agree that the street is too narrow to have parking on both sides as well as provision of clear through access for emergency vehicles at all times. Parking restrictions may be applicable on Cox Street. 22	Agree, No action required
The street is just fine now, with the exception of the silly 120P BOTH sides. It should only be one side (the one with no footpath) as sensibly proposed by stage one of your new parking plan. This plan conflicts with that. 13	From traffic calming point of view alternating parking is preferable because it breaks up the sightline down the street. After considering options and all feedback the team has chosen to retain the no stopping layout as per the consultation plan.
It is a narrow street, but at least that slows drivers down, and it's an accepted fact of life in the inner city guests, visitors, people dropping their children at school need somewhere to stop. 120 min max parking stops Mall staff parking close to our driveways all day. It has worked well for us in this street with the 120 min parking. 12	
We would prefer that the "no parking" restriction was on one side of the street only - the North side. 21	
Do not support no parking on one side of the street at all 17	
My car is best parked on the road as otherwise I would have to twice daily swap it with my wife's car parked off road. That is a waste of time, fuel and is unsafe due to 4-8 extra movements across the footpath. The other choice is to park in our garden. I shall not do that. Therefore your excessive parking restrictions must be altered to accommodate the residents. 13	

FEEDBACK SUMMARY:	RESPONSE:
2/17 Cox Street currently has car parking where the landscaping - planting - is proposed. The plan shows car parking allowed on the other side of the road outside 18 Cox Street, also 16 and 20 Cox Street. It is important that car parking is available on the street opposite this property. 18	
You have some 'no stopping' on the footpath. Residents, visitors, contractors, home-help etc need to park on the footpath side. Do you expect passengers to get out on the footpath side into the gutter! 13	
We support the retention of the P120 restrictions where there is "no parking" restrictions. 21	Agree, no action required.
Extend the "No Stopping Zone" in front of No. 25 to the property line at No. 27 because there is a "Fire Hydrant" to the left of our driveway. Currently, parked cars pay no attention to the "Fire Water Access" designation. 15	This is an enforcement issue. No action required.
There should be residents parking on both sides of the road. This street is only a thoroughfare for residents as it leads nowhere. Surely residents and their friends visiting should be able to park outside their own residence. 17	Residents' parking only is permissible only if a property has no vehicle access and it is therefore unable to be provided in this situation.
We agreed to 120 minute parking because of congestion from Mall staff etc. parking all day, some type of exemption for home owners by way of car window sticker? or similar as many properties in Cox St have small sections, limited off street parking (3 bin rubbish collection will not help this) 16	
You could save a lot of money by leaving things as now. There is no problem needing fixing. But if you must do something, do less; NO need for 'bottlenecks' at all, as the last thing we need is an even narrower street! 13	No action required, comment not supported by initial consultation responses or feedback from this consultation.
No. 65 Cox Street which has no off street parking. I am enclosing a photograph of the street frontage and request the area between the power pole and the concrete path leading to the front door be tenant parking. 19	Consultation Leader to advise resident on the process to apply for resident's only parking. If the process permits this it will be incorporated with the Community Board report.
I request tenants only parking notice to be erected in front of 65 Cox Street. To the best of my knowledge, this is the only residence in Cox St. in this position 16.	
Will the present parking limit of 2 hours between the hours of 8:30 a.m. and 5:00 p.m. still apply? 16	Yes it will – no action required.
Traffic Control	
I agree with slowing indents in road. 1	Agree, no action required
Do not agree that the road in Cox Street should be narrowed. 5	The effective width of the carriageway will not be changed.
Put up 20 kph speed limit and 2 speed humps. They do work. 13	No action required, comment not supported by initial consultation responses or feedback from this consultation.
Speed restriction 40 kph (also in Aikmans Rd in vicinity of Elmwood School) 16	No action required, there is already a slow speed environment in Cox Street.
Speed of traffic - I believe 50 km/h is an appropriate speed limit to set for Cox St. Actual vehicular traffic speeds will be lower than 50 km/h due to the existence of traffic calming measures such as the narrow 6.7m and 4.5m narrowing of the carriageway. 22	Agree, no action required.
Very disappointed to hear you will not move Power Poles we have just moved into Merivale from the Harewood area very dangerous street with the speed of traffic down Cox St to still have lower Power Poles on the road especially in this area. 14	Power poles will behind kerb, this will require 4 poles to be moved. One pole will remain in the carriageway in the section that is already flat channel.
Lamp posts located on the road is very dangerous. Needs to be removed. 6	

FEEDBACK SUMMARY:	RESPONSE:
Cox street becoming one-way. 14	Consultation response does not support making Cox Street one way
Outside the Scope of the Project	
Undergrounding of services is essential to the upgrading - this will positively contribute to the character of the street. Spending half a million is a waste if Undergrounding of services is not included within the scheme. 1	The Christchurch City Council is considering its existing policy on the undergrounding of overhead wiring.
Spending half a million is a waste if Undergrounding of services is not included within the scheme. 5	
Cox St. deserves underground wiring 3	
The residents of Cox St. deserve underground wiring. I would get a petition going to see how many residents would be willing to pay their own little bit of underground wiring if that would help. 2	Consultation Leader advised resident that this would need to be organised by the residents.
I am very disappointed that Cox St isn't currently being considered for underground wiring. Other streets that are not "Main Roads" have been undergrounded. Stirling St for instance, there are many others. 12	The Christchurch City Council is considering its existing policy on the undergrounding of overhead wiring.
Underground wiring please! For obvious reasons 16	
Do not support non-removal of o/head wiring 17	
Narrowness of street needs poles placed underground. 23	
We request that the council asks the Utility Companies to review the appropriateness of their wiring infrastructure in Cox Street, noting that some poles may need upgrading. 21	
Power supply should be placed underground. Could property owners contribute? 24	
Special consideration should be given to the poles on this side being made underground as the speed of the cars combined with the narrow street and pedestrians having to walk onto the road (around poles) is a risk that creates a situation for an accident waiting to happen. 20	
Suggestion re Elmwood school; Drive in to grounds off road and out to drop pupils off and pick up - maybe staggered finishing times to accommodate this. 5	The Consultation Leader has advised the school of this suggestion.