

**SHIRLEY/PAPANUI COMMUNITY BOARD
GREENSPACE TRAFFIC WORKS COMMITTEE
AGENDA**

WEDNESDAY 1 APRIL 2009

**DIRECTLY AFTER THE COMMUNITY SERVICES AND
EVENTS COMMITTEE BEING HELD AT 4.00PM**

**IN THE BOARDROOM
PAPANUI SERVICE CENTRE
CORNER LANGDONS ROAD AND RESTELL STREET**

Committee: Matt Morris (Chairperson), Ngaire Button, Kathy Condon, Pauline Cotter, Aaron Keown, Yvonne Palmer and Norm Withers.

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

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1. APOLOGIES

Ngaire Button

2. CONFIRMATION OF MINUTES – 4 MARCH 2009

The minutes of the Board's Committee meeting of Wednesday 4 March 2009 is **attached**.

3. DEPUTATIONS BY APPOINTMENT

Nil.

4. TRANSPORT AND GREENSPACE UPDATES



The Consultation Leader Greenspace will be present to update the Committee on a number of current traffic related issues.

1. 4. 2009

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ATTACHMENT TO CLAUSE 2

1. 4. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD
GREENSPACE TRAFFIC WORKS COMMITTEE
4 MARCH 2009**

**Minutes of a meeting of the Greenspace Traffic Works Committee
held on Wednesday 4 March 2009 at 4pm
in the Boardroom, Papanui Service Centre, Corner Langdons Road and Restell Street**

PRESENT: Matt Morris (Chairperson), Ngaire Button, Pauline Cotter, Aaron Keown, Yvonne Palmer and Norm Withers.

APOLOGIES: Nil.

Aaron Keown joined the meeting at 4.05pm and was absent for clause 5.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. EMMETT STREET - TREE PRUNING

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Shane Moohan, City Arborist

PURPOSE OF REPORT

1. To recommend that the Board recommend to Council that the request to undertake height reduction pruning (topping) of the protected scarlet oak trees in Emmett Street be declined.

EXECUTIVE SUMMARY

2. On 17 September 2008 a petition (**attached**) was received by the Board from residents in Emmett Street and Praem Place requesting that the scarlet oak trees in Emmett Street be topped by one quarter.
3. The reason given is that the trees are too high.
4. The petition also mentions Allison Street and Praem Place, however it is unclear what the request is for these two streets.
5. Topping trees is not a recommended arboricultural management practice.
6. Council only tops trees for statutory purposes when they are under electrical conductors or the top of the tree is dead/declining and it is desirable to retain the tree rather than remove it.
7. The trees in Emmett Street are protected through the Christchurch City Plan for their landscape value under Volume 3: Part 8 Special Purpose Zone 4.5.4 Removal or major pruning of any tree in Road Zone as category B trees.
8. Reducing the height of the trees in Emmett Street would have an adverse effect on their quality as a landscape feature.

ATTACHMENT TO CLAUSE 2

9. For these reasons it is recommended that the petition be declined and that the trees continue to be maintained to internationally recognised and accepted arboricultural standards and practices.

FINANCIAL IMPLICATIONS

10. The cost to top the trees is estimated at \$66,000 (not including cost of traffic management). Topping these trees would become an annual exercise with similar costs involved.

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

11. The recommendation aligns with the current LTCCP budgets.

LEGAL CONSIDERATIONS

12. The rules for pruning trees protected under Part 8 Special Purpose Zones are :

“In addition to any relevant rules applicable to listed protected trees in Appendix 4, part 10 of the Plan, within any of the streets listed in the SP (Road) Zone listed below:

- (a) No tree shall be removed
- (b) Pruning of any tree shall only be permitted above a height which is two-thirds of the total height of the tree measured from ground level
- (c) Below the height specified in (b), only those branches less than 50mm in diameter may be pruned

13. This rule shall not apply if removal or pruning is required for any of the following reasons:

- the tree is dead, dying or diseased;
- the tree presents an immediate hazard due to structural weakness or root instability;
- the tree is causing serious damage to essential public or private services or property”

14. This means that topping the trees by as much as one third of their height is a permitted activity therefore no Resource Consent is required to gain approval for this work.

15. The Greenspace Manager has the following delegation with respect to trees:

“In consultation with any other units affected and the relevant Community Board, authorise the planting or removal of trees from any reserve or other property under the Manager’s control.”

Therefore the delegated authority to approve or decline this request lies with the Transport and Greenspace Manager or the Community Board.

16. Although this pruning request is a permitted activity consideration of the following City Plan Policies may be of some benefit –

Volume 2 : Section 4 City Identity

4.2.1 Policy: Tree Cover

To promote amenity values in the urban area by maintaining and enhancing the tree cover present in the City.

Tree cover and vegetation make an important contribution to amenity values in the City. Through the redevelopment of sites, existing vegetation is often lost and not replaced. The City Plan protects those trees identified as “heritage” or “notable” and the subdivision process protects other trees which are considered to be “significant”. The highest degree of protection applies to heritage trees.

ATTACHMENT TO CLAUSE 2

Because Christchurch is largely built on a flat plain, trees and shrubs play an important role in creating relief, contributing to visual amenity and attracting native birds.

The amount of private open space available for new planting and to retain existing trees is influenced by rules concerning building density and setback from boundaries. The rules do not require new planting for residential development but landscaping is required in business zones.

4.2.2 Policy: Garden City

To recognise and promote the “Garden City” identity, heritage and character of Christchurch.

A key aspect of achieving this policy will be maintaining and extending environments and vegetation types which compliment this image. A broad range of matters influence and contribute to this image, including the following:

- tree-lined streets and avenues
- parks and developed areas of open space

14.3.2 Policy: “Garden City” image identity

To acknowledge and promote the “Garden City” identity of the City by protecting, maintaining and extending planting which compliments this image

Volume 3: Part 8 Special Purpose Zone

14.3.5 Street Trees

Nearly half the length of streets within the city contains street trees, but the presence of very high quality street trees which add considerable presence to streets and neighbourhoods is confined to a relatively small proportion of the road network. These streets add particular character and amenity of the city, either in the form of avenues which form points into the city, or an important part of the local character of particular streets.

- 17 Council as landowner has the legal right to approve or decline the request to prune the trees.
18. An application to prune or remove the trees may be made to the District Court under The Property Law Amendment Act 1975.

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

19. Council has the legal right to approve or decline the application to prune the trees.
20. The District Court can order the pruning of the trees under The Property Law Amendment Act 1975.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

21. Pruning the trees without obtaining reimbursement from the applicant is inconsistent with the current LTCCP as funding has not been allocated in the Transport & Greenspace Unit tree maintenance budget for the topping of structurally sound and healthy trees other than those requiring clearance from electrical conductors.
22. Obtaining reimbursement from the petitioners to prune the trees is consistent with the current LTCCP (however this will have to be an annual cost which will also be required to be passed on).

ATTACHMENT TO CLAUSE 2

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

23. The recommendation aligns with the level of service for street tree maintenance and provision.

ALIGNMENT WITH STRATEGIES

24. Retaining the trees in their present condition and form would be consistent with the Living Streets Strategy and the Biodiversity Strategy.
25. Retaining the trees in their present condition and form would be consistent with the Christchurch Urban Design Vision
26. There is currently no overarching city wide strategy for vegetation management.
27. There is currently no policy for the pruning or removing of trees in public spaces. A Draft Tree Policy is being worked on.
28. Retaining the trees in their present condition and form would be in keeping with the Garden City Image.
29. Topping the trees would not be in keeping with the Garden City image.

CONSULTATION FULFILMENT

30. There has been no public consultation by Council on this matter.

STAFF RECOMMENDATION

It is recommended that the Greenspace Traffic Works Committee asks the Board to recommend that the Council:

- (a) declines the request to reduce the height of the trees in Emmett Street; and
- (b) that the trees in Emmett Street be maintained to internationally recognised and accepted arboricultural standards and practices.

COMMITTEE RECOMMENDATION

It is recommended that the Board recommend to the Council:

- (a) that it decline the petitioner's request to reduce the height of the trees in Emmett Street; and
- (b) that the trees in Emmett Street be maintained to internationally recognised and accepted arboricultural standards and practices.
- (c) that staff be requested to arrange a meeting at a local venue with residents to provide an explanation and consultation on tree issues in Emmett Street.

BACKGROUND (THE ISSUES)

31. The scarlet oak trees in Emmett Street were planted in 1950 and 1970. There are 115 trees.
32. They are significant to Christchurch City as a landscape feature for size, form and age.
33. It is possible that they also have significance to Christchurch for commemorative purposes as it has been suggested that they were planted to commemorate soldiers in World War II. This has not been confirmed.
34. Topping the trees would have a negative effect on them as a landscape feature and would negate the reason why they were protected.
35. A conservative value of \$2.7 million (using STEM Standard Tree Evaluation Method, which is the national arboricultural industry standard for evaluating and valuing amenity trees) has recently been placed on them. Topping them would reduce the value by approximately \$900,000.
36. Approving the request may lead to residents with similar requests (e.g. Massey Crescent, Severn Street, Dudley Street etc) expecting the same result. This would have serious consequences for the Garden City image.
37. Council has declined similar requests from residents in other streets with significant trees.
38. Topping trees is not a recommended management practice because –
 - topping leads to decay within the remaining stem which can make the tree structurally unsound
 - the resultant new growth is weakly attached to the remaining stem which means it breaks off easily and is therefore hazardous
 - severe topping of trees can make them unstable as a comparable amount of roots will die to compensate for the sudden loss of photosynthetic material
 - topping trees can inhibit root growth by denying the roots access to chemicals critical to their development
 - removing the upper canopy can open up the remaining canopy to wind forces that the tree is not geared to take. This can lead to branches breaking off in winds
 - the tree will, within 1 year of pruning, put on growth up to 10 times the amount of foliage removed. This means that any “benefits” from topping are quickly reversed.
 - removal of the outer foliage can cause sun scald to the inner canopy and branches not used to exposure to the sun
 - topped trees are generally unsightly and can detract from the landscape character that the trees create or contribute to
 - maintenance costs are high as trees will require topping annually which will involve specialist equipment such as elevated platform trucks
39. A combined Community Board and staff site visit was conducted on 3 December 2008 where one of the petitioners Mr Rogers of 2 Praem Place stated that the reason he would like the trees topped is to increase their stability.
40. Residents usually request trees be topped because of shade, leaf fall, views or encroachment purposes.
41. The trees in Allison Street are Fraxinus ornus (flowering ash) and because of their small stature at maturity are highly unlikely to cause shade or encroachment problems. There may be some concerns with leaf fall in autumn.
42. There are no street trees in Praem Place.

ATTACHMENT TO CLAUSE 2

43. There will be some encroachment pruning undertaken for Emmett Street when a general maintenance round is scheduled for May and June of this year.

THE OBJECTIVES

44. The objectives of this report are to provide the Board with sufficient information to enable Board Members to make a decision on the future maintenance of the trees in Emmett Street.

THE OPTIONS

Option 1: Maintain the status quo

45. (a) decline the request to reduce the height of the trees in Emmett Street; and
(b) that the trees in Emmett Street be maintained to internationally recognised and accepted arboricultural standards and practices.

Option 2

46. Top the trees.
(a) Do not charge the petitioners for pruning.
(b) Charge the petitioners the cost of pruning (including cost of traffic management). Cost of pruning is estimated at \$66,000 (excluding cost of traffic management). Topping these trees would become an annual exercise with similar costs involved.

THE PREFERRED OPTION

47. (a) decline the request to reduce the height of the trees in Emmett Street; and
(b) that the trees in Emmett Street be maintained to internationally recognised and accepted arboricultural standards and practices.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS

Nil.

3. TRANSPORT AND GREENSPACE UPDATES

Mary Hay (Greenspace Consultation Leader) and Basil Pettigrew (Traffic Engineer – Community) updated the Committee on the following projects.

3.1 SPRINGFIELD/ABBERLEY CRESCENT

Traffic issues at this intersection were being assessed.

3.2 REDWOOD SHOPPING CENTRE

A report will be coming to the 1 April 2009 meeting recommending parking restrictions on the Main North Road consistent with the entrance ways being legal road.

ATTACHMENT TO CLAUSE 2

3.3 HUSSEY ROAD

It was **agreed** that staff be requested to provide clarification on the speed limit calculation based on distance and also supply information on the process followed when deciding on speed limits.

4. COMMITTEE MEMBERS' INFORMATION EXCHANGE

Specific mention was made of the following:

- MORRISON AVENUE RESERVE PLAQUE

It was **agreed** that schools in the ward be asked for any information that students may have about the memorial plaque recently stolen from the Morrison Avenue Reserve. A commitment was given by journalism students attending the meeting to provide a newspaper article publicising the theft.

- ST ALBANS EDUCARE

It was **agreed** that staff be requested to clarify the status of the funding of \$350,000 that was approved by the Council in 2002 for the building of a new facility for the St Albans Edu-Care.

PART C - REPORT ON DELEGATED DECISIONS
TAKEN BY THE BOARD

5. CONFIRMATION OF MEETING MINUTES – 4 FEBRUARY 2009

The Committee **resolved** to confirm the minutes of the Greenspace Traffic Works Committee meeting of 4 February 2009.

6. PACKE STREET – PROPOSED ANGLED PARKING

The Committee considered a report seeking approval that angle parking be installed on the east side of Packe Street outside number 8 and 10 Packe Street and number 273 Bealey Avenue.

The Committee **resolved** that the parking of vehicles be restricted to 90 degree angle parking on the east side of Packe Street commencing at a point 13 metres in a northerly direction from its intersection with Bealey Avenue and extending in a northerly direction for a distance of 27 metres.

(**Note:** Aaron Keown requested that his vote against the above decision be recorded and the reason noted that in his view the entire east side of Packe Street from Bealey Avenue to Canon Street should have angle parking.)

The meeting concluded at 5.45pm.

CONSIDERED THIS 1ST DAY OF APRIL 2009

MATT MORRIS
CHAIRPERSON

5. MAIN NORTH ROAD AT DANIELS ROAD– PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Sonia Pollard/Basil Pettigrew Traffic Engineer Transport and Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the Shirley/Papanui Greenspace Traffic Works Committees' approval that the stopping of vehicles be prohibited at any time for a distance of 20.0 metres on the Main North Road adjacent to the piece of legal road that forms the access to the off street parking behind the Redwood shops.

EXECUTIVE SUMMARY

2. The Council staff received a request from the Shirley/Papanui Community Board, that a No Stopping Restriction be installed on the east side of Main North Road outside the Redwood shops frontage. Please refer to the **attached** plan.
3. During a seminar held by the Board on Monday 15 September 2008 concerns were raised regarding pedestrian safety relating to traffic movements into and out of the car park behind the shops and issues with illegal parking across the driveway. It was recommended that a No Stopping Restriction be installed adjacent to the main entry/exit driveway on the Main North Road.
4. Currently vehicles are parking very close to the driveway and often illegally parking over the driveway entrance. This means that the approach angle is difficult when turning left from the Main North Road and this also causes issues when vehicles are trying to exit, especially if both movements are occurring together. This can result in the disruption of traffic flow on the Main North Road as cars try to make a difficult left turn into the driveway.
5. This entry/exit is actually legal road and as such vehicles are prohibited by the Road User Rules from parking within six metres of this entry/exit. The **attached** plan reflects this requirement. The No Stopping on the north side of the driveway is extended to 9 metres, as this will further improve the access without compromising the parking spaces for three vehicles.
6. Main North Road (SH74) is classed as a major arterial road. The speed limit on this road is 60 kilometres per hour with high traffic volumes.
7. There is currently a P30 parking restriction outside the Redwood shops with space for seven cars. The proposal will remove two car parking spaces. There is parking available for over 50 vehicles behind the Redwood shops.
8. The installation of the proposed parking restriction will provide greater visibility when turning into the access road for the car park situated behind the Redwood Shops. This will increase safety and ensure cars can make quicker turns into the access road, ensuring a more consistent traffic flow along the State Highway. The greater visibility will increase pedestrian safety.
9. Consultation has been carried out with the two shop owners of this block of shops. They are objecting to the proposal for the removal of the short term parking because they believe that it will have a detrimental economic effect on their tenants businesses.

FINANCIAL IMPLICATIONS

10. The estimated cost of this proposal is approximately \$200.

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

11. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

5. Cont'd

LEGAL CONSIDERATIONS

12. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
13. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions. The Board has delegated this authority to the Shirley/ Papanui Greenspace Traffic Works Committee.
14. The Council has delegated authority from the New Zealand Transport Agency to exercise the delegations including the resolution of parking restrictions.
15. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

18. As above.

ALIGNMENT WITH STRATEGIES

19. The recommendations align with the with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

20. As above.

CONSULTATION FULFILMENT

21. Consultation has been carried out with the affected shop owners. They are opposed to the proposal, as they feel that the removal of the parking spaces in an area with limited short term parking will have a detrimental economic effect on the various businesses. They have been advised that they can seek a hearing with the Board to state their position.
22. The officer in Charge- Parking Enforcement agrees with this recommendation.
23. The New Zealand Transport Agency (NZTA) as the road controlling authority has been consulted and agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Greenspace Traffic Works Committee approve:

- (a) That the existing parking restrictions on the east side of the Main North Road North of Daniels Road be revoked.

5. Cont'd

- (b) That the stopping of vehicles be prohibited at any time on the east side of Main North Road commencing at its intersection with Daniels Road and extending in a northerly direction for a distance of 30.0 metres.
- (c) That the stopping of vehicles be prohibited at any time on the east side of Main North Road commencing at a point 41.0 metres north from its intersection with Daniels Road and extending in a northerly direction for a distance of 20.0 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Main North Road commencing at a point 30 metres from its intersection with Daniels Road and extending in a northerly direction for a distance of 11 metres.
- (e) That the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Main North Road commencing at a point 60 metres from its intersection with Daniels Road and extending in a northerly direction for a distance of 18 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

1. 4. 2009

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ATTACHMENT TO CLAUSE 5





6. QUEENSPARK BUS PRIORITY PROJECT – BUS STOP RATIONALISATION AMENDMENTS

General Manager responsible:	General Manager, City Environment Group, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Authors:	Kirsten Mahoney, Project Manager, Greg Barnard, Public Transport Infrastructure Co-ordinator

PURPOSE OF REPORT

1. The purpose of this report is to request the Greenspace Traffic Works Committee to recommend to the Shirley/Papanui Community Board that it recommend to the Council to amend some of the bus stop resolutions associated with the bus stop rationalisation aspect of the Queenspark Bus Priority project, following a review of bus stop infrastructure along this corridor during the detailed design phase.

EXECUTIVE SUMMARY

2. At its meeting held on 12 June 2008, the Council resolved *“that further consultation occur with St Stephen’s Church regarding the removal of the bus shelter close to their premises”*.
3. In carrying out this resolution during the detailed design phase, Council officers have reviewed the bus stop rationalisation programme for the Queenspark route in its entirety. This report outlines the recommended changes to the bus stop rationalisation approved by Council at its meeting held on 12 June 2008 in line with the Council’s Bus Stop Location Policy 1999 and the recently adopted Bus Stop Infrastructure Guidelines.
4. As a result of this review, the St Stephen’s Church bus stop and bus shelter is recommended to remain in its existing location. The other bus stop rationalisation amendments proposed as a result of the review are summarised below in the table. Note that the (f)(#) references relate to the Council resolutions in the report dated 12 June 2008.

Existing Bus Stop	Proposed Bus Stop	Recommendation	Reason for Amendment
(f)(61) That the existing bus stop on the east side of Hills Road commencing at a point 112.5m south of its intersection with Warden Street and extending in a southerly direction for a distance of 15m be revoked.	(f)(76) That a bus stop be installed on the east side of Hills Road commencing at a point 113.5m south of its intersection with Warden Street and extending in a southerly direction for a distance of 13m.	Retain the existing bus stop and revoke the proposed bus stop.	The cost of moving a bus stop one metre to the south along Hills Road is unwarranted. In addition, the length of the bus stop is proposed to be shorter than the recommended guidelines of 14m for minimum bus stop lengths.
(f)(64) That the existing bus stop on the west side of Hills Road commencing at a point 99m north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15m be revoked.	(f)(75) That a bus stop be installed on the west side of Hills Road commencing at a point 13.5m north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15m.	Retain the existing bus stop and revoke the proposed bus stop.	The existing bus stop is located closer to the Shirley Shopping area and therefore of more use to passengers than the proposed bus stop, which was the location of the second bus boarder stop during that trial.
(f)(66) That the existing bus stop on the east side of Hills Road commencing at a point 96m north of its intersection with North Avon Road and extending in a northerly direction for a distance of 18m be revoked.	N/A	Retain the existing bus stop.	The removal of this bus stop would introduce safety concerns for pedestrians having to cross North Avon Road to get to the next bus stop. Retaining this stop reduces the potential safety risks to those pedestrians utilising the bus service along Hills Road.
(f)(67) That the existing bus stop on the north side of Shirley Road commencing at a point 91.5m east of its intersection with Hills Road and extending in an easterly direction for a distance of 22m be revoked.	(f)(78) That a bus stop be installed on the north side of Shirley Road commencing at a point 127.5m east of its intersection with Hills Road and extending in an easterly direction for a distance of 20m.	Retain the existing bus stop and revoke the proposed bus stop.	The existing bus stop and bus shelter outside Shirley Primary School is recommended to remain in its existing location, as there is no reason to move it east by approximately 35m, given the cost of moving this infrastructure.
(f)(70) That the existing bus stop on the west side of Emmett Street at a point (bus stop sign only) north of its intersection with Shirley Road for a distance of 22.5m be revoked.	N/A	Retain the existing bus stop.	With the recommendation to retain the bus stop and shelter outside St Stephen’s Church, it is considered appropriate to retain the bus stop in Emmett Street opposite St Stephen’s Church.

6. Cont'd

Existing Bus Stop	Proposed Bus Stop	Recommendation	Reason for Amendment
(f)(71) That the existing bus stop on the north side of Shirley Road commencing at a point 13.5m east of its intersection with Emmett Street and extending in an easterly direction for a distance of 18m be revoked.	N/A	Retain the existing bus stop.	This bus stop and bus shelter outside St Stephen's Church is recommended to remain as it is a well patronised stop.

5. The staff recommendations outlined below are consistent with the bus stop rationalisation plans shown at Appendix 1.

FINANCIAL IMPLICATIONS

6. There are no financial implications with the retention of the existing bus stops.
7. The bus stop rationalisation is included within the estimated costs for the Queenspark Bus Priority Project, which is included in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 and 2009/2010 financial years. Removal of an existing bus stop including signage and markings typically costs \$300 each, and the installation of a new bus stop including signage and markings typically costs \$300 each.

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

8. As above.

LEGAL CONSIDERATIONS

9. The installation of any bus stop signage and/or markings must comply with the Land Transport Rule - Traffic Control Devices 2004 – Rule 54002.
10. The retention of the existing bus stops will require resolution by the Shirley/Papanui Community Board, as these were revoked by the Council at its meeting held on 12 June 2008.
11. The revocation of the proposed bus stops will require resolution by the Shirley/Papanui Community Board, as these were passed by the Council at its meeting held on 12 June 2008.

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

12. The delegation for resolution of bus stops and bus shelters lies with the Community Board in the Council's Register of Delegations 2008.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. The Queenspark Bus Priority Project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Bus Priority Routes Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

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

14. As above

ALIGNMENT WITH STRATEGIES

15. The Queenspark Bus Priority Project is consistent with the New Zealand Transport Strategy, as well as key regional and local Council strategies, including the Regional Land Transport Strategy, Metropolitan Christchurch Transport Statement, Public Passenger Transport Strategy, Pedestrian Strategy, Parking Strategy, Cycling Strategy, Road Safety Strategy, Citywide Public Transport Priority Plan, Metro Strategy 2006-2012 and the Greater Christchurch Urban Development Strategy.

6. Cont'd

16. The bus stop rationalisation aspect of the bus priority project has been developed in line with the Council's Bus Stop Location Policy 1999.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. Public consultation for the Queenspark Bus Priority Project was undertaken from 15 October – 17 December 2007. The Queenspark Route specific consultation brochure was distributed to approximately 3,770 households along the route and side streets (residents and absentee landowners), as well as stakeholders and other interested groups. A total of 17,000 route specific brochures were printed and distributed.
19. As a result of consultation phase, a total of 163 responses were received on the Queenspark route, through a variety of media including emails, feedback forms (included with the brochure), Have Your Say on the Council's website, letters and phone call. In addition, there were four route specific seminars held.
20. The consultation process was reported to all Community Board members and Councillors in a report dated 18 January 2008 *Bus Priority Record of Consultation, Communication and Marketing*. The issues raised during the consultation phase were reported to the three Community Boards at their meetings held on 19 May 2008 (Burwood/Pegasus), 21 May 2008 (Shirley/Papanui) and 21 May 2008 (Hagley/Ferrymead) and to Council at its meeting held on 12 June 2008.
21. The request to keep the bus stop and bus shelter outside St Stephen's Church was made to Council at its meeting held on 12 June 2008 by Mr Ralph Ross. Further discussions were held with Mr Ross following the Council meeting, where Mr Ross outlined the history behind the bus stop and bus shelter at both Shirley Primary School and St Stephen's Church. In consultation with Council officers, the recommendation of the project team is to retain these two bus stops with their associated bus shelters in their existing locations.

STAFF RECOMMENDATION

It is recommended that the Greenspace Traffic Works Committee recommends to the Shirley/Papanui Community Board that it recommend to the Council:

- (a) That it reinstate the following resolutions revoked by the Council at its meeting held on 12 June 2008, which read:
- (f)(61) That the existing bus stop on the east side of Hills Road commencing at a point 112.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 15 metres be revoked.*
- (f)(64) That the existing bus stop on the west side of Hills Road commencing at a point 99 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres be revoked.*
- (f)(66) That the existing bus stop on the east side of Hills Road commencing at a point 96 metres north of its intersection with North Avon Road and extending in a northerly direction for a distance of 18 metres be revoked.*
- (f)(67) That the existing bus stop on the north side of Shirley Road commencing at a point 91.5 metres east of its intersection with Hills Rod and extending in an easterly direction for a distance of 22 metres be revoked.*
- (f)(70) That the existing bus stop on the west side of Emmett Street at a point (bus stop sign only) north of its intersection with Shirley Road for a distance of 22.5 metres be revoked.*

6. Cont'd

(f)(71) That the existing bus stop on the north side of Shirley Road commencing at a point 13.5 metres east of its intersection with Emmett Street and extending in an easterly direction for a distance of 18 metres be revoked.

(b) That these resolutions are to read:

(f)(61) That the existing bus stop on the east side of Hills Road commencing at a point 112.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 15 metres remain.

(f)(64) That the existing bus stop on the west side of Hills Road commencing at a point 99 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres remain.

(f)(66) That the existing bus stop on the east side of Hills Road commencing at a point 96 metres north of its intersection with North Avon Road and extending in a northerly direction for a distance of 18 metres remain.

(f)(67) That the existing bus stop on the north side of Shirley Road commencing at a point 91.5 metres east of its intersection with Hills Rod and extending in an easterly direction for a distance of 22 metres remain.

(f)(70) That the existing bus stop on the west side of Emmett Street at a point (bus stop sign only) north of its intersection with Shirley Road for a distance of 22.5 metres remain.

(f)(71) That the existing bus stop on the north side of Shirley Road commencing at a point 13.5 metres east of its intersection with Emmett Street and extending in an easterly direction for a distance of 18 metres remain.

(c) That it revoke the following resolutions passed by the Council at its meeting held on 12 June 2008, which read:

(f)(76) That a bus stop be installed on the east side of Hills Road commencing at a point 113.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 13 metres.

(f)(75) That a bus stop be installed on the west side of Hills Road commencing at a point 13.5 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres.

(f)(78) That a bus stop be installed on the north side of Shirley Road commencing at a point 127.5 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 20 metres.

(d) That these resolutions are to read:

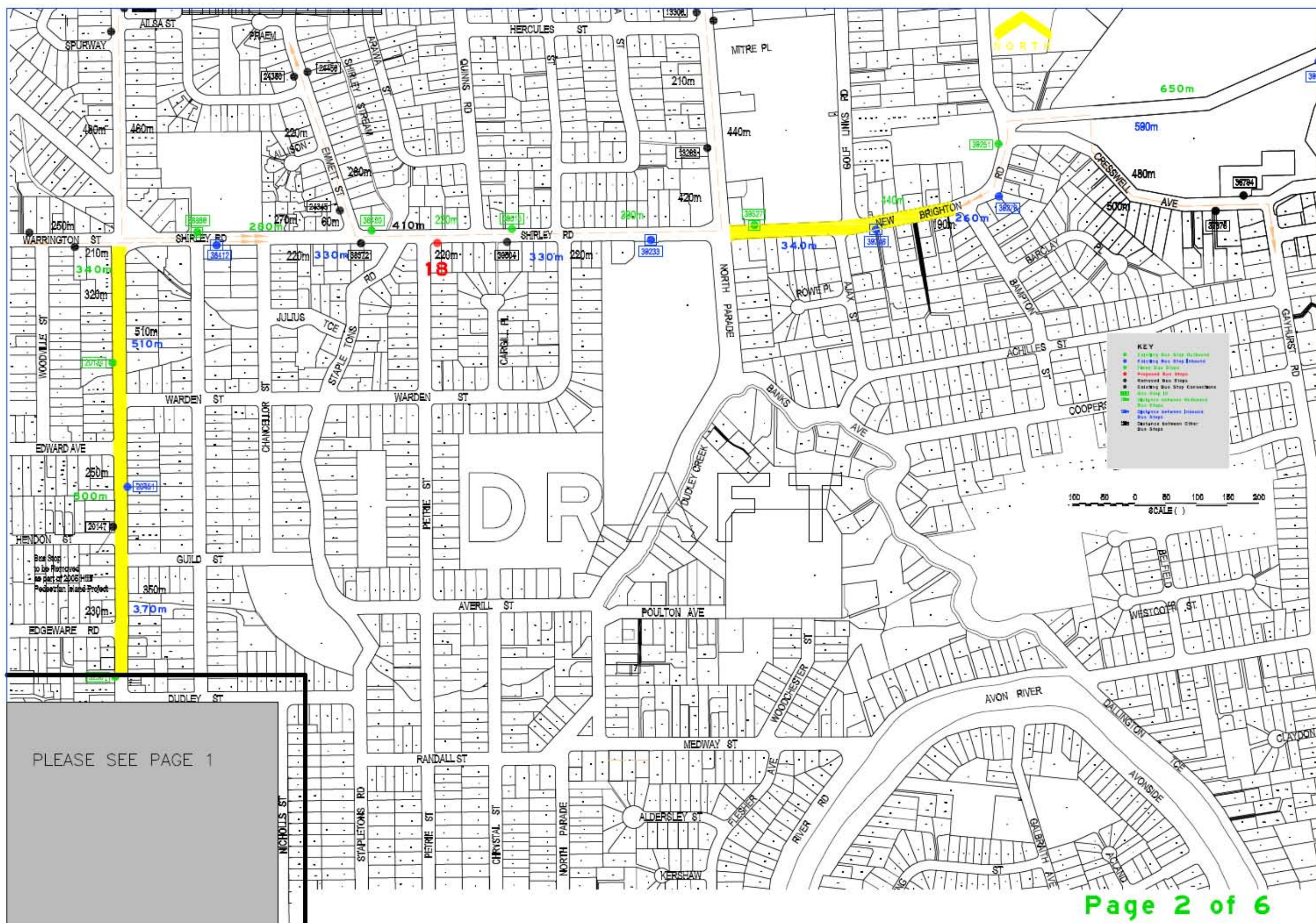
(f)(76) That a bus stop proposed to be installed on the east side of Hills Road commencing at a point 113.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 13 metres be revoked.

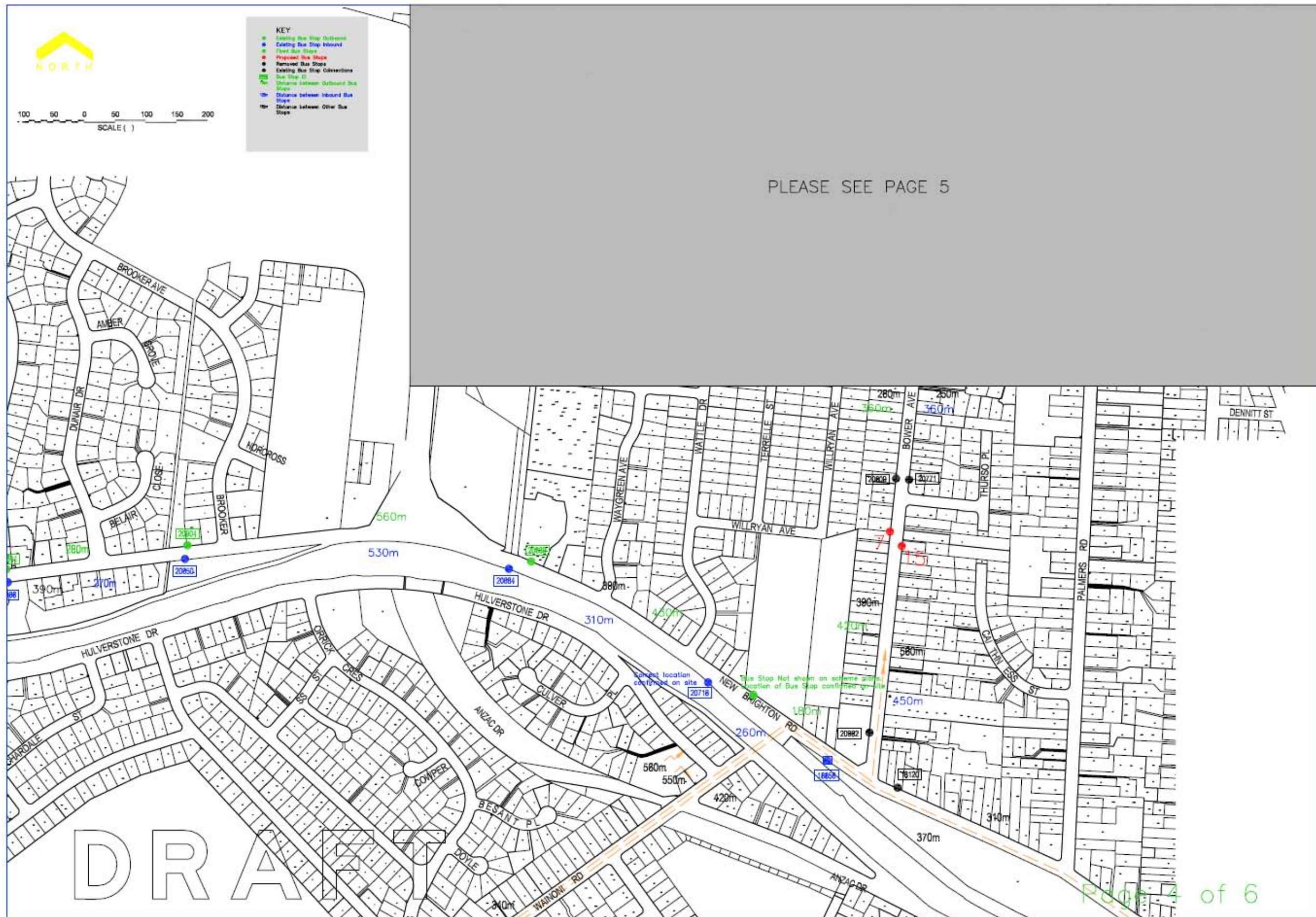
(f)(75) That a bus stop proposed to be installed on the west side of Hills Road commencing at a point 13.5 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres be revoked.

(f)(78) That a bus stop proposed to be installed on the north side of Shirley Road commencing at a point 127.5 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 20 metres be revoked.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.







7. HUSSEY ROAD NEIGHBOURHOOD IMPROVEMENT PROJECT

General Manager responsible:	General Manager, City Environment Group DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Mary Hay, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Shirley/Papanui Greenspace Traffic Works Committee to proceed to final design and construction of the Hussey Road Neighbourhood Improvement Project.

EXECUTIVE SUMMARY

2. The section of Hussey Road from Gardiners Road to just east of Willowbank Wildlife Reserve (Willowbank) is a 50 kilometre per hour speed restricted area. The road has a Local Road Classification. Between Gardiners Road and the end of the residential dwellings, the carriageway is bound by kerb and channel on both sides and a footpath on the southern side. There is also a footpath on the southern side from east of Willowbank to the Northwood subdivision. Due to the location of a culvert on the southern side of Hussey Road, the footpath could not be installed outside Willowbank. A temporary gravel footpath has been installed to accommodate this, in the short term.
3. The Board and Council requested that staff investigate issues on Hussey Road between Gardiners Road to just east of Willowbank. These issues are:
 - (a) Existing on-road parking and possible provision of more on road parking.
 - (b) Potential conflict with through traffic and parked cars.
 - (c) Pedestrian/Cycle safety - need for formalised paths on south side of Hussey Road.
 - (d) Traffic Volume - increase in traffic volume.
 - (e) Traffic speed – vehicles travelling above the posted 50km/h speed limit.
4. In response to this, staff developed a plan with the following features:
 - (a) New footpath/cycle way on southern side of Hussey Road (and removal of the temporary gritted footpath on berm on the northern side).
 - (b) New kerb and channel on southern side to the Willowbank entry.
 - (c) Formalised parallel parking outside the Willowbank entry/exit.
 - (d) Flush median outside the Willowbank entry/exit (and new no-stopping lines along the length of flush median).
 - (e) Availability of informal overflow parking (on berm on the northern side of Hussey Road).
 - (f) Extension and duplication of culvert.
5. The affected community was advised of this proposal and is generally in support of it. Details of the community engagement process and outcome are in the Consultation Section of this report.
6. The recommended concept for the Hussey Road Neighbourhood Improvement Project is included as **attachment 1**. These works will be implemented in the 2008/09 financial year with works scheduled to begin in April 2009. Work may begin on the culvert prior to this, as this is an operational work and does not require Board approval. However further consultation with the land drainage team about the detailed design of the culvert may be required prior to construction.

7. Cont'd

FINANCIAL IMPLICATIONS

Hussey Road Neighbourhood Improvement Project

7. The Neighbourhood Improvement works for Hussey Road are programmed in the LTCCP for implementation in the 2008/09 financial year. The Transport and Greenspace Unit has the following budget provision for this project.

2008/09	\$272,517
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8. Based on current estimates, there is sufficient funding allocated in the draft LTCCP to implement this project as detailed below.

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

9. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-16 LTCCP.

LEGAL CONSIDERATIONS

10. A number of traffic resolutions, for new no stopping areas, will require amendment or addition to the Christchurch City Traffic and Parking Bylaw 1991. These are detailed in the Staff Recommendations section of this report.
11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions.
13. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
14. All necessary resource consents and building consents will be obtained before any construction is undertaken.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's strategies?

18. As above.

7. Cont'd

CONSULTATION FULFILMENT

Consultation Process

19. The project team presented the Board with a seminar about the proposal in February 2009, prior to public consultation (refer Attachment 1). This seminar advised of the project history and objectives, the proposed concept, consultation plan (including stakeholders) and project timeline. Due to the identified need for this work and limited options available, the project team advised that they did not intend to formally seek community feedback about this proposal. The Board supported this approach.
20. The Consultation Leader visited the three adjoining neighbours on 10 February 2009 to discuss the proposal and to advise of the community engagement process, the decision making process and project timeline.
21. The remaining residents of Hussey Road, between Gardiners Road and the Northwood subdivision, and other key stakeholders were sent a letter to inform them of this proposal. The letter, which was delivered to 70 stakeholders, advised that project team are not formally seeking community feedback but that they could express their views about the proposal by 27 February 2009 if they wanted them to be considered by the Board.
22. Included with the information provided to stakeholders was an invitation to attend an on-site Public Information Session and an offer to meet onsite, to discuss the proposal.

Consultation Outcome

23. Support for the proposal has been expressed by:
 - (a) All three adjoining neighbours
 - (b) SPOKES (Cycle advocates)
24. The on-site Public Information Session was attended by the relevant staff, a Board member and eight residents. The community that attended this meeting supported the proposal although not all agreed that it would result in slow vehicle speeds in this area.
25. The issues raised by residents, which relate to this project were:
 - (a) Concern that the shoulder of the road is currently being damaged by vehicles and that removal of the existing temporary footpath would make this worse.
 - (b) Drainage issues on the north side, near the bus stop.
26. The Royal New Zealand Foundation of the Blind requested that:
 - (a) The entrance and exit to/from Willowbank be squarer to reduce speed and that tactile pavers be installed.
 - (b) There be stop lines inside Willowbank for cars exiting to remind them to stop and check and give way to pedestrians and that there be a sealed/weatherproof footpath from Willowbank premises to the property boundary.
27. The project team's response to the issues raised are as follows:
 - (a) Possible damage to road shoulder from parked cars – this will be considered in the final design and then managed operationally, depending on the volume and frequency of cars parking on the berm. It is not desirable to retain the temporary footpath, as it does not connect to other paths and one of the aims of this proposal it to encourage pedestrians to travel on the south side of the road, between Gardiners Road and the Northwood subdivision.

7. Cont'd

- (b) The drainage issues on the north side of Hussey Road – these issues are known to Council staff. However there is insufficient funding to include any further kerb and channel in this proposal. This issue will be monitored and managed operationally.
 - (c) The project's roading engineers believe that a sight impaired person is likely to be driven to Willowbank, therefore they will not be including tactiles as part of this proposal. They are also satisfied with radius of the entrance/exit as proposed and will not be making it squarer.
 - (d) Any changes to the traffic or pedestrian layout in Willowbank is beyond the scope of these works, which deal with the public roadway.
28. In addition, it is noted that concern was raised about traffic speed on the entire length of Hussey Road and about the posted 70 kilometre per hour speed limit, east of Willowbank. Speed limits are set using the Land Transport New Zealand Land Transport Rule 2003, which takes into account a number of factors including development, characteristics of the surrounding environment, and usage. Typically a speed limit is reviewed when there is a significant change in these factors. The 70 kilometre per hour section of Hussey Road came into force on 29 January 2004.
29. A 70 kilometre per hour speed limit reflects the urban fringe nature of a section of road. A good example of the differences in factors between a 70 kilometre per hour road and a 50 kilometre per hour road can be found comparing Hussey Road along its length. The more urban area towards the Gardiners Road intersection is set at 50 kilometres per hour, with development and usage to reflect and reinforce this urban limit, while the less developed rural section is set at 70 kilometres per hour. Setting a speed limit too low for the environment creates compliance and enforcement difficulties, as the environment does not support or reinforce to the driver the lower limit. It is also not consistent with other roads set using the Land Transport Rule. Setting a lower speed limit in this type of situation will not necessarily result in lower average speeds.
30. The 70 kilometre per hour speed limit on this section of Hussey Road is still considered appropriate at this stage. The carriageway is 9 metres wide and the off road cycleway and footpath link between Gardiners Road and Northwood will be completed as part of this proposal. Large rural threshold signs at each end of the 70 kilometre per hour section will also be installed shortly. These factors confirm that this section does not warrant a change to a 50 kilometre per hour urban speed limit.
31. The Transport and Greenspace Unit is currently considering a resolution from the 18 February 2009 meeting of the Shirley/Papanui Community Board, which requests *"That the Shirley/Papanui Community Board request that staff investigate making the entire length of Hussey Road a 50 kilometre per hour area."*

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Greenspace Traffic Works Committee approve:

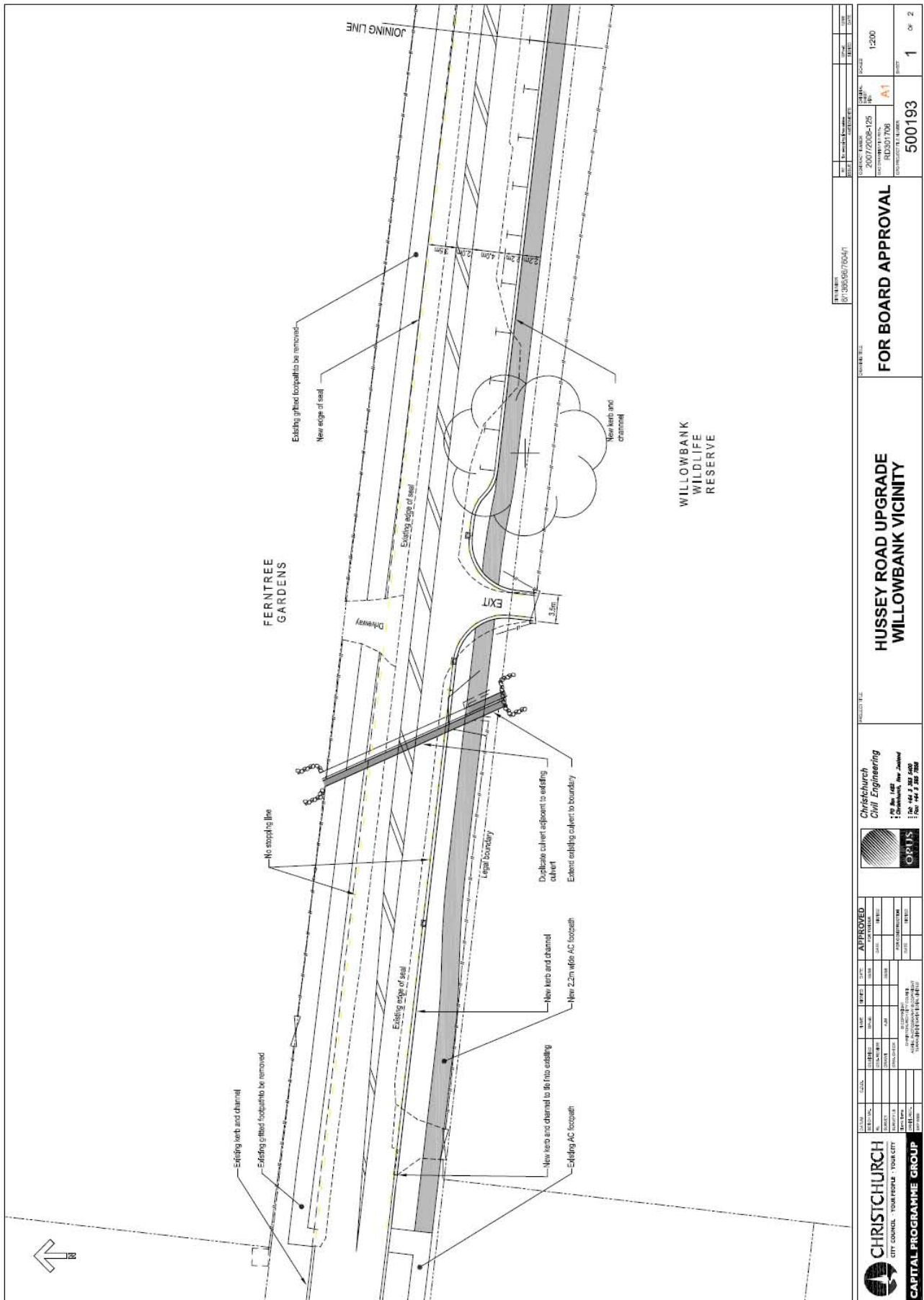
- (a) That the plan for the Hussey Road Neighbourhood Improvement Project (attachment 1) proceed to final design and construction within the approved 2008/09 budget of \$272,517; and
- (b) That the following parking restrictions for the Hussey Road Neighbourhood Improvement Project be approved:
 - (i) That the stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 49 metres east from its intersection with Springvale Gardens and extending in an easterly direction for a distance of 92 metres.
 - (ii) That the stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 215 metres east from its intersection with Springvale Gardens and extending in an easterly direction for a distance of 107 metres.

7. Cont'd

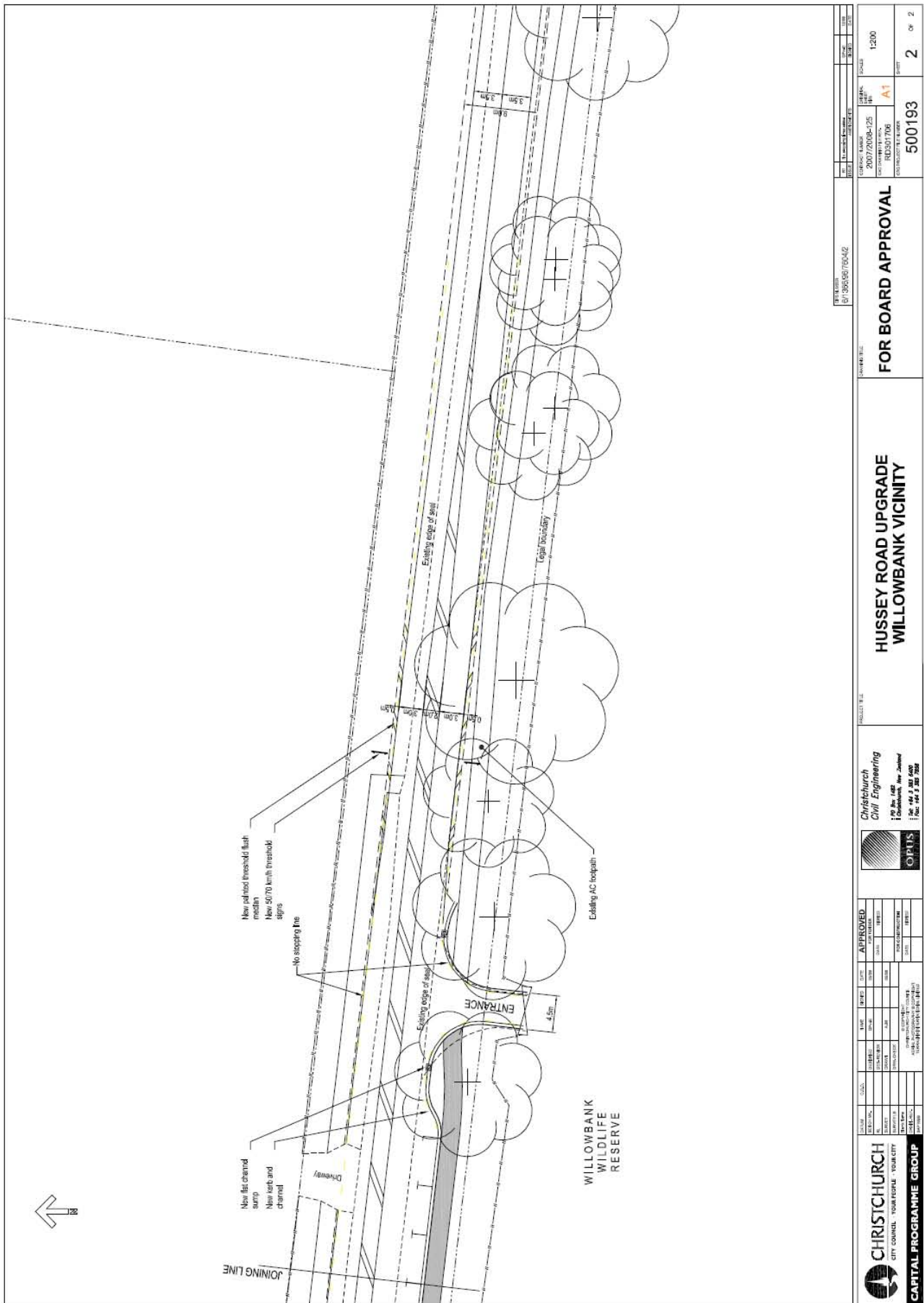
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Hussey Road commencing at a point 47 metres east from its intersection with Springvale Gardens and extending in an easterly direction for a distance of 273 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



ATTACHMENT TO CLAUSE 7
Attachment 2



1. 4. 2009

- 28 -

8. COMMITTEE MEMBERS INFORMATION EXCHANGE

The purpose of this exchange is to brief other members on activities that have been attended or to provide information in general that is beneficial to all members