



Christchurch City Council

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

WEDNESDAY 4 FEBRUARY 2009

**COMMENCING AT THE CONCLUSION OF THE
COMMUNITY SERVICES AND EVENTS COMMITTEE MEETING
BEING HELD AT 4.00PM**

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

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

Community Board Adviser
Peter Croucher
Phone 941 5414
Email: peter.croucher@ccc.govt.nz

**PART A - MATTERS REQUIRING A COUNCIL DECISION
PART B - REPORTS FOR INFORMATION
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1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 15 DECEMBER 2008

The minutes of the Committee meeting of Monday 15 December 2008 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Greenspace Traffic Works Committee ordinary meeting of 15 December 2008, be confirmed.


CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

3. DEPUTATIONS BY APPOINTMENT

Nil.

4. TRANSPORT AND GREENSPACE UPDATES

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

**SHIRLEY/PAPANUI COMMUNITY BOARD
GREENSPACE TRAFFIC WORKS COMMITTEE
15 DECEMBER 2008**

**Minutes of meeting of the Greenspace Traffic Works Committee
was held on Monday 15 December 2008 at 4.00 pm
in the Boardroom, Papanui Service Centre, corner of Langdons Road and Restell Street.**

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

APOLOGIES: Nil.

The Committee reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

Nil.

2. BRIEFINGS

2.1 GRAHAM CONDON RECREATION AND SPORTS CENTRE

Simon Battrick (Western Area Recreation Manager) and Yvonne Palmer (Graham Condon Recreation and Sports Centre Working Party) updated the Committee on an amended traffic management plan for Sisson Drive. It was **agreed** that once approved by the other parties involved, staff would supply the final traffic management plan to the Committee.

Simon Battrick and Yvonne Palmer were thanked for their briefing.

3. TRANSPORT AND GREENSPACE - UPDATES

Peter McDonald, (Pavement Maintenance Team Leader) and Basil Pettigrew (Traffic Engineer – Community) updated the Committee on the following projects.

3.1 REDWOOD SHOPPING CENTRE, DANIELS ROAD

Staff had prepared a report for the Committee recommending no-stopping lines by the Main North Road entrance to this complex. However, staff had withdrawn the report because of unanimous opposition from shop owners to the loss of one car park. It was **agreed** that staff be requested to prepare a report for the Committee's February 2009 meeting outlining the options available.

3.2 GARDINERS ROAD SPEED LIMIT SIGN

The Committee had previously advised staff that foliage in Gardiners Road, between Claridges and Sawyers Arms Road, was obstructing a speed limit sign. Staff undertook to correct this during maintenance work planned in January 2009.

3.3 HEYDERS ROAD

The Spencerville Residents Association had complained about the state and effectiveness of the Heyders Road drainage swales. Staff advised that the area would be tidied, but not much else could be done as residents are parking on the berms.

3.4 **BEALEY AVENUE/PACKE STREET**

The Committee was advised that correspondence had been received from a Packe Street resident who believed that the Speights Ale House customers were monopolising parking in Packe Street. This correspondence was also being tabled at the Board meeting on 17 December 2008. Staff tabled a response to the resident which advised of consultation being undertaken to gauge support for angle parking at the south end of Packe Street. A report would be presented to the Committee at the conclusion of the consultation.

Note: Clause 6 of these minutes deals with parking and the Speights Ale House.

3.5 **SOMME STREET**

Metlifecare Merivale was enquiring of the Committee's undertaking to have pedestrian warning signs in Somme Street. Staff advised the signage would be in place before Christmas 2008.

3.6 **STYX BRIDGE**

Clayton Cosgrove MP had complained about the litter and weeds under the Styx Bridge by the Main North/Farquhars Road intersection. Staff advised that the weed cleanup was ongoing and would be attended to again in the New Year. The litter pickup is done on a weekly basis.

The Committee **agreed** to request staff research the possibility of planting various plants in the area as deterrents to the area being used as a thoroughfare/congregation place.

3.7 **SAWYERS ARMS ROAD / LANGDONS ROAD**

The Committee had previously recommended to staff that a Main North Road/Sawyers Arms Road property be purchased for a left-turn slip lane out of Sawyers Arms Road. Staff advised that as this purchase was not budgeted for in the LTCCP there would be no action.

3.8 **BARNES ROAD – TRAFFIC SAFETY IMPROVEMENTS**

The Committee requested that staff present a report urgently as a conclusion to the consultation on traffic safety improvements which took place in July/August 2008.

3.9 **NYOLI STREET – PARKING RESTRICTIONS**

The Committee **agreed** that staff be requested to supply information on regulations relating to "chalking" cars parked in a time restricted zone and subsequent ticketing.

3.10 **GRASSMERE STREET**

The Committee **agreed** that staff be requested to consider to effectiveness of the current street parking allowed adjacent to the Grassmere Street traffic island.

It was noted that the Senior Liaison role of reporting to the Committee would now be undertaken by Mary Hay (Consultation Leader Greenspace). The Committee expressed their thanks to Peter McDonald for his regular updates and service to the Board over the past years.

4. **MEMBERS' INFORMATION EXCHANGE**

Specific mention was made of the following matters:

(a) **BLAIR AVENUE**

The Committee **agreed** that due to increased vandalism and safety risks in Blair Avenue relating to the railway line, the following actions were needed:

- (i) Fencing along the railway track must be repaired. Staff to be requested to arrange this.

ATTACHMENT TO CLAUSE 2

- (ii) The railway area grass should be maintained at regular intervals to increase visibility. Staff to be requested to arrange this with ONTRACK.
- (iii) A media statement from the Community Board Deputy Chairperson be issued referring to these issues and the risks involved with railway lines.

(b) **RAILWAY CROSSING - HAREWOOD ROAD/RETELL STREET**

It was **agreed** that staff be requested to arrange for repair to the broken fencing at this crossing.

(c) **PAPANUI MEMORIAL RESERVE**

It was **agreed** that staff be requested to advise when the Rotary Club Clock would be installed on the reserve.

PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE COMMITTEE

5. CONFIRMATION OF MINUTES – 17 NOVEMBER 2008

The Committee **resolved** to confirm the minutes of the Greenspace Traffic Works Committee meeting of 17 November 2008, subject to the following amendments to Clause 6 (a) as follows:

“The Committee **agreed** to receive the report and accepted the report findings that pedestrian and traffic safety at the Edgeware/Colombo Street intersection was not a matter of concern. *The findings of the report to be forwarded to the St Albans Residents Association.*”

6. BEALEY AVENUE – PROPOSED NO-STOPPING RESTRICTIONS

The Committee considered a report seeking approval for a no-stopping area between the two driveways adjacent to the Speights Ale House.

The Committee **resolved** that the stopping of vehicles be prohibited at any time on the North side of Bealey Avenue commencing at a point 86 metres in a westerly direction from its intersection with Packe Street and extending in a westerly direction for a distance of 5.5 metres.

7. SPRINGFIELD ROAD – PROPOSED NO-STOPPING RESTRICTION

The Committee considered a report seeking approval for a no-stopping area on the eastern side of Springfield Road outside the Beulah Church.

The Committee **resolved** that the stopping of vehicles be prohibited at any time on the eastern side of Springfield Road commencing at a point 75 metres in a southerly direction from its intersection with Edgeware Road and extending in a southerly direction for a distance of five metres.

8. FARQUHARS ROAD – PROPOSED NO-STOPPING RESTRICTION

The Committee considered a report seeking approval for a no-stopping area on the south side of Farquhars Road outside house number 36.

The Committee **resolved** that the stopping of vehicles be prohibited at any time on the southern side of Farquhars Road commencing at a point 66 metres west of the intersection with Willowview Drive and extending in a westerly direction generally for 30 metres.

9. SAWYERS ARMS ROAD AT MAIN NORTH RAILWAY – PROPOSED NO-STOPPING RESTRICTION

The Committee considered a report seeking approval for a no-stopping area on Sawyers Arms Road adjacent to the driveway of property number 97 near the Main North Railway.

The Committee **resolved** that the stopping of vehicles be prohibited at any time on the south side of Sawyers Arms Road commencing at a point 19 metres north from its intersection with Main North Railway and extending in a northerly direction for a distance of 16.5 metres.

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ATTACHMENT TO CLAUSE 2

(Note: Aaron Keown requested that his vote against the above decision be recorded and his reason noted that he objected to the removal of parking spaces in this area.)

The meeting concluded at 5.52 pm.

CONFIRMED THIS 4TH DAY OF FEBRUARY 2009

**MATT MORRIS
CHAIRPERSON**

5. MAYFIELD AVENUE STREET RENEWAL

General Manager responsible:	General Manager, City Environment Group, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Anne Cosson, Consultation Leader Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Shirley/Papanui Greenspace Traffic and Works Committees that the proposed street renewal works in Mayfield Avenue proceed to detailed design, tender and construction including associated traffic restrictions.

EXECUTIVE SUMMARY

2. This project was initiated by the Transport and Greenspace Unit in November 2007. This street renewal project will replace the existing kerb and dish channel with new kerb and flat channel, and is part of the overall street renewal program.
3. The objectives of the project are as follows:
 - Replace the existing kerb and dish channel with kerb and flat channel;
 - Provide for the needs and safety of all road users;
 - Upgrade street lighting to comply with current standards;
 - To ensure adequate drainage is provided to remedy localised flooding problems;
 - To identify any rat running and/or speed issues in the street and remedy these;
 - To complete the project with in the allocated budget
 - To complete the construction within the 2009/2010 financial year.

FINANCIAL IMPLICATIONS

4. The proposed street renewal works for the Mayfield Avenue project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2009/2010 financial year.
5. The cost estimate for this project is \$784,600. This is less than the allocated budget of \$892,565.

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

6. Yes. Funding is provided from with the Transport and Greenspace Capital Programme in the 2006-2016 LTCCP.

LEGAL CONSIDERATIONS

7. 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.

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

8. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals 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?

10. As above.

5. Cont'd

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

12. As above.

CONSULTATION FULFILMENT

13. The Board was informed of this project by memorandum in June 2008, prior to the initial issues survey being undertaken.
14. Initial issues consultation was undertaken in July 2008. The initial issues survey was delivered to residents in Mayfield Avenue, Westminster Street and Forfar Street. Twenty seven responses were received. These highlighted some issues with speed, through traffic, landscaping and drainage.
15. In October 2008 the Board was presented with a seminar to introduce the proposed design and the project's consultation programme. Public consultation, including a Public Information Evening was held in November 2008. Approximately 175 hard copy leaflets were distributed to residents and other interested parties in the immediate area. There are 49 properties in the street. Twenty six responses were received, of which 18 were generally in support of the proposal, three submissions did not support the proposal and five did not indicate a preference.
16. The key issues raised were the number of trees at the platform (five submissions); not wanting the road narrowed to nine metres (four submissions); not wanting the platform (five submissions); request for additional platforms (two submissions), and a request for threshold treatments at both ends of the street. A copy of the Projects Team's response to submitters and a full summary of the submissions received, along with the Project Team response, has been separately circulated to Committee members.
17. Changes made as a result of community consultation are as follows:
 - (a) Two of the planned Tulip trees will be removed from around the platform. Two will remain and these will be relocated to the centre of the planting areas by the platform.
 - (b) The proposed street trees have been removed and the location of the footpath shifted outside Numbers 37 and 43. This followed feedback by the owners of these properties to accommodate some of the existing privately owned trees in this area, especially a mature rhododendron at Number 43.
 - (c) The proposed thresholds at each end of Mayfield Avenue will be raised.
 - (d) The proposed raised platform and narrowing has been altered to six metres wide. Due to the location of the driveways and footpath by the narrowing, there is an existing bypass available for cyclists if they choose to use it. This will not be marked or made into a formal cycle bypass, but the back corners of the landscaped beds will be chamfered to make this easier to use by cyclists, if they choose to do so.
 - (e) Tactile pavers will be included and will comply with the RTS 14 standard (Road and Traffic Standards - Guidelines for facilities for blind and vision-impaired pedestrians). This has increased the no stopping lines at these crossing points.

5. Cont'd

STAFF RECOMMENDATION

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

- (a) That the Mayfield Avenue Street Renewal Project proceed to detailed design, tender and construction as shown on the plan for board approval in **Attachment 1**.

Revocation of existing parking restrictions to take effect following completion of construction of the new kerb and channel in Mayfield Avenue:

- (b) That any existing parking restrictions at any time on both sides of Mayfield Avenue be revoked for its entire length.
- (c) That any existing parking restrictions at any time on the south east side of Westminster Street commencing at its intersection with Mayfield Avenue and extending in a north easterly direction for a distance of 20 metres be revoked.
- (d) That any existing parking restrictions on the south east side of Westminster Street commencing at its intersection with Mayfield Avenue and extending in a south westerly direction for a distance of 20 metres be revoked.
- (e) That any existing parking restrictions on the north east side of Forfar Street commencing at its intersection with Mayfield Avenue and extending in a north westerly direction for a distance of 20 metres be revoked.
- (f) That any existing parking restrictions on the north east side of Forfar Street commencing at its intersection with Mayfield Avenue and extending in a south easterly direction for a distance of 20 metres be revoked.

Proposed No Stopping Restrictions to take effect following completion of construction of the new kerb and channel in Mayfield Avenue:

- (g) That the stopping of vehicles be prohibited at any time on the south east side of Westminster Street commencing at its intersection with Mayfield Avenue and extending in a south westerly direction for a distance of 11 metres.
- (h) That the stopping of vehicles be prohibited at any time on the south east side of Westminster Street commencing at its intersection with Mayfield Avenue and extending in a north easterly direction for a distance of 14 metres.
- (i) That the stopping of vehicles be prohibited at any time on the south west side of Mayfield Avenue commencing at its intersection with Westminster Street and extending in a south easterly direction for a distance of 19 metres.
- (j) That the stopping of vehicles be prohibited at any time on the north east side of Mayfield Avenue commencing at its intersection with Westminster Street and extending in a south easterly direction for a distance of 19 metres.
- (k) That the stopping of vehicles be prohibited at any time on the north west side of Westminster Street commencing at a point 24 metres north east from its intersection with Thames Street and extending in a north easterly direction for a distance of 33 metres.
- (l) That the stopping of vehicles be prohibited at any time on the south west side of Mayfield Avenue commencing at a point 159 metres south east from its intersection with Westminster Street and extending in a south easterly direction for a distance of 16 metres.
- (m) That the stopping of vehicles be prohibited at any time on the north east side of Mayfield Avenue commencing at a point 159 metres south east from its intersection with Westminster Street and extending in a south easterly direction for a distance of 16 metres.

5. Cont'd

- (n) That the stopping of vehicles be prohibited at any time on the north west side of Mayfield Avenue commencing at a point 77 metres north east from its intersection with Forfar Street and extending in a north easterly then north westerly direction for a distance of 26 metres.
- (o) That the stopping of vehicles be prohibited at any time on the north east side of Forfar Street commencing at its intersection with Mayfield Avenue and extending in a north westerly direction for a distance of 9 metres.
- (p) That the stopping of vehicles be prohibited at any time on the north east side of Forfar Street commencing at its intersection with Mayfield Avenue and extending in a south easterly direction for a distance of 20 metres.
- (q) That the stopping of vehicles be prohibited at any time on the north west side of Mayfield Avenue commencing at its intersection with Forfar Street and extending in a north easterly direction for a distance of 15 metres.
- (r) That the stopping of vehicles be prohibited at any time on the south east side of Mayfield Avenue commencing at its intersection with Forfar Street and extending in a north easterly direction for a distance of 26 metres.

Give Way Sign

- (s) That a Give Way Sign be placed against Mayfield Avenue at its intersection with Westminster Street.

Stop Sign

- (t) That a Stop Sign be placed against Mayfield Avenue at its intersection with Forfar Street.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

5. Cont'd

BACKGROUND (THE ISSUES)

18. Mayfield Avenue is a residential street that is classed as a "local road". There have been two crashes recorded for the five year period between 2003 and 2008. One accident was a drunk driver who hit a parked vehicle and the other was a car that lost control.
19. Complaints have been made to the Council from residents concerning "boy racers" using the street at night. The main complaint is the "drifting" of cars at the bend. Mayfield Avenue carries on average 243 vehicles per day. The 85% percentile is 51.8 kilometres per hour, 95% percentile 56.9 kilometres per hour and a maximum speed of 80.2 kilometres per hour. This count was taken outside 64 Mayfield Avenue. The volumes are higher south bound. The Peak traffic periods occur at 8-9am and 4-6pm.

THE OBJECTIVES

20. The primary objectives for the project are:
 - Replace the existing kerb and dish channel with kerb and flat channel;
 - Provide for the needs and safety of all road users;
 - Upgrade street lighting to comply with current standards;
 - To ensure adequate drainage is provided to remedy localised flooding problems;
 - To identify any rat running and/or speed issues in the street and remedy these;
 - To complete the project with the allocated budget
 - To complete the construction within the 2009/2010 financial
21. The secondary (would like to do, but add cost) objectives for the project are:
 - To provide landscape enhancement where possible.
 - To ensure there is adequate provision for on-street parking.

THE OPTIONS

22. There were three options considered for Mayfield Avenue. Option two has been selected as the preferred option and was the option taken to the community for consultation.

OPTION ONE

23. Option One involved renewing the existing kerb and dish channel in its existing location. No other works were proposed.
24. Option one was not chosen as the preferred option as it only met one of the projects objectives.

OPTION TWO

25. Option Two involves the following:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel.
 - (b) Narrowing the roadway to 9 metres
 - (c) Providing grassed service strips of approximately 0.8 metres against the property boundaries, footpaths of approximately 1.7 metres wide and grass berms with street trees adjacent to the kerb.
 - (d) Providing thresholds at each end of Mayfield Avenue. Provide a 6.0 metre wide raised platform mid-way between Westminster Street and the right angle bend and tightening the radius of the turn around the right angled bend. These measures are all to deter rat running and speeding in the street. They are also designed to give the street the same look and feel of the surrounding streets in particular Francis Avenue.
26. Option Two was selected as the preferred option, as it meets all the objectives of the project.

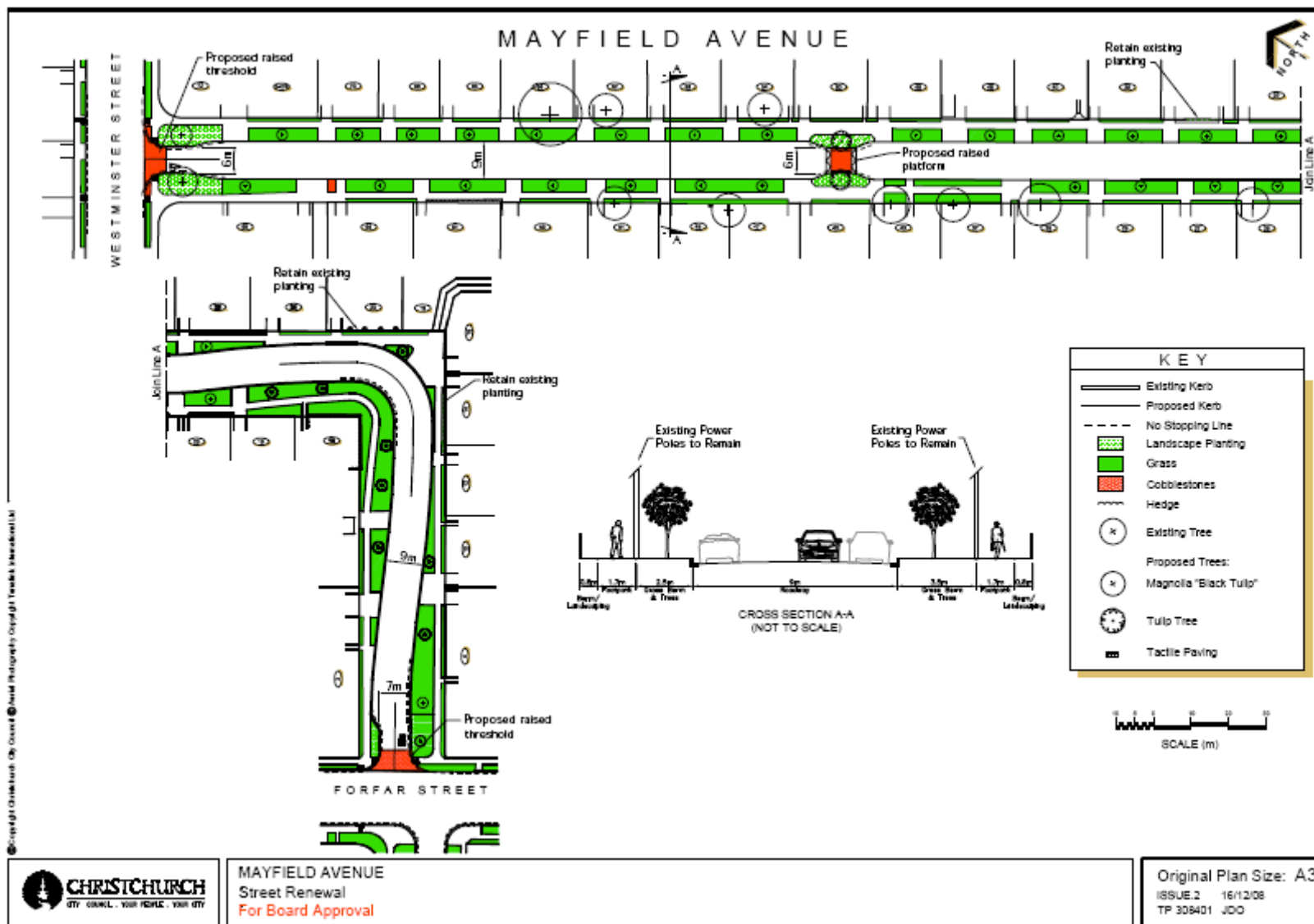
5. Cont'd

OPTION THREE

27. Option Three is the same as Option Two, except that at the 90 degree bend Option Three proposed two cul-de-sac heads, joined by a one way road.
28. Option three has not been selected as the preferred option. It was considered that the proposed cul-de-sac heads would be expensive to construct due to the amount of kerbing and more complex drainage requirements. It was also considered that this level of detail is not required to stop the rat running and potential speed issues experienced in the street.

THE PREFERRED OPTION

29. Option two is the preferred option. This option meets the objectives. It provides a good level of traffic calming by narrowing the carriageway to 9 metres kerb to kerb and provides a raised platform and mid block narrowing of 6 metres wide. It provides widened berms to allow for street trees and greater separation of the roadway from property boundaries. This option can be achieved within the allocated budget.



6. BELLVUE AVENUE STREET RENEWAL

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager, Alan Beuzenberg
Author:	Christine Toner, Transport Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Shirley/Papanui Greenspace Traffic Works Committees' approval that the proposed Bellvue Avenue Street Renewal project proceed to final design, tender and construction and that associated traffic restrictions be put in place.

EXECUTIVE SUMMARY

2. Bellvue Avenue is a local road running between St James Avenue in the west and Papanui Road in the east. There is no thoroughfare for vehicles between Papanui Road and St James Avenue as the street is divided in two parts by the railway line. There is an underpass for cyclists and pedestrians under the railway line to provide continuity of travel for them. The street currently has a 9 metre carriageway at the western end and a 14 metre carriageway at the eastern end. The distance between Papanui Road and St James Avenue is approximately 390 metres. Papanui Road is a minor arterial and also a bus route, with Bus Priority plans already approved and due to be implemented in 2009.
3. The Bellvue Avenue street renewal project is scheduled for construction in the 2009/10 financial year.
4. As recent feedback from the bus priority consultation was available, full Initial Issues investigation was not carried out. A series of options were evaluated against the initial information and in October/November 2008 a 'preferred option' plan fulfilling community and council objectives was developed for community consultation. This was presented to this Board in October 2008 prior to distribution to stakeholders, property owners and residents. Feedback was positive, with many participants being very enthusiastic about the proposal, and helpful in gathering additional traffic count data which confirmed the team's decision regarding the threshold design at the Papanui Road intersection. The consultation feedback is summarised in paragraph 22.
5. The final selected design for the St James Avenue end of Bellvue Avenue includes replacing the existing kerb and dish channel with kerb and flat channel on the same alignment. This option adds 'no stopping' markings at the intersection with St James Avenue and at the eastern 'no through' end of Bellvue Avenue.
6. The final selected design for the Papanui Road end of Bellvue Avenue includes installing a flush threshold to create an environment which distinguishes the business zone from the residential zone. The road width will be reduced to 10 metres in the residential zone to create a more pedestrian friendly environment in this zone. The business zone retains its 14 metre wide carriageway to accommodate a new area of 90 degree parking at the Papanui Road end. It also includes a large offset build-out at the intersection with Papanui Road, with the existing island being removed. This shortens the crossing distance for pedestrians, creating a more pedestrian friendly environment. The build-out also delineates the 90 degree parking and accommodates a cycle stand and a rubbish bin.
7. After consideration of the feedback from consultation, four changes were made to the plan. These changes are outlined in paragraph 24 of this report and have been updated on the Bellvue Avenue For Board Approval Plan, refer **Attachment 1**.

FINANCIAL IMPLICATIONS

8. The proposed street renewal works for the Bellvue Avenue project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2009/2010 financial year.

6. Cont'd

9. The Transport and Greenspace Unit has \$749,691 budget provision for this project.
10. The estimate for the project is \$688,700.

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

11. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme as outlined above.

LEGAL CONSIDERATIONS

12. There are no land ownership issues associated with this project. The project is within existing land boundaries.
13. There are no Notable or Heritage trees shown along Bellvue Avenue in the City Plan on the intranet.
14. There are no Heritage or Historic buildings, places and objects, shown along Bellvue Avenue in the City Plan on the intranet.
15. Consents are not required. Community Board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions.

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

16. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. As above.

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

18. As above.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

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

CONSULTATION FULFILMENT

20. An initial issues survey had recently been undertaken in this area for the Bus Priority Project. The feedback from this was used to assist development of the proposed Bellvue Avenue Scheme design. The main issue highlighted was the need to provide additional parking at the Papanui Road end of Bellvue Avenue.
21. The proposed scheme plan was presented to the Shirley/Papanui Community Board on 13 October 2008, prior to Community Consultation being undertaken in November 2008. Hard copy leaflets were delivered to residents and businesses in the immediate area. The leaflet was also sent to other stakeholders and a Project Information Evening was held. Thirty-one responses were received, of which 19 were generally in support of the proposal. Fifteen people attended the Project information evening.

6. Cont'd

22. Issues raised were:
- (a) Traffic and parking issues – lack of understanding of the different carriageway widths used in the design (one); concern about the narrowed threshold at the Papanui Road intersection (five) including requests for no left turn from the KFC driveway and for a clearway to be marked on Papanui road to assist the right turn exit; and two positive responses on this topic; concerns about parking supply and demand especially at the cul-de-sac and outside the childcare centre (three); concern about speeding traffic (two); request for tactile paving at crossing points (one) and concern about motor cycles going through the tunnel (one).
 - (b) Landscaping issues – delight with the choice of trees (six); concern about landscaping on the railway embankment (one); request for more green areas along the western end (one) and for rubbish bins at the cul-de-sac.
 - (c) Drainage issues – concern about flooding at specific points (two)
 - (d) Other issues – request for more information about the lighting review (one), construction schedules and timing (one), the sewer renewal and the road surface after this (one) and about the zoning definition (one); concern about vandalism (one).
23. A copy of the Projects Team's response to submitters and a full summary of the submissions received, along with the Project Team response, has been separately circulated to Committee members.
24. Changes made as a result of community consultation were as follows:
- (a) Include warning tactile pavers on Bellvue Avenue at the Papanui Road intersection and at the St James Avenue intersection.
 - (b) Ensure the footpaths are the same widths on both sides of Bellvue Avenue.
 - (c) Ensure that a tow truck recovery vehicle can still manoeuvre into the AA site when there are cars in the 90 degree parking spaces

STAFF RECOMMENDATION

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

- (a) That the Bellvue Avenue Street Renewal Project proceed to detailed design, tender and construction as shown on the plan for board approval in **Attachment 1**.

Revocation of existing parking restrictions to take effect following completion of construction of the new kerb and channel in Bellvue Avenue:

- (b) That any existing parking restrictions at any time on both sides of Bellvue Avenue be revoked.
- (c) That any existing parking restrictions at any time on the south west side of St James Avenue commencing at its intersection with Bellvue Avenue and extending in a south easterly direction for a distance of 40 metres be revoked.
- (d) That any existing parking restrictions at any time on the north east side of St James Avenue commencing at its intersection with Bellvue Avenue and extending in a south easterly direction for a distance of 25 metres be revoked.

Proposed No Stopping Restrictions to take effect following completion of construction of the new kerb and channel in Bellvue Avenue:

- (e) That the stopping of vehicles be prohibited at any time on the south west side of Papanui Road commencing at its intersection with Bellvue Avenue and extending in a north westerly direction for a distance of 12 metres.

6. Cont'd

- (f) That the stopping of vehicles be prohibited at any time on the north west side of Bellvue Avenue commencing at its intersection with Papanui Road and extending in a south westerly direction for a distance of 10 metres.
- (g) That the stopping of vehicles be prohibited at any time on the south west side of Papanui Road commencing at its intersection with Bellvue Avenue and extending in a south easterly direction for a distance of 10 metres.
- (h) That the stopping of vehicles be prohibited at any time on the south east side of Bellvue Avenue commencing at its intersection with Papanui Road and extending in a south westerly direction for a distance of 23 metres.
- (i) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac of Bellvue Avenue commencing on the south east side of Bellvue Avenue at a point 235 metres from its intersection with Papanui Road and extending in a clockwise direction around the head of the cul-de-sac for a distance of 40 metres finishing on the north west side of Bellvue Avenue.
- (j) That the stopping of vehicles be prohibited at any time on the north west side of Bellvue Avenue commencing at its intersection with St James Avenue and extending in an north easterly direction for a distance of 13 metres.
- (k) That the stopping of vehicles be prohibited at any time on south east sides of Bellvue Avenue commencing at its intersection with St James Avenue and extending in a north easterly direction for a distance of 13 metres
- (l) That the stopping of vehicles be prohibited at any time on the north east side of St James Avenue commencing at its intersection with Bellvue Avenue and extending in a north westerly direction for a distance of 14 metres.
- (m) That the stopping of vehicles be prohibited at any time on the north east side of St James Avenue commencing at its intersection with Bellvue Avenue and extending in a south easterly direction for a distance of 21 metres.
- (n) That the stopping of vehicles be prohibited at any time on the south west side of St James Avenue commencing at a point 93 metres south east from its intersection with Dalriada Street and extending in a south easterly direction for a distance of 51 metres.
- (o) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac of Bellvue Avenue commencing on the south east side of Bellvue Avenue at a point 110 metres from its intersection with St James Avenue and extending anti clockwise around the cul-de-sac for a distance of 12 metres finishing on the north west side of Bellvue avenue.

Proposed Parking Restrictions to take effect following completion of construction of the new kerb and channel in Bellvue Avenue:

- (p) That the parking of vehicles be restricted to 90 degree angled parking for a maximum period of 30 minutes at anytime on the north west side of Bellvue Avenue commencing at a point 10 metres from its intersection with Papanui Road and extending in a south westerly direction for a distance of 45 metres.
- (q) That the parking of vehicles be restricted to a maximum period of 30 minutes at anytime on the north west side of Bellvue Avenue commencing at a point 60 metres from its intersection with Papanui Road and extending in a south westerly direction for a distance of 25 metres
- (r) That the parking of vehicles be restricted to a maximum period of 30 minutes at anytime on the south east side of Bellvue Avenue commencing at a point 35 metres from its intersection with Papanui Road and extending in a south westerly direction for a distance of 35 metres.

6. Cont'd

Give Way Sign:

- (s) That a Give Way Sign be placed against Bellvue Avenue at its intersection with Papanui Road.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

6. Cont'd

BACKGROUND (THE ISSUES)

25. The design of the Papanui Road end of Bellvue Avenue has taken into consideration the Bus Priority project and has provided the maximum parking at the Papanui Road end to compensate for the loss of parking on Papanui Road when the Bus Priority lanes are activated.
26. The design of both parts of Bellvue Avenue has taken into consideration the number of pedestrians and cyclists that use the street, the particular needs of the Papanui RSA, the Plunket Rooms and the childcare centre as well as the commercial operations at the Papanui Road end.
27. The final selected option takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with this project.
28. The Land Transport Safety Crash Analysis System shows there has been one crash record for the five year period between 2002 and 2008. This crash was at the intersection of Bellvue Avenue and Papanui Road.

THE OBJECTIVES

29. The objectives of this project are to:
 - Replace the existing kerb and dish channel with kerb and flat channel.
 - Maintain or improve safety of all road users.
 - Upgrade street lighting to comply with current standards.
 - Ensure adequate drainage is provided to remedy localised flooding problems.
 - Complete the project within the allocated budget.
 - Complete the construction within the 2009/10 financial year.
 - Provide landscape enhancement where possible.
 - Ensure there is adequate provision for on-street parking.

THE OPTIONS

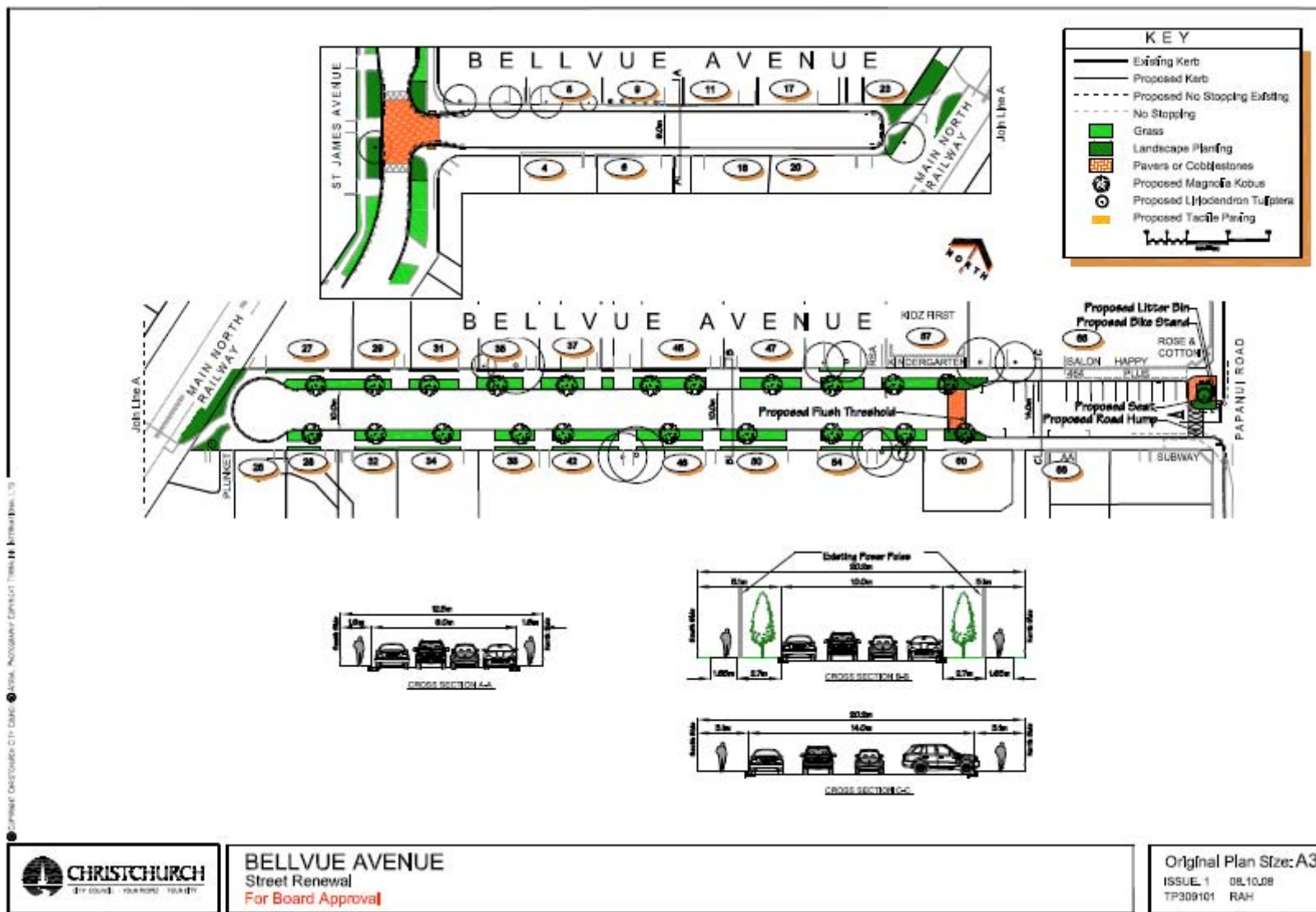
30. A total of nine different options were developed for comparison for the different sections of Bellvue Avenue.
31. Two options (Options 1 and 2) were developed for the St James Avenue end of Bellvue.
32. **Option 1- Bellvue Avenue (St James Avenue end) Do Minimum (the preferred option for this section)** - includes replacing the existing kerb and dish channel with kerb and flat channel on the same alignment; adds 'no stopping' markings at the intersection with St James Avenue and at the eastern 'no through' end of Bellvue Avenue.
33. **Option 2 - Bellvue Avenue (St James Avenue end) Reduce Road Width** - includes replacing the existing kerb and dish channel with kerb and flat channel; reduces the width of the carriageway from 9.0 metres to 7.5 metres; introduces a small, square cul-de-sac head at the eastern end; adds 'no stopping' markings at the intersection with St James Avenue and at the eastern 'no-through' end of Bellvue Avenue. Option 2 has not been selected as the preferred option due to the resource consent requirement brought about by the reduced carriageway width.
34. Two options (Options 3 and 4) were developed for the pedestrian/cycle path under the railway line. These were developed as part of this project as there were some concerns about pedestrian/cyclist conflicts for both modes using the same underpass. Option 3 was the preferred option to resolve these issues, however what was proposed was outside the scope of the Street Renewal Project and will be passed on to a separate project focussed on resolving some of the issues in Dudley Creek.

6. Cont'd

35. Five options (Options 5, 6, 7, 8 and 9) were compared for the section of Bellvue Avenue between the railway and Papanui Road. These are further discussed below.
36. **Option 5 – Bellvue Avenue (Papanui Road end) Do Minimum** - includes replacing the existing kerb and dish channel with kerb and flat channel on the existing kerb and channel alignment; and adds 'no stopping' markings at the intersection with Papanui Road around the cul-de-sac head at the railway end of Bellvue Avenue. This was not selected as the preferred option as it did not meet the landscaping or parking objectives of the project.
37. **Option 6 – Bellvue Avenue (Papanui Road end) Reduce Road Width** includes reducing the road width in the residential zone; maintaining the road width in the business zone; adding 90 degree parking at the Papanui Road end; introduces a cul-de-sac head and narrowed cobbled threshold between the business and residential zones; adds 'no stopping' markings at the intersection with Papanui Road around the cul-de-sac head at the railway end of Bellvue Avenue; and, includes a large offset build-out at the intersection with Papanui Road, with the existing island being removed. This option was not selected as the preferred option due to the lack of parking in the immediate vicinity of the childcare centre.
38. **Option 7 – Bellvue Avenue (Papanui Road end) Chicane** - includes creating an environment which distinguishes the business zone from the residential zones along this section of Bellvue Avenue. There are two chicane build-outs proposed close to where the business zone and residential zones meet. This is designed to reduce vehicle speeds through this section and allow for greater berm and footway widths along both sides of the road, within the residential zones. There are also two build-outs at the intersection with Papanui Road, with the existing island being removed. This shortens the crossing distance for pedestrians creating a more pedestrian friendly environment. This option also includes a cobbled threshold to the road to create a slower more pedestrian friendly environment. The build-out also allows for a cycle stand to be placed on it replacing the existing cycle stand at the side of the road in this location. However, this proposal reduces the on street parking due to the chicane build outs and further two build outs on Bellvue Avenue (east). Option 7 has not been selected as the preferred option.
39. **Option 8 – Bellvue Avenue (Papanui Road end) Bus Priority Angled Parking Suggestion.** This option evaluates the design suggested through the consultation from the bus priority project, which includes additional parking at the Papanui Road end of Bellvue Avenue. This proposal was developed to balance the loss of parking along Papanui Road by increasing parking provision in the side streets. It is understood this proposal has the support of the local businesses. This option was not selected as more parking could be provided by creating 90 degree parking in this area rather than adopting the suggested angled parking layout.
40. **Option 9 – Bellvue Avenue (Papanui Road end) Reduce Road Width (the preferred option for this section).** Option 9 is a modification of Option 6 and includes reducing the road width in the residential zone to 10 metres; maintaining the existing road width of 14 metres in the business zone; creating a flush cobbled threshold between the business and residential zones; adding 90 degree parking at the Papanui Road end; adding 'no stopping' markings at the intersection with Papanui Road and around the cul-de-sac head at the railway end of Bellvue Avenue; and includes a large offset build-out at the intersection with Papanui Road, with the existing island being removed.

THE PREFERRED OPTION

41. Option 1 was selected as the preferred option for the St James Avenue end and Option 9 was selected as the preferred option for the Papanui Road end. These options meet the objectives of the project and can be achieved within the allocated budget.



7. PRESTONS ROAD – PROPOSED P5 PARKING RESTRICTION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Shirley/Papanui Greenspace Traffic Works Committees' approval that a Parking Restriction be installed on the north side of Prestons Road outside Marshland Primary School.

EXECUTIVE SUMMARY

2. The Network Operations Team have received a request from the Marshland School Board of Trustees that a P5 Parking Restriction be installed outside Marshland Primary School. Please refer to the **attached** plan.
3. Marshland Primary School is located on the northern side of Prestons Road at its intersection with Marshland Road. Prestons Road is a minor arterial road with a consistently high volume of traffic and has an 80 kilometres per hour speed limit, with a 40 kilometres per hour school zone limit applying at Marshland Primary School. There is a Kea crossing with kerb build outs and a parking bay in front of the school.
4. There are existing No Stopping restrictions at the Kea crossing kerb build outs and at the eastern end of the parking bay. The parking bay and the south side of Prestons Road is currently unrestricted parking.
5. The area directly outside the school currently becomes very congested with caregivers arriving early and waiting a considerable length of time to pick up their children. Other caregivers will then double park when they arrive to drop off or pick up children. This creates a bottle neck which causes traffic to build up on this section of road at school times.
6. The School's Board of Trustees have requested the installation of a drop off zone outside the school to provide an area for caregivers to quickly drop off or collect their children from school. Staff have met on site with the School Board of Trustees and it has been agreed that a P5 Parking Restriction should be installed at the west end of the existing parking bay to provide four quick turnover spaces. This will leave two unrestricted spaces on the east side of the parking bay to allow caregivers who may need more time (ie those with other small children) an opportunity to park close to the school to collect their children. Unrestricted parking will be available directly opposite the school on the south side of the road.
7. The difficulty experienced with this type of restriction outside other schools in the Christchurch area is that many vehicles exceed the 5 minute restriction. To help ensure the success of this scheme, the school will monitor the P5 Parking Restriction and caregivers who exceed the time restriction will be contacted directly by the school Principal.
8. The proposed P5 Parking Restriction will apply from 8.30am to 9am and 2.30pm to 3.30pm, School Days and will ensure that this area is only used as a drop off and pick up zone. This will provide four quick turnover parking spaces to allow the greatest number of children to be dropped off and picked up from directly outside the school. This should also reduce congestion in this area at school times and provide a safer environment for children and caregivers. Consultation has been carried out with local residents, who support this proposal. There is no residents association linked to this area.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$800.

7. Cont'd

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

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

LEGAL CONSIDERATIONS

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 and Traffic Control Devices.
13. 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?

14. As above.

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 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.

CONSULTATION FULFILMENT

19. One-to-one consultation has been carried out with the three immediately affected property owners situated opposite the school, the garden centre and vicarage. All offered support for the proposal. The School Board of Trustees raised the request and Marshland Primary School is fully in support of the proposal.
20. There is no known residents association for this area.
21. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

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

Revocation of existing parking restrictions:

- (a) That any existing parking restrictions on both the north and south side of Prestons Road commencing at its intersection with Marshland Road extending in a westerly direction to its intersection with Quads Road be revoked.

7. Cont'd

Proposed No Stopping Restrictions:

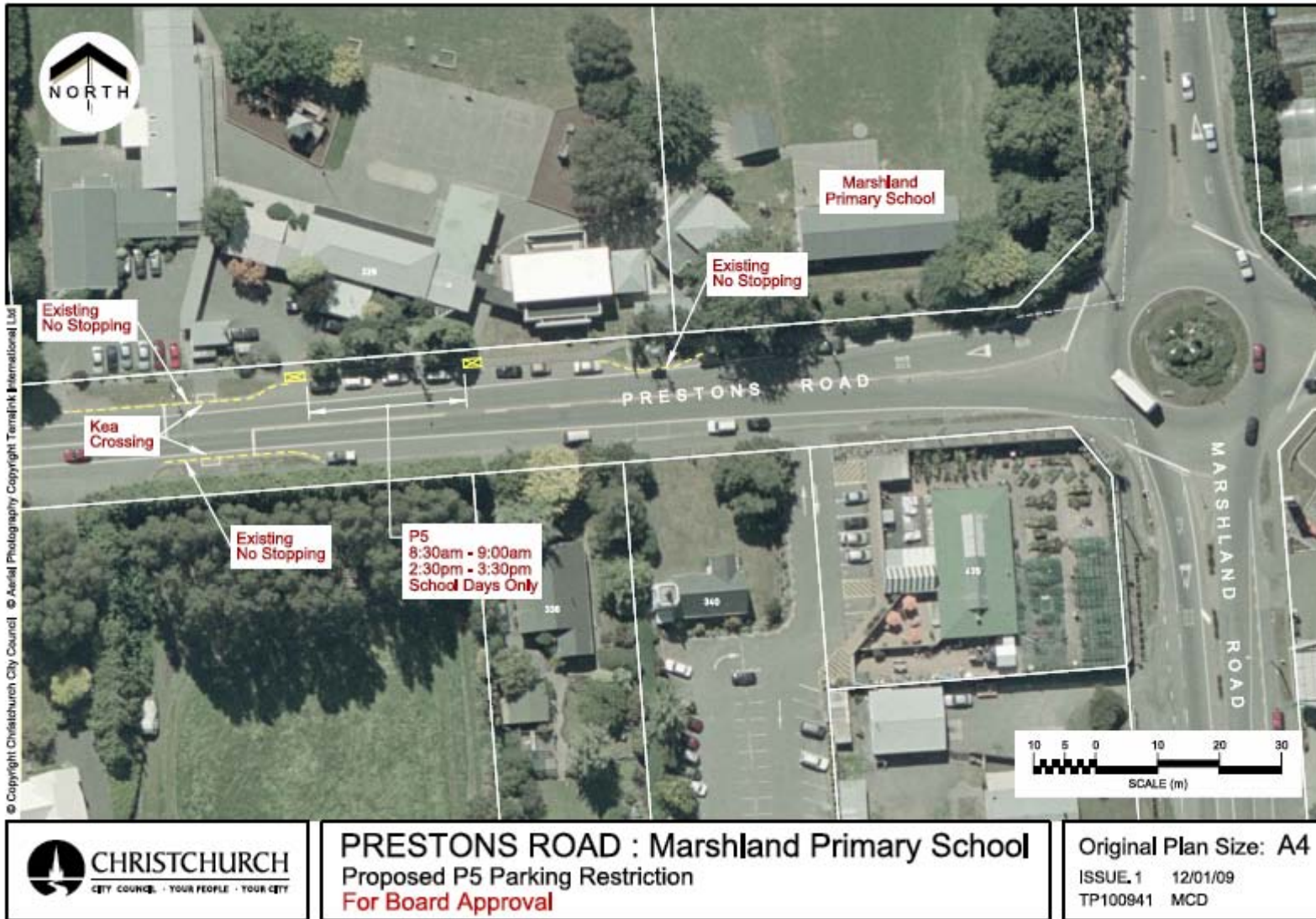
- (b) That the stopping of vehicles be prohibited at any time on the north side of Prestons Road commencing at a point 72 metres west of its intersection with Marshland Road and extending in a westerly direction for a distance of 18 metres.
- (c) That the stopping of vehicles be prohibited at any time on the north side of Prestons Road commencing at a point 142 metres west of its intersection with Marshland Road and extending in a westerly direction for a distance of 35 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south side of Prestons Road commencing at a point 133 metres west of its intersection with Marshland Road and extending in a westerly direction for a distance of 26 metres.

Proposed Parking Restrictions:

- (e) That the parking of vehicles be restricted to a maximum period of five minutes on the north side of Prestons Road commencing at a point 113 metres west of its intersection with Marshland Road and extending in a westerly direction for a distance of 22 metres. This restriction is to apply from 8.30am to 9.00am and 2.30pm to 3.30pm, School Days Only.

CHAIRPERSON'S RECOMMENDATION

For discussion.



8. LAKE ROTO KOHATU – LICENCE TO OCCUPY TO CANTERBURY SCHOOLS SAILING TRUST

General Manager responsible:	General Manager City Environment, DDI 941- 8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	David Rowland Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Shirley/Papanui Greenspace Traffic Works Committee's approval to grant an extension for a further 12 months by way of a variation to the Licence to Occupy granted to the Canterbury Schools Sailing Trust over that area of reserve land forming Lake Roto Kohatu North East of Sawyers Arms Road from 1 October 2007 expiring now on 31 March 2010.

EXECUTIVE SUMMARY

2. The licence granted to the Canterbury Schools Sailing Trust expires on 31 March 2009 and it is considered that an extension should be granted to enable the Trust to continue its activities on the lake until the future use of the lakes by a number of interested parties is determined and considered by the Board.
3. The primary objectives of the Trust are to establish and foster the sailing experience for young people in a controlled training environment. They also foster water safety through their sailing programmes. They continue to train and coach many school groups from the greater city environment and also further a field.
4. Public Notice of this proposal has been given and no objections nor submissions have been received to date.

FINANCIAL AND LEGAL CONSIDERATIONS

5. Nil.

STAFF RECOMMENDATION

That the Shirley/Papanui Greenspace Traffic Works Committee approve the granting of an extension by way of a variation for an additional 12 months to the Licence to Occupy granted to the Canterbury Schools Sailing Trust over the areas of reserve land forming Lake Roto Kohatu North East of Sawyers Arms Road from 1 April 2009 to the 31 March 2010 and that the rental be set in line with the Council's standard policy.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

8. Cont'd

BACKGROUND

6. It is known that the Trust wish to establish a more permanent base adjacent to the Lake by way of toilets, shelter from the wind as well as storage for their fleet of optimist boats. These activities have yet to be considered.
7. The suggested extension period has been determined so as to give the Trust continued rights to undertake sailing programmes until the Council can consider the future of competing uses for this locality along with the Trust's request for a more permanent base.



500 m

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The accuracy of this plan and the measurements shown are not guaranteed but should be verified by inspection.

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9. 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