

**SHIRLEY/PAPANUI COMMUNITY BOARD
AGENDA**

WEDNESDAY 6 MAY 2009

AT 4.00PM

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

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

Community Board Adviser
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1. **APOLOGIES**

2. **CONFIRMATION OF MINUTES – 15 APRIL 2009**

The minutes of the Board's ordinary meeting of Wednesday 15 April 2009 are **attached**.

CHAIRPERSON'S OR STAFF RECOMMENDATION

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

3. **CONFIRMATION OF MINUTES - COMMUNITY SERVICES AND EVENTS COMMITTEE MEETING OF 1 APRIL 2009**

The Board **resolved** at its 15 April 2009 meeting to "*discharge its Community Services and Events Committee and its Greenspace Traffic Works Committee*". The Board is now required to confirm the Committee's minutes of its last meeting held on Wednesday 1 April 2009.

The minutes of the Community Services and Events Committee meeting are **attached**.

CHAIRPERSON'S OR STAFF RECOMMENDATION

That the minutes of the Board's Committee meeting of 1 April 2009 be confirmed.

4. **CONFIRMATION OF MINUTES - GREENSPACE TRAFFIC WORKS COMMITTEE MEETING OF 1 APRIL 2009**

The Board **resolved** at its 15 April 2009 meeting to "*discharge its Community Services and Events Committee and its Greenspace Traffic Works Committee*". The Board is now required to confirm the Committee's minutes of its last meeting held on Wednesday 1 April 2009.

Minutes of the Greenspace Traffic Works Committee meeting are **attached**.

CHAIRPERSON'S OR STAFF RECOMMENDATION

That the minutes of the Board's Committee meeting of 1 April 2009 be confirmed.

6. 5. 2009

- 4 -

ATTACHMENT TO CLAUSE 2

14. 5. 2009

**SHIRLEY/PAPANUI COMMUNITY BOARD
15 APRIL 2009**

**Minutes of a meeting of the Shirley/Papanui Community Board,
held on Wednesday 15 April 2009 at 4pm
in the Boardroom, Papanui Service Centre, corner Langdons Road and Restell Street, Papanui**

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

APOLOGIES: Apologies for early departure were received and accepted from Ngaire Button and Kathy Condon, both of whom retired at 7.25pm and were absent for clauses 11, 12, 13, 14, 22 and 23.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. QUEENSPARK BUS PRIORITY PROJECT – BUS STOP RATIONALISATION AMENDMENTS

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

PURPOSE OF REPORT

1. The purpose of this report is to 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.

ATTACHMENT TO CLAUSE 2

1 Cont'd

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.
(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 **(attached)**.

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.

1 Cont'd

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 Council following consideration 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 Council following consideration by the Shirley/Papanui Community Board, as these were passed by the Council at its meeting held on 12 June 2008.
12. The Board's Greenspace Traffic Works Committee met on 1 April 2009 and supported the staff recommendation.

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

13. 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

14. 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?

15. As above.

ALIGNMENT WITH STRATEGIES

16. 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.
17. 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?

18. As above.

CONSULTATION FULFILMENT

19. 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.

1 Cont'd

20. 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.
21. 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 the Council at its meeting held on 12 June 2008.
22. The request to keep the bus stop and bus shelter outside St Stephen's Church was made to the 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

That the Council:

- (a) Reinstatement of the following resolutions revoked by 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 Road 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.

(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.

These resolutions are recommended 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.

1 Cont'd

(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.

(b) Revoke the following resolutions passed by 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.

These resolutions are recommended 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.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

(Aaron Keown requested that his vote against the above recommendation be recorded.)

2. 48 AND 86 NORTHCOTE ROAD LAND EXCHANGE

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Authors:	Stuart McLeod, Property Consultant, and Richard Holland, Planning and Investigations Team Manager

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that some of the resolutions passed by the Council on 15 May 2008 in respect of declaring 48 and 86 Northcote Road surplus be revoked and replaced so as to enable a property swap with Housing New Zealand for the property at 329-331 Riccarton Road to be facilitated if achievable.

EXECUTIVE SUMMARY

2. At its meeting on 15 May 2008 the Council considered a report from the Shirley/Papanui Community Board for the purpose of declaring surplus and disposing of two properties, 48 and 86 Northcote Road and as a result passed the following resolutions upon recommendation from the Community Board at its meeting on 19 March 2008:
 - “(a) *Declare the balance of the properties situated at 48 and 86 Northcote Road described as part Lot 4 DP 13883 and part Lot 240 DP 17687 respectively to be surplus and;*
 - “(b) *Authorise staff to commence offer back obligations under Section 40 of the Public Works Act 1981 relative to 86 Northcote Road described above as part Lot 240 DP 17687 formerly owned by Robert Thomas Hunter and;*
 - “(c) *Approve the properties be offered for sale by way of public tender with a minimum tender amount to be set by an independent valuer and;*
 - “(d) *Approve the Corporate Support Manager is given delegated authority to conclude the sale of both properties by, as supported by valuation advice and consideration of other factors including marketing and market dynamics, including if the minimum price is not achievable by tender then the property may be sold by private treaty.”*
3. These resolutions have not been enacted as an opportunity has arisen to possibly swap the properties at 48 and 86 Northcote Road for the property at 329-331 Riccarton Road, the details of which are set out in the public excluded report from the Riccarton Wigram Community Board dated 7 April 2009.

FINANCIAL IMPLICATIONS

4. As set out in the above report and unchanged from the original of 15 May 2008.

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

5. Not applicable.

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

6. Not applicable.

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

7. Not applicable.

2 Cont'd

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

8. Not applicable.

CONSULTATION FULFILMENT

9. Not applicable.

STAFF RECOMMENDATION

That the Council resolve:

- (a) To revoke the following resolutions (c) and (d) passed on 15 May 2008:
 - “(c) Approve that the properties be offered for sale by way of public tender with a minimum tender amount to be set by an independent valuer; and
 - (d) Approve that the Corporate Support Manager is given delegated authority to conclude the sale of both properties by, as supported by valuation advice and consideration of other factors including marketing and market dynamics, including if the minimum price is not achievable by tender then the property may be sold by private treaty.”
- (b) That the Corporate Support Manager is given delegated authority to dispose of the properties situated at 48 and 86 Northcote Road to be affected by an exchange with Housing New Zealand Limited for the property situated at 329-331 Riccarton Road.
- (c) Should such an exchange in resolution (b) not be achievable then the Corporate Support Manager be given delegated authority to conclude the sale of both properties at +/- 10 per cent of market value.

BOARD RECOMMENDATION

That the Council resolve:

- (a) To revoke the following resolutions (c) and (d) passed on 15 May 2008:
 - “(c) Approve that the properties be offered for sale by way of public tender with a minimum tender amount to be set by an independent valuer; and
 - (d) Approve that the Corporate Support Manager is given delegated authority to conclude the sale of both properties by, as supported by valuation advice and consideration of other factors including marketing and market dynamics, including if the minimum price is not achievable by tender then the property may be sold by private treaty.”
- (b) That the Corporate Support Manager is given delegated authority to dispose of the properties situated at 48 and 86 Northcote Road to be affected by an **equitable** exchange with Housing New Zealand Limited for the property situated at 329-331 Riccarton Road.
- (c) Should such an exchange in resolution (b) not be achievable then the Corporate Support Manager be given delegated authority to conclude the sale of both properties at +/- 10 per cent of market value.

(Note: The Board amended the staff recommendation by adding the word “equitable” to recommendation (b) above – shown in bold.)

3. BROOKLANDS LAGOON AREA PARKS MASTER AND MANAGEMENT PLANS

General Manager responsible:	General Manager City Environment DDI 941-8608
Officer responsible:	Asset and Network Planning Manager
Author:	Derek Roozen, Parks and Waterways Planner

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that it approve the draft Spencer Park Management Plan 2009 (Attachment A) and Seafield Park Management Plan 2009 (Attachment B), and the draft Brooklands Lagoon Area Parks Master Plan 2009 (Attachment C), to be put out for public consultation, pursuant to Section 41 of the Reserves Act 1977. **(All attachments have been separately circulated to members.)**

EXECUTIVE SUMMARY

2. The Brooklands Lagoon planning area is centred on a prominent elongated estuary adjacent to the mouth of the Waimakariri River at the north-east corner of the Christchurch District. Much of the land in this area is in the public arena, and this is administered by three government agencies. This public land adjoins, to the west, areas that are predominantly in private ownership, both rural and residential. See Attachment D (**attached**) for a map of the area.
3. The public land (including the estuary and foreshore (beach) areas) has high natural and scenic values and is accessed by the public for outdoor recreation. Most of the areas of the highest ecological value (that is, the estuary and its margins, and the adjacent Brooklands Spit and the foreshore) are under the administration of the Department of Conservation ("DoC") and Environment Canterbury ("ECan"). Significantly sized areas, though, are Council parks (for example, Spencer and Seafield Parks) and other areas managed on a day-to-day basis as parks by Council staff (for example, Brooklands Spit).
4. Prior to 2003, Council staff had identified the need to review the Spencer Park Management Plan 1982 due to, firstly, the plan being significantly out of date and, secondly, the need to address some facility issues and needs in the Park, such as vacant and un-needed buildings, and a requirement for improvements to vehicle circulation. In addition, staff noted that no management plan was in place for Seafield Park, although a draft had been prepared in 1995. Staff considered it necessary to prepare a management plan for Seafield Park, due to the high natural and scenic values present, and the close linkage of this park with Spencer Park.
5. At the time, it was considered appropriate to take an integrated planning approach for the Council parks in the wider Brooklands Lagoon area, because of the strong links that exist between all parts of the area, including the Council parks, other Council land, and land administered by DoC and ECan. Staff believed that such an approach would best be achieved through the development of a master plan (now called the Draft Brooklands Lagoon Area Parks Master Plan 2009), with this plan advocating an integration of planning for the area and raising, for consideration, proposals for development, action and further planning.
6. Early in 2003, staff began preparatory work on an integrated open space planning concept for the Brooklands Lagoon planning area, including formulating information on, and analysing the issues affecting, the area. A joint Council, DoC, ECan and Community Board field trip to the planning area was held midway through the year and this resulted in good discussion of the values of, and the issues affecting, the area. A user survey for the area, commissioned for over the 2003/2004 summer holiday months, concluded that the majority of visitors to the area considered they had a satisfying experience, with the beach environment, peacefulness and range of things to do being the top features indicated. Over a third of visitors ranked it as the top area in the City for their chosen activity. Since then, there has been a Council Regulatory and Consents Committee seminar, with representatives from many of the stakeholders in the area attending, on the wider Brooklands Lagoon area values and issues (in July 2004) and a Shirley/Papanui Community Board seminar (in April 2005).

3 Cont'd

7. Notification, as required under Section 41 (5) of the Reserves Act 1977, of the Council's intention to prepare management plans for Spencer Park and Seafield Park was made on 1 March 2008 and submissions received from the public over a period of two months. The public's response was focused on the perceived silting up of Brooklands Lagoon, the level of provision of public access for walking and vehicles, including the need for improvement of roads and car parks within and in the vicinity of the public open space areas, and the lack of adequate signage, amongst many other things.
8. On 10 July 2008, the Council resolved to classify the unclassified parts of Spencer and South Seafield Parks as recreation reserve and those of Mid Seafield Park as scenic reserve. As a result, all parts of these parks are now classified reserves under the Reserves Act 1977. This means that the Council is able to publicly consult on the draft management plans, and the Draft Brooklands Lagoon Area Parks Master Plan 2009 due to this also covering Spencer and Seafield Parks in addition to adjacent areas (see Paragraph 9 below), and adopt the draft plans as operative plans that are legal documents under the Reserves Act 1977. Although the draft master plan covers areas that are outside the classified reserves, because these areas will have been publicly consulted on, the adopted master plan will be a contract between the public and the Council under the Local Government Act 2002.
9. The draft management plans include updated policies to manage Spencer and Seafield Parks. The draft master plan covers an area bound by the Waimakariri River in the north, Bottle Lake Forest Park in the south, the Styx River to the west and the sea to the east. This includes Spencer and Seafield Parks, other Council parks (such as Brooklands Domain) and land intended to be park, and areas under the administration of DoC and ECan. The draft master plan raises planning proposals, including possible developments in the areas administered by the Council that could be considered for inclusion in a future Long-Term Council Community Plan ("LTCCP"), and other actions to advocate to DoC and ECan for the areas under the administration of those agencies.
10. The draft documents have now been completed, following the input to, and review of, these (or part of, as the case may be) by relevant Council staff and external stakeholders, including Ngāi Tahu (through Mahaanui Kurataiao Ltd), DoC, ECan and Spencer Park/Seafield Park occupiers (for example, the Spencer Park Surf Lifesaving Club).
11. Spencer and Seafield Parks are considered to be metropolitan assets, on the basis that they constitute an important open space resource for all the City's residents and visitors. The same can be said for the wider area centred on Brooklands Lagoon. Therefore, the responsibility to approve the draft plans for public consultation lies with the Council. Recognising the Shirley/Papanui Community Board's interest and role in the planning for this wider area, though, staff recommend the Board review the draft plans and recommend to the Council that it approve the draft plans for public consultation.
12. Timeline for consultation and completion:

Shirley/Papanui Community Board meeting	Wednesday 15 April 2009
Council meeting	Thursday 11 June 2009
Draft plans publicly notified	Saturday 27 June 2009
Public submission period	Saturday 27 June to Friday 31 August 2009
Submissions analysis	completed by Monday 14 September 2009
Council Hearings Panel period	week beginning Monday 21 September 2009
Plan revisions	completed by Friday 16 October 2009
Council meeting for adoption of plans	Thursday 26 November 2009

3 Cont'd

LEGAL CONSIDERATIONS

13. The updated Spencer Park Management Plan and new Seafield Park Management Plan are statutory plans, and are subject to Section 41 of the Reserves Act 1977, with respect to the preparation of, and processes of publicly consulting on, the draft plans. Once the draft plans are adopted by the Council as the operative plans, they will be legal documents under the Reserves Act 1977.
14. The new Brooklands Lagoon Area Parks Master Plan will be a statutory document, under the Reserves Act 1977, for the areas it covers that are classified as reserves under the Reserves Act 1977 (that is, Spencer and Seafield Parks), and a contract between the public and the Council under the Local Government Act 2002 for the non-reserve areas. This process will achieve a consistency of consideration by the public and also provide some cost benefit in similarity of process.

FINANCIAL CONSIDERATIONS

15. The Draft Brooklands Lagoon Area Parks Master Plan 2009 raises planning, management and development proposals for consideration. The development proposals relate to draft landscape concepts prepared for Mid Seafield Park and Spencer/South Seafield Parks, and indicative possible costs to implement these are indicated in the draft plan. The proposed developments, though, are raised here for consideration only. They would need to be included in a future LTCCP and budgeted for in an annual works programme before they could be progressed. None of the development proposals are specifically included in the LTCCP 2009-19.
16. Costs associated with implementation of any of the proposed planning and management proposals are not specified. These costs would inform future LTCCP reviews.
17. The operational cost of these plans will continue to be managed within the existing operating budgets for these parks.

STAFF RECOMMENDATION

That the Council:

- (a) Approve the Draft Spencer Park and Seafield Park Management Plans 2009, and the Draft Brooklands Lagoon Area Parks Master Plan 2009, to be notified for public submissions for a period of not less than two calendar months as specified by Section 41(6)(a) of the Reserves Act 1977, commencing on or about Saturday 27 June 2009.
- (b) Confirm the Council Hearings Panel to hear the public submissions is to include one directly elected member of, and one councillor appointed to, the Shirley/Papanui Community Board.

BOARD RECOMMENDATION

- (a) That the staff recommendations above be adopted.
- (b) That the Board nominate Matt Morris as the directly elected member of the Board and Ngaire Button as the Shirley/Papanui Councillor to be appointed to the Hearings Panel.

4. SURRENDER OF EASEMENT (RIGHT OF WAY ON FOOT IN GROSS) - 87 HARBOUR ROAD, BROOKLANDS

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Environmental Policy and Approvals Manager
Author:	Vil Vabulis, Team Leader Subdivisions

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that pursuant to section 243(a) of the Resource Management Act (RMA), an easement (right of way on foot in gross) located through the property at 87 Harbour Road, owned by Deborah Riley, be surrendered (Appendix 1 **attached**). This follows a Shirley/Papanui Community Board resolution to advocate to the Council for the removal of the easement through 87 Harbour Road.

EXECUTIVE SUMMARY

2. The easement (right of way) at 87 Harbour Road ensures that the public can readily access and walk along the foreshore to and from the boat ramp.
3. The easement was created at the time of subdivision of the old camping ground at Brooklands.
4. During the consultation about the Styx River mouth/Brooklands boat ramp landscape plan it was observed that the easement would no longer be necessary once alternative access along the lagoon frontage, was available (the boardwalk).
5. Accordingly the Shirley/Papanui Community Board resolved to advocate to the Council for the removal of the easement through 87 Harbour Road. This report seeks to address that resolution and to meet the needs of both the Council and the owner of 87 Harbour Road.

FINANCIAL IMPLICATIONS

6. The legal costs of preparing, executing and registering the surrender document is to be borne by the owner. The associated boardwalk is programmed to be built and funded in 2009/10.

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

7. Not applicable.

LEGAL CONSIDERATIONS

8. The Delegation Register requires that easements created during the establishment of a subdivision be surrendered by Council (Section 243(a) RMA).

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

9. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Not applicable.

4 Cont'd

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

11. Not applicable.

ALIGNMENT WITH STRATEGIES

12. Not applicable.

Do the recommendations align with the Council's strategies?

13. Not applicable.

CONSULTATION FULFILMENT

14. The Styx River Mouth/Brooklands Boat Ramp Landscape Plan was the subject of an extensive consultation programme during 2008. The easement was one of the matters that arose. A large number of submitters supported the coastal boardwalk and recommended that the easement be lifted once the boardwalk was in place, as alternative access along the waterfront.

STAFF RECOMMENDATION

It is recommended:

(a) That pursuant to section 243(a) RMA the Council agrees to surrender the easement as set out in the following memorandum of easements:

Nature	Servient Tenement	Grantee
Right of way on foot in gross	Lot 27 DP 311066 shown as A	Christchurch City Council

(b) That the surrender not be invoked until approvals have been granted from Ecan and DoC.

BOARD CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BOARD RECOMMENDATION

That the Council resolve:

(a) That pursuant to section 243(a) of the Resource Management Act the Council agrees to immediately surrender the easement as set out in the following memorandum of easements:

Nature	Servient Tenement	Grantee
Right of way on foot in gross	Lot 27 DP 311066 shown as A	Christchurch City Council

(b) That a caveat or other appropriate legal mechanism be attached to the title (87 Harbour Road) restricting opposition to the proposed boardwalk on the coastal marine area.

4 Cont'd

BACKGROUND (THE ISSUES)

15. Prior to the subdivision which created the easement, the land contained a private camping ground and also provided an "unofficial" public access through the camping ground to the Brookland Lagoon Boat Ramp.

The subdivision consent required pursuant to the RMA the vesting of an Esplanade Reserve along the shoreline of the lagoon. However, due to the location of the existing restaurant/camp store, a continued reserve was not practicable along the balance of the shoreline (boundary of the Coastal Marine Area).

To safeguard public access as close as possible to the shoreline, the creation of an easement on foot in gross was made conditional in the subdivision consent. The easement was duly granted and reserved in deposit of the survey plan.

16. The owner of the property at 87 Harbour Road, Mrs Deborah Riley, has requested that the easement be surrendered as she considers that the use of her land by the public impinges on her privacy and the operation of her business.
17. The request for the Council to surrender the easement is in line with the Shirley/Papanui Community Board's approval of the Styx River Mouth/Brooklands Boat Ramp Landscape Plan (Appendix 2 **attached**). This report has been forwarded to the Shirley/Papanui Community Board's meeting of 14 April 2009, in order that they can comment further if they choose to.
18. In considering the report (Appendix 3 **attached**) to approve the Landscape Plan, the Board resolved:

"to advocate to Council for the removal of the access easement through the Rileys property..."

19. The Landscape Plan (Appendix 4 **attached**) envisages that a coastal boardwalk within the Coastal Marine Area can replace the current linkage through to Seafield Park. Applications for the construction of the boardwalk are currently being prepared by Transport and Greenspace Unit. The boardwalk will require a resource consent for work in the coastal marine area, from ECan and approval from DoC. Construction is recommended to occur in the 2009/10 period, funding being from original funds intended for the completion of walkways, landscaping and park furniture associated with the Landscape Plan project.
20. Given that some approvals are still to be obtained and that construction of the boardwalk is still some months away, the recommendation from Council officers, to the Council will be that the surrender of the easement does not take effect until the boardwalk has the necessary approvals. This preserves the Council's position insofar as public access, along the foreshore (or close to the foreshore) is assured in the meantime. It also ensures that present and potential future owners of 87 Harbour Road cannot object to the construction of the boardwalk, without disadvantaging themselves.

THE OBJECTIVES

21. To provide for the surrender of the easement, while ensuring access for the public along the lagoon frontage is assured.

THE OPTIONS

22. Option 1 - Surrender the easement once approvals have been gained from ECan and DoC.
23. Option 2 - Surrender the easement immediately.

THE PREFERRED OPTION

24. Option 1 - Surrender the easement once approvals have been gained from ECan and DoC.

5. ELECTED MEMBER EXPENSES AND ALLOWANCES 2009/10

This report was considered by the Board and a report with the recommendations from all Boards will be presented to the Council at a later meeting.

PART B - REPORTS FOR INFORMATION

6. COMMUNITY SERVICES AND EVENTS COMMITTEE REPORT – 4 MARCH 2009

The Board **received** for information the confirmed minutes of the Greenspace Traffic Works Committee meeting of 4 February 2009 and noted the following decisions had been made under delegated authority:

6.1 CONFIRMATION OF MEETING MINUTES – 4 FEBRUARY 2009

The Committee **resolved** to confirm the minutes of the Community Services and Events Committee meeting of 4 March 2009.

6.2 SHIRLEY/PAPANUI YOUTH DEVELOPMENT FUND – JADE GWATKIN

The Committee considered a report presenting a Youth Development Fund application for funding in the 2008/09 financial year.

The Committee **resolved** to allocate \$800 from the Board's 2008/09 Youth Development Scheme to Jade Gwatkin to enable him to participate in the Cultural Exchange trip to Nagoya, Japan for two weeks in late April/early May 2009.

7. GREENSPACE TRAFFIC WORKS COMMITTEE MEETING – MINUTES OF 4 FEBRUARY 2009

The Board **received** for information the confirmed minutes of the Greenspace Traffic Works Committee meeting of 4 February 2009 and noted the following decisions had been made under delegated authority:

7.1 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.

7.2 MAIN NORTH ROAD AT DANIELS ROAD – PROPOSED NO STOPPING RESTRICTION

The Committee considered a report seeking approval that the stopping of vehicles be prohibited at any time for a distance of 20 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.

The Committee **resolved** that:

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

7 Cont'd

- (b) 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 metres.
- (c) The stopping of vehicles be prohibited at any time on the east side of Main North Road commencing at a point 41 metres north from its intersection with Daniels Road and extending in a northerly direction for a distance of 20 metres.
- (d) 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) 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.

7.3. **HUSSEY ROAD NEIGHBOURHOOD IMPROVEMENT PROJECT**

The Committee considered a report seeking approval to proceed to final design and construction of the Hussey Road Neighbourhood Improvement Project.

The Committee **resolved** that:

- (a) The plan for the Hussey Road Neighbourhood Improvement Project proceed to final design and construction within the approved 2008/09 budget of \$272,517.
- (b) The following parking restrictions for the Hussey Road Neighbourhood Improvement Project be approved:
 - (i) 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) 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.
 - (iii) 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.

8. **ADJOURNMENT OF MEETING**

At 5.40pm the Board **resolved** that the meeting stand adjourned, and resumed at 5.45pm.

9. **DEPUTATIONS BY APPOINTMENT**

9.1 **New Zealand Police**

Area Commander Dave Lawry updated members on police matters pertaining to the Shirley/Papanui ward.

The Chairperson thanked Dave Lawry for his update.

9 Cont'd

9.2 **Environment Canterbury (ECan) Draft Long Term Council Community Plan 2009-19**

Environment Canterbury Councillors Jane Demeter and Carole Evans gave the Board a brief overview of Environment Canterbury's draft 2009-19 LTCCP matters.

The Board **decided** that a submission would be made to the Environment Canterbury's Long Term Council Community Plan 2009-19.

The Chairperson thanked Jane Demeter and Carole Evans for their deputation.

10. **PRESENTATION OF PETITIONS**

Nil.

11. **NOTICES OF MOTION**

Nil.

12. **CORRESPONDENCE**

The Board **received** the following correspondence:

- 11.1 A letter from Nicky Wagner MP congratulating the Board on the awards it received at the recent Community Boards Conference.
- 11.2 A letter from Area Commander Dave Lawry, NZ Police, in response to the Board's letter regarding speed complaints on Northfield Road.

13. **COMMUNITY BOARD ADVISER'S UPDATE**

13.1 The Board **received** information from the Community Board Adviser on forthcoming Board related activities and projects. Specific mention was made of the following:

- It was **agreed** that a list of broadband boxes in the Shirley/Papanui ward be requested from Chorus and circulated to members.
- It was **agreed** that members be notified of all government and local consultations on an ongoing basis.

13.2 The Board **decided** that its 2009-19 Long Term Council Community Plan submission be approved as amended at the meeting and be forwarded to the Council.

The following motion was moved by Pauline Cotter, seconded by Aaron Keown:

"That the Board include in its submission that it supports the community in its desire to oppose the sale of the Edgeware Pool land and that it be retained for community use."

On being put to the meeting the motion was declared **lost** on division No. 1 by 3 votes to 4, the voting being as follows:

Against (4): Ngaire Button, Kathy Condon, Yvonne Palmer, and Norm Withers.

For (3): Pauline Cotter, Aaron Keown, and Matt Morris.

14. BOARD MEMBERS' INFORMATION EXCHANGE

14.1 MEMBERS' INFORMATION

Specific mention was made of the following matters:

- It was **agreed** that staff be requested to advise the Board about the signage issue in Packe Street Park.
- Papanui RSA – Need volunteers to take up collections on Poppy Day.

14.2 CHAIRPERSON'S AND DEPUTY CHAIRPERSON'S REPORT

Information on the Chairperson's and Deputy Chairperson's activities over the March/April 2009 period had previously been circulated.

15. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - DELEGATED DECISIONS TAKEN BY THE BOARD

16. CONFIRMATION OF MINUTES – BOARD MEETING OF 17 MARCH 2009

The Board **resolved** that the minutes of its ordinary meeting held on 17 March 2009 be confirmed, subject to an amendment to clause 1 such that the Board recommendation is to read:

“That the Council amend its Strengthening Communities Strategy with respect to placing a limit of up to \$10,000 for the Youth Development Funds coming from the Discretionary Response Fund.”

The same amendment is to be made to recommendation (b) under clause 21 of the minutes for consistency.

17. NEIGHBOURHOOD TRUST – REQUEST FOR FUNDING

The Board considered a report requesting funding for \$7,000 for Neighbourhood Trust from the Board's Discretionary Response Fund.

The Board **resolved**:

- (a) To allocate a grant of \$7,000 from its Discretionary Response Fund to Neighbourhood Trust to assist in the costs of their “Parenting Week 2009” seminars and workshops.
- (b) To request information back to the Board with an evaluation of the project's success and financials.

18. ST ALBANS COMMUNITY CHOIR – REQUEST FOR FUNDING

The Board considered a report requesting funding for \$500 from the St Albans Community Choir to assist with the costs of staging a Community Barn Dance on Sunday 10 May 2009.

The Board **resolved** to allocate \$350 from its Discretionary Response Fund for the St Albans Barn dance event.

19. APPLICATION TO SHIRLEY/PAPANUI COMMUNITY BOARD'S YOUTH DEVELOPMENT FUND – BEN GRIMSHAW

The Board considered a report for funding from the 2008/09 Youth Development Scheme.

The Board **resolved** to decline the application as:

- the Board has already allocated \$10,000 from its Discretionary Response Fund to Youth Development funding in line with the Strengthening Communities Strategy; and
- there has been no undertaking from the applicant to fundraise.

20. GOVERNANCE ARRANGEMENTS REVIEW 2009

The Board considered a report to consider a change to its current governance arrangements and to consider the timing of its meeting start times.

The Board **resolved** to:

- (a) Discharge its Community Services and Events Committee and its Greenspace Traffic Works Committee.
- (b) Hold an additional Board meeting per month, with the dates for these additional Board meetings to be held during the remainder of 2009 as detailed below:

Wednesday 6 May
Wednesday 3 June
Wednesday 1 July
Wednesday 5 August
Wednesday 2 September
Wednesday 7 October
Wednesday 4 November
Wednesday 2 December

- (c) Retain the Board's current regular meeting commencement time of 4pm.

21. ADJOURNMENT OF MEETING

At 7.25pm the Board **resolved** that the meeting stand adjourned and resumed at 7.40pm.

22. LOCAL GOVERNMENT “KNOW HOW” TRAINING COURSES – FINANCIAL GOVERNANCE 101

The Board considered a report seeking the Board's approval for interested members to attend a Local Government New Zealand “Know How” Course – Financial Governance 101, to be held in Christchurch on 7 August 2009.

The Board **resolved** to approve in principle the attendance of up to four members to attend the one day Local Government workshop, Financial Governance 101, to be held on 7 August 2009 in Christchurch, with the funding to be met from 2009/10 budgets, if those budgets are approved by the Council in its 2009-19 LTCCP.

6. 5. 2009

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ATTACHMENT TO CLAUSE 2

23. ALCOHOL ADVISORY COUNCIL OF NEW ZEALAND CONFERENCE – WORKING TOGETHER 2009

The Board considered a report requesting approval for the Chairperson to attend an Alcohol Advisory Council of New Zealand (ALAC) conference – Working Together 2009, to be held in Wellington on 13-15 May 2009.

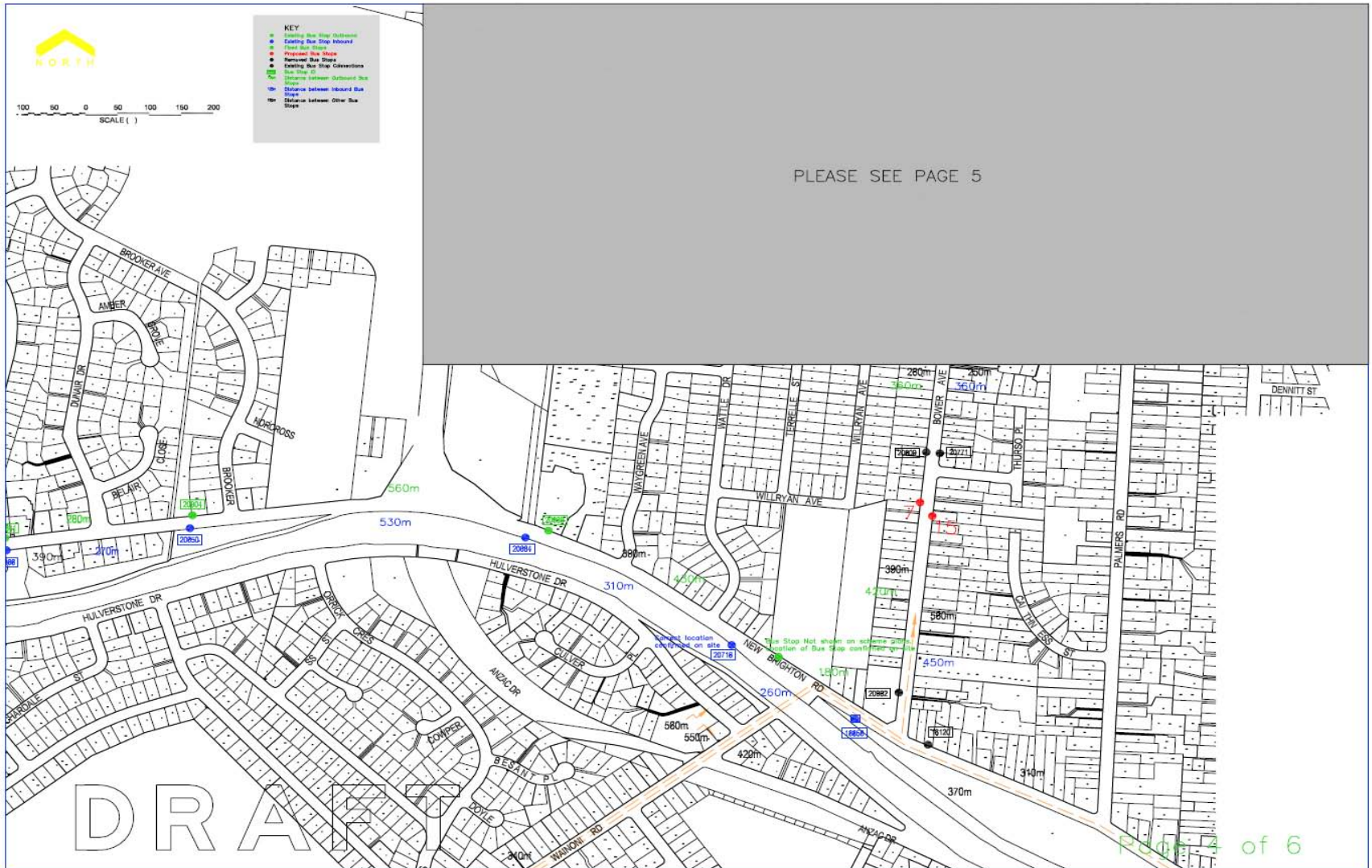
The Board **resolved** to approve the attendance by the Chairperson Yvonne Palmer at the three day Alcohol Advisory Council of New Zealand conference, Working Together 2009, to be held on 13-15 May 2009 in Wellington.

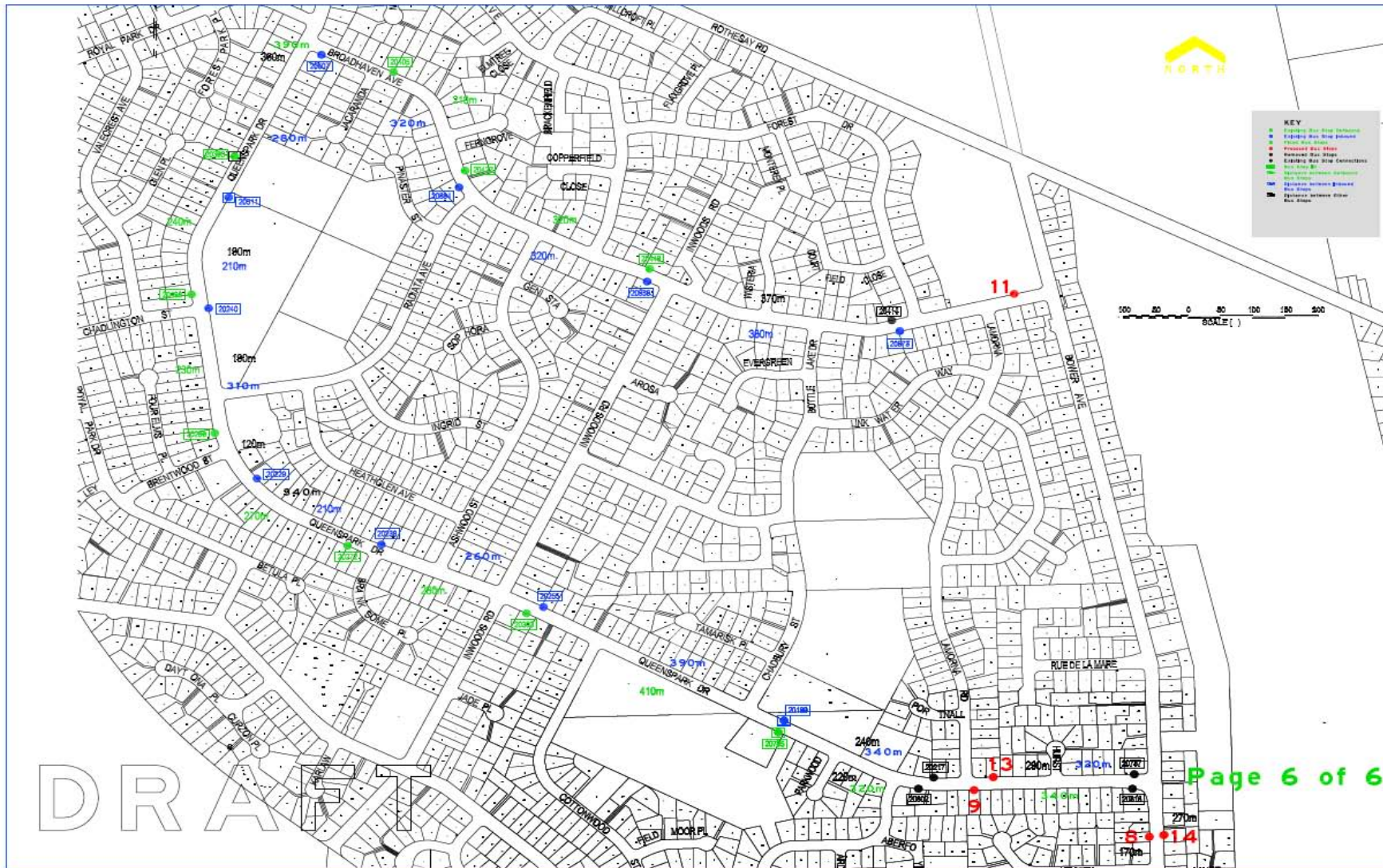
(Yvonne Palmer took no part in the discussion or voting on this item. Pauline Cotter assumed the chair for consideration of this item.)

The meeting concluded at 9.15pm.

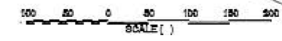
CONFIRMED THIS 6TH DAY OF MAY 2009

**YVONNE PALMER
CHAIRPERSON**

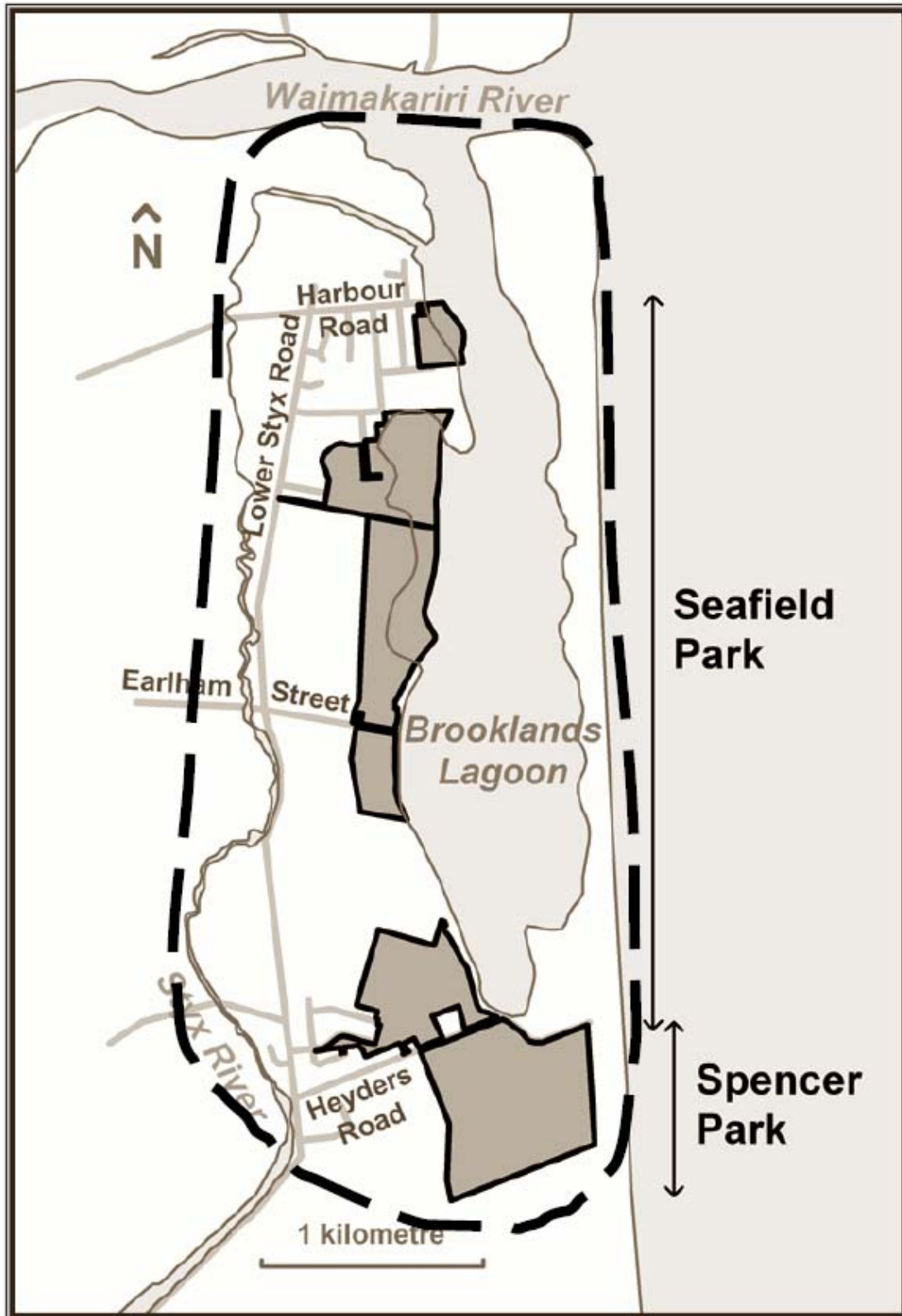




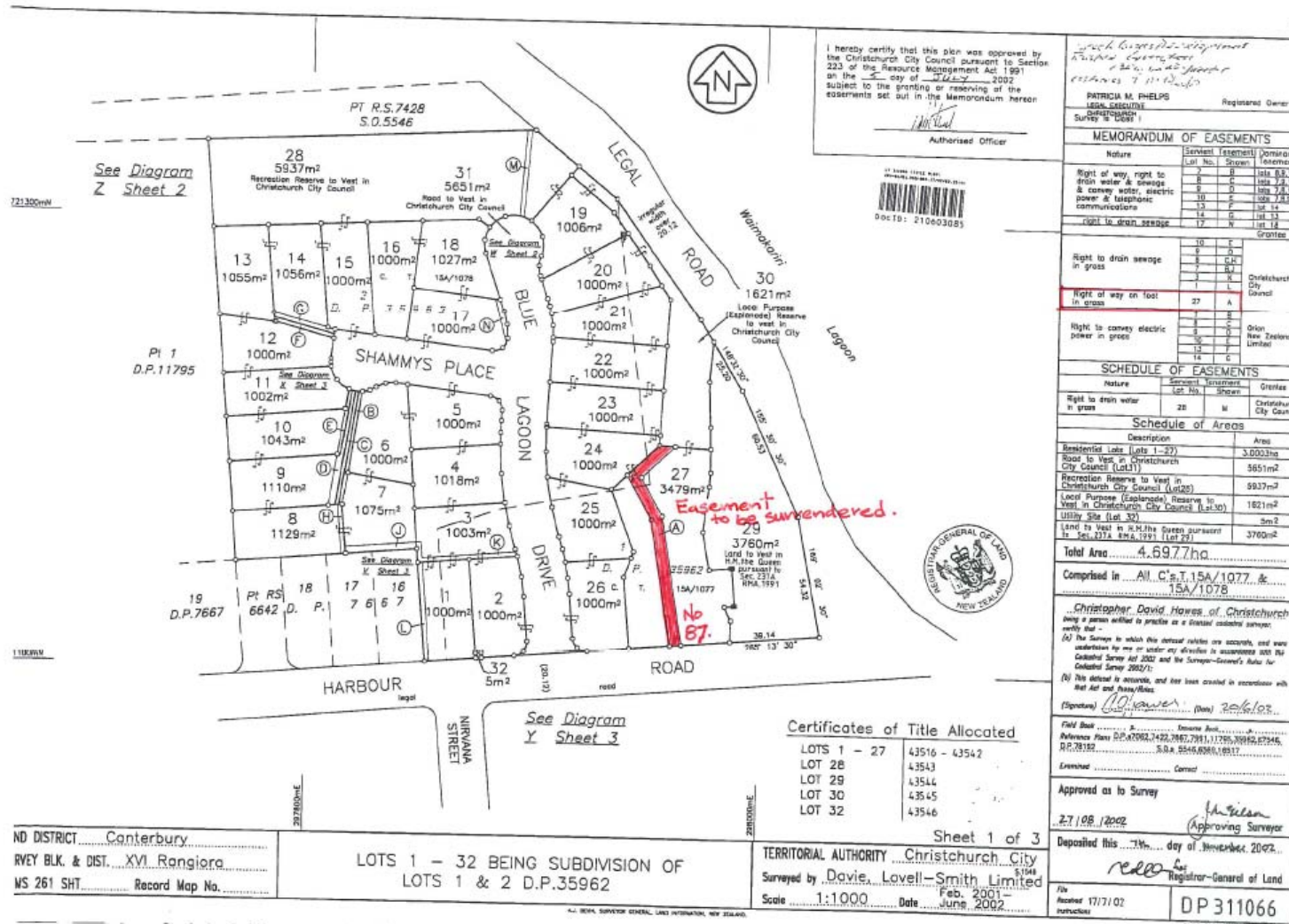
KEY	
Green square	Proposed Bus Stop Location
Blue square	Existing Bus Stop Location
Red square	Proposed Bus Stop Location
Blue square	Existing Bus Stop Location
Blue square with diagonal lines	Proposed Bus Stop Shelter
Blue square with diagonal lines	Existing Bus Stop Shelter
Blue square with diagonal lines	Proposed Bus Stop Sign
Blue square with diagonal lines	Existing Bus Stop Sign



DRAFT



— — — — Brooklands Lagoon planning area (generalised)



20. 8. 2008

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10. STYX RIVER MOUTH/BROOKLANDS BOAT RAMP LANDSCAPE PLAN

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Mary Hay and Steven Gray, Consultation Leaders, Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to detailed design and construction/implementation of the Styx River Mouth/Brooklands Boat Ramp Landscape Plan.

EXECUTIVE SUMMARY

2. The Styx River Mouth/Brooklands boat ramp is located in Brooklands, where the Styx River empties into Brooklands Lagoon. It is an important area with a variety of significant values associated with it. Brooklands Lagoon and the large Seafield Park bordering the lagoon are important wilderness areas that provide significant environmental and recreational uses.
3. Funds have been allocated for the upgrade of this area. The project team has developed a landscape plan, which builds on previous planning work undertaken in this area. The concept included a new jetty near the boat ramp, car and boat trailer parking area, toilet facilities, picnic area, landscaping, pathways, boardwalk, an artwork on the spit and a 'Sense of Arrival' structure at the end of the Styx 'Source to Sea' walkway. This concept was developed to appeal to a range of recreational users, respond to the identified need for a toilet (and consider safety issues with its design and placement), have minimum visual impact on surrounding neighbours and to be in keeping with Council's Styx Vision document.
4. The formal public consultation period was from December 2007 to February 2008. A public information leaflet and feedback form was delivered to all properties in Brooklands and a number of other key stakeholders (refer **Attachment 1**). A 'drop in session' and community barbeque, which included displays and discussions with staff and Community Board members, was held at the Brooklands boat ramp. Further informal meetings were held with a range of stakeholders. A formal interactive workshop was also held in the Papanui Service Centre boardroom with residents from the adjoining properties, staff and Community Board members.
5. The consultation received 99 submissions as part of the public consultation. The feedback from the community was generally positive although a number of issues were identified. The consultation outcome and project team responses are included in **Attachment 2**.
 - 64% responded "YES – I generally support the plan"
 - 16% responded "NO – I do not support the plan"
 - 21% didn't indicate a preference
6. The community raised a number of key issues about aspects of the proposal, many of which have been amended in response to consultation (see plan amendment below, **in bold**).
 - (a) *Toilet/change facilities* – the majority of the community support the inclusion of a toilet and agree that it has to go somewhere in the reserve. A safety audit recommends the proposed location at the entry to the reserve. However the two most directly affected neighbours still have significant concerns about the reduction in visual amenity that they consider that the toilet will have on their outlook. The community have sought that the toilet be as unobtrusive as possible and, in particular, that it be lower than the height of the stopbank, or further away from houses. However Styx Vision advocates sought that any new structures along the Styx River provide opportunities for an integrated artwork approach to design, in order to reiterate the importance of the Styx River in this area.

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10. Cont'd

- (i) **The toilet remains in the location originally proposed but it is planned that it will be constructed at the existing ground level (approximately). This will reduce the visual effects from the original proposal, which had the toilet located at the level of the adjacent stop bank. The toilet/change room facility will be a single cubicle building constructed of vertical palings with a sail roof suspended above. This facility will also include an outside wash down shower. The toilet/change room and Sense of Arrival structure will include a design aesthetic that reflects the special character and identity of the Styx River catchment**
- (b) *Walkways* – there was strong support for the inclusion of a coastal walkway, seaward of the Blue Lagoon restaurant and for the removal of an easement over the title of 87 Harbour Road. A petition was raised to support this request. A request was also made to remove a proposed pathway in front of properties adjacent to the car park.
 - (i) **Inclusion of a coastal walkway linkage between the end of reserve and the end of Harbour Road to be investigated and constructed, if possible**
 - (ii) **Pathway between houses and carpark redirected to top of stopbank**
- (c) *Car and Trailer Parking Area* - there was strong support for angle parking, opposition to the proposed grit surface and relocation of the swale. Varying feedback was received about the proposed surface with some support for asphalt and some for a grass surface
 - (i) **Carpark design has been amended to include angle parking, with ground level demarcation of parks**
 - (ii) **Carpark surface to be grass over gravel (this can be upgraded to asphalt in the future, if necessary)**
 - (iii) **Carpark swale to be removed with surface water runoff redirected to the wetland to the west**
- (d) *Boat Ramp and Jetty* – a preference for an asphalt or concrete turning area was expressed, along with some minor amendments to the design of this area. There was support for an extension to the boat jetty to make it more in keeping with the original boat jetty that was sited here.
 - (i) **Boat ramp turning area surface to be asphalt or concrete**
 - (ii) **Improved visibility of pedestrian linkages through boat ramp area**
 - (iii) **Mobility parks included near boat ramp**
 - (iv) **Boat jetty has been extended**
- (e) *Sense of Arrival structure and Artwork on the spit* – this was supported by Styx River advocates but local residents sought that the Sense of Arrival be less visually intrusive and the proposed artwork be removed from the proposal.
 - (i) **Sense of Arrival reduced in height (but remains at the Styx River Mouth)**
 - (ii) **Artwork on the spit to be removed from proposal**
- (f) *End of Harbour Road and Small Car Park* – the upgrade to this area was well supported, particularly by the tourism-related businesses adjoining this site, which would like to see this proposal prioritised and enhanced further
 - (i) **Harbour Road upgrade to include deck, planting and walkway linkages**
- (g) *Park Furniture and Landscaping* – some changes were sought to the park furniture and landscaping, in particular there was strong opposition to the proposed cabbage trees at the entranceway. There was also strong feedback that some kind of security arrangement would be needed to prevent vehicles from entering the site after dark and using their cars for illegal joyriding.

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10. Cont'd

- (i) **Park benches to be included instead of two of the picnic tables. Additional seating included in the plan**
- (ii) **Amount of trees reduced on the plan. Ngaio and Ake Ake (3-4 metres) to be used on boundaries as they are tolerant of coastal conditions**
- (iii) **Cabbage trees at the entranceway to be replaced with an indigenous coastal species, such as lacebark**
- (iv) **Some individual trees have been shifted or removed from the plan**
- (v) **A barrier to be included at the reserve entrance. This will be locked and unlocked at advertised times, either by a security firm or a local 'caretaker'. The latter would involve agreeing on a Custodial Contract with one of the adjoining neighbours. This person would receive modest payment in return for opening and closing the reserve on a daily basis, at the times indicated on a sign (possibly summer vs. winter hours).**

7. The recommended concept plan, which has been amended in response issues raised by the community, is included as **Attachments 3**. The proposed toilet/change room and 'Sense of Arrival' design is included as **Attachment 4**.
8. Styx River Mouth/Brooklands Boat Ramp landscape plan will be implemented over a number of years. The proposed implementation schedule is included below.

Construction in 2008/09	Construction in 2009/10	Currently unfunded items
<ul style="list-style-type: none"> • Toilet and 'Sense of Arrival' structure • Planting around toilet, trailer park and entrance • Build trailer car park 	<ul style="list-style-type: none"> • Coastal Boardwalk • Paths and walking tracks • Planting lagoon margin 	<ul style="list-style-type: none"> • Complete paths and walking tracks • Complete planting at trailer park • Plant eastern boundary • Planting lagoon margin • Picnic tables • Jetty and bollards • Harbour Road jetty, parking and landscaping • Interpretation

** Note: Implementation of a number of these items is subject to agreements with, or approvals from, the relevant authorities (see Legal Considerations, below)*

FINANCIAL IMPLICATIONS

9. The funding from the Council is being provided from the Transport and Greenspace Capital Programme. Specifically:
- 2008/09 \$255,000 Waterways and Wetland Restoration - Brooklands boat ramp
2008/09 \$10,000 Buildings Equipment New -Styx River Mouth Toilet
- 2009/10 \$50,000 Waterways and Wetland Restoration - Brooklands boat ramp
2009/10 \$70,000 Buildings Equipment New -Styx River Mouth Toilet
10. There is \$385,000 currently available in the Capital Programme for this project. The total cost of the recommended plan is \$679,000. Therefore there is \$294,000 of currently unfunded items for which funding will be applied for in 2009-19 Long Term Council Community Plan (LTCCP). This work will be staged accordingly.

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

11. Yes. Current funding is provided from within the Transport and Greenspace Capital Programme in the 2006-16 LTCCP. Additional funds needed for completing the development of the reserve will be applied for consideration in the 2009-19 LTCCP.

10. Cont'd

LEGAL CONSIDERATIONS

12. The Board has delegated authority to approve the attached landscape plan.
13. The **attached** landscape plan includes land owned or managed by Christchurch City Council, Canterbury Regional Council (Ecan), Crown Properties and the Department of Conservation. The City Council holds land for the purposes of recreation reserve and road reserve. The Regional Council land includes the stop bank, which is part of a wider flood control scheme. The coastal marine area adjoining the reserve is managed by ECan, the Department of Conservation and Crown Properties.
14. ECan engineers have advised that the integrity of flood control structures must not be interfered with. Therefore no structure may be located on a stop bank. However, initial discussions with ECan indicate that, from a technical (flood control) perspective it may be possible to locate a structure on ECan land that is adjacent to a stop bank.
15. Approvals and an agreement mechanism, such as a lease or Right to Occupy, would be required from the relevant agencies to occupy any part of the land that they manage.
16. All necessary resource consents and building consents will be obtained before any construction is undertaken.
17. A building consent will be required from the Council for works associated with the construction of the public toilet. Initial discussions with Environmental Policy and Approvals staff indicate that, given the building is a public toilet, the minimum floor height regulations will not apply. Therefore the height of the toilet is only likely to be limited by technical considerations, such as wastewater disposal.
18. Any construction in the coastal marine area, such as jetties, will require resource consent from ECan. Depending on the scale of effects, the work may be deemed a Restricted Coastal Activity, in which case consent would also be required from the Department of Conservation.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. **LTCCP 2006-2016
Parks, Open Spaces and Waterways – Page 123**
Safety – by ensuring our parks, open spaces and waterways are healthy and safe places
Community – by providing welcoming areas for communities to gather and interact
Environment – by offering opportunities for people to contribute to projects that improve our city's environment
Governance – by involving people in decision-making about Parks, open spaces and waterways
Health – By providing areas for people to engage in healthy activities
Recreation – by offering a range of active and passive recreation and leisure opportunities in Parks, open spaces and waterways
City Development – by providing inviting, pleasant and well cared-for environments
20. **Parks and Open Spaces Activity Management Plan**
Council's objective with urban parks is to provide and manage Community Parks, Garden and Heritage Parks, Sports Parks and Riverbanks and Conservation Areas throughout the city that provide amenity values, areas for recreation and organised sport, garden environments and green corridors, that contribute to the city's natural form, character, heritage and Garden City image.

10. Cont'd

ALIGNMENT WITH STRATEGIES

21. **Safer Christchurch Strategy**
This strategy aligns injury prevention, road safety and crime prevention under the overarching aim of Christchurch becoming the safest city in New Zealand. One of the goals of this strategy is to enhance safety from crime through preventative and supportive actions, such as:
- (a) Ensure the phased adoption of Crime Prevention Through Environmental Design Principles (CPTED) into city-wide planning and policy
 - (b) To promote CPTED principles for application by owners and occupiers of existing buildings and spaces
 - (c) Provide active support to locally led initiatives that make significant contributions to reducing the incidence and effect of crime.
22. **Parks and Waterways Access Policy**
Improved access to parks and open space will increase equity as promoted by the City Council Policy on Equity and Access for People with Disabilities. Additionally, improved access has the potential to increase park use by enhancing comfort and convenience for all users and providing significant safety benefits.
23. **Waterways and Wetlands Asset Management Strategy**
This strategy is underpinned by a values based approach. The city's waterways and wetlands, including the Styx River, are assessed and managed for ecological, drainage, historical, cultural, recreational and drainage values.
24. **Vision 2000 – 2040 The Styx Community Planning for the Future**
The Council has a 40 year vision for the waterways and wetlands associated with the Styx catchment. The vision is consistent with the City Plan and the Waterways and Wetlands Asset Management Strategy and incorporates the following:-
- (a) Vision 1 - To achieve a "Viable Springfed River Ecosystem" to complement the other representative protected ecosystems of Christchurch such as the Port Hills, Travis Wetlands and the Coastline
 - (b) Vision 2 - **To create a "Source to Sea Experience" through the development of an Urban National Reserve**
 - (c) Vision 3 - To develop a Living Laboratory that focuses on both learning and research as envisioned by Dr Leonard Cockayne (1855 - 1934).
 - (d) Vision 4 - **To establish "The Styx" as a place to be through maintaining and enhancing the special character and identity of the area**
 - (e) Vision 5 - To foster partnerships through raising the quality of relationships as we move forward together
25. The long term management and development of the Brooklands Lagoon area is currently being considered as part of a wider parks planning process. The issue gathering stage of this planning work is nearing completion and it is anticipated that draft plans will be circulated towards the end of 2008, for feedback.

CONSULTATION FULFILMENT

Consultation Process

26. The formal public consultation period was open from 30 December 2007 until 4 February 2008. This five week consultation period spanned the statutory summer holidays and the beginning of the school year. A public information leaflet and feedback form was delivered to all properties in Brooklands and a number of other interest groups and key stakeholders. This pamphlet included a summary of the concept, an initial concept plan and a feedback form. The project team sought feedback from the community to see whether the proposal was generally supported and asked for any feedback (refer to **Attachment 1**). Also included was an offer to meet onsite, if requested.

10. Cont'd

27. On Saturday 12 January, staff and Board members were available on site to discuss any questions about the proposal. This 'drop in session' was held at the Brooklands boat ramp and included displays, discussions and a community barbeque. The proposal was advertised in The Star 'What's On' page, the Styx Post, on signboards at the boat ramp and at Spencer Park and on the Council (CCC) Have Your Say website
28. Further informal meetings were held with:
- A number of residents
 - ECan staff (flood control, regional parks, navigation safety, and property)
 - Department of Conservation staff (Programme Manager Community Relations Mahaanui Area Office)
 - Mahaanui Kurataiao Ltd, Council's iwi liaison agency, on behalf of Te Ngai Tuahuriri Runanga
 - A range of City Council staff
29. Each submission received an interim reply letter, which acknowledged that the submission had been received and that it would be considered, once the consultation period had closed. Submitters were also advised that they would receive further correspondence prior to a decision being made. This would outline the outcome of consultation, the project team's preferred concept plan, the decision making process and how they could be involved in this and the expected timeline for the project.
30. On 8 April 2008 staff held a workshop with residents from the adjoining properties and Board members at the Papanui Service Centre boardroom. Iwi were invited to this meeting but were unable to attend. This meeting provided an opportunity to discuss the proposed amendments to the concept and to further consider the views of key stakeholders, prior to a final decision being made. In response to the invitation, all adjoining property owners agreed to attend. This workshop was a participatory and active process using techniques that required group work and input from all attendees. Language interpretation was offered for participants that speak English as a second language.
31. The community workshop included the following process:
- (a) Review of the proposed plan amendments that had resulted from the public consultation. An overview of the key issues raised in consultation and discussion about the safety report. Provision of an updated artist's impression of the toilet, which was superimposed onto a photograph provided by one of the adjoining neighbours. Provision of an updated sketch of the Sense of Arrival structure.
 - (b) Critique of amended plan by the community, using the following techniques:
 - (i) Activity 1: 'Dot voting' to identify outstanding issues and areas of agreement. Green dots used to indicate *"parts of the plan you like"* and red stickers to indicate *"parts of the plan you do not like"*
 - (ii) Activity 2: 'World Café' to consider the toilet issue. Discussion questions: *"discuss the existing issue of people toileting in the reserve"* (the 'Problem') and *"discuss how the group feels about the suggested toilet location"* (the 'Solution')
 - (iii) Activity 3: A facilitated discussion on other identified issues. Discussion question: *"comment on proposed changes, clarification around unchanged items"*
32. Once the concept was finalised by the project team in July 2008, all respondents were sent a final reply letter that outlined the outcome of consultation, included the finalised concept plan and a sketch of the proposed toilet. The letter informed respondents that a report would be presented to the Board for their approval. Details of the Board meeting were also provided so that any interested residents could attend or address the Board prior to the decision being made.

10. Cont'd

Consultation Outcome

33. The consultation received an 18% response rate (99 responses), which is a moderate response rate. However a number of submissions were from groups, such as residents' associations, which represent a number of residents.
34. Community feedback was generally positive. The consultation outcome and project team responses are included in **Attachment 2**.
 - 64% responded "YES – I generally support the plan"
 - 16% responded "NO – I do not support the plan"
 - 21% didn't indicate a preference
35. Submissions were received from all of the adjoining residents and from a number of key stakeholders, including:
 - Brooklands Community Centre Inc (Brooklands Residents' Association) - submission No.64
 - ECan's Parks and Forests section - submission No.76
 - Guardians of the Styx - submission No.82
 - Blue Lagoon Neighbourhood Support Group - submission No.91
 - Styx Living Laboratory Trust - submission No.94
 - Mahaanui Kurataiao Ltd, on behalf of Te Ngai Tuahuriri Runanga - submission No.99
36. The Brooklands Community Centre Inc and the Blue Lagoon Neighbourhood Support Group both provided extensive submissions. The issues raised by these groups were generally in accordance with the community views that were provided independently to Council from residents, with the exception of the issues around the placement of the toilet. This issue did not gain general community agreement.
37. Te Ngai Tuahuriri Runanga noted that they are not opposed to the creation of a boat ramp, parking and toileting facilities in the area. However, they sought consideration about potential runoff to the river or lagoon and safety in the carpark. They also sought assurance that a public toilet is provided to ensure that human waste is not being left in the environment and that this is sited away from the water's edge. The runanga noted that they would like to be further involved in the development of the interpretation features and proposed boardwalk and that, given they have some concerns with the boardwalk, they would like to be further consulted as these features develop. It was hoped that an opportunity may exist to enhance the historical and contemporary connection of place with Ngai Tuahuriri's hapu associations with the area.
38. The Guardians of the Styx (Inc) raised concerns about runoff from the car park and its potential effect on the Styx River, in terms of effects on aquatic flora and fauna. The Styx Living Laboratory Trust noted support for the overall concept. It commented that, as the climax of the 'Source of Sea' walkway, this area is exceptionally important in terms of the greater Styx Project. In their view, it is important that not only should the feelings of the adjacent landowners be considered, but also the feelings of the users of the walkway, in particular the vistas from the walkway itself. The river is being managed for its ecological and wilderness values and a low key maintenance approach and reduction in the visual impact of adjacent houses on people using this area is therefore considered to be important. The Trust considers that all built structures should be considered as integrated artworks and pedestrian access through the Blue Lagoon site should be protected in the long term.
39. ECan's Parks and Forests section sought that the proposed sculptured artwork be relocated away from the saltmarsh and spit as they considered this to be a visual intrusion upon the natural area. They also raised concerns that an artwork in this location has the potential to be a rally point for visitors to the saltmarsh and spit, which is likely to have a negative impact upon the biodiversity of the area.

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40. The submissions that indicated that they **did not** support the proposal cited the following reasons:
- (a) *Carpark design* – want angle parking, allow for car/trailer units at entrance, want more parks, want trees for shade but not to block views, want disabled parking
 - (b) *Carpark surface* – oppose asphalt (aesthetic reasons) or grit (dust problem), prefer existing grass surface
 - (c) *Swale* – don't shift it to property boundary, leave it as is or pipe, should be for rainwater only
 - (d) *Toilet* – oppose location (do not want large building on top of stop bank). Suggest alternative locations: north side of stopbank (or lower), in proposed carpark on Harbour Road, in boat ramp carpark, with boat jetty. Suggested alternative facilities: use Domain Toilet. Oppose height of toilet: keep it low and small, should just be one Unisex Accessible Toilet/Change room and not an information centre. Request for an additional toilet: another toilet (small) at end of Seafield track
 - (e) *Sense of Arrival structure* – oppose archways and Sense of Arrival structure
 - (f) *Boat jetty* – extend it as per previous jetty, shift out into Styx, shift it as per previous plan
 - (g) *Boat ramp* – prefer asphalt surface, need mobility parks, shift it as per previous plan
 - (h) *Wash down* - needs to be sealed and girded properly if provided at all
 - (i) *Security* – gates needed, lock car park and toilet, lock reserve
 - (j) *Walkways* – oppose existing easement through 87 Harbour Road (want coastal boardwalk or use Blue Lagoon footpath or CCC purchase Blue Lagoon restaurant). Oppose walkway near property boundaries (in car park) and would prefer it shifted to top of stop bank. Oppose crusher dust paths (too dusty, prefer seal or grass). Need access for mobility scooters
 - (k) *Picnic area* - regular mowing of grass, need rubbish bins, park benches for wheelchair users, more park benches, two park benches and two picnic tables, keep vehicles off the reserve and stop bank
 - (l) *Landscaping* – blocks views, oppose cabbage trees, prefer original plan.
 - (m) *End of Harbour Road* – need enhancement as a priority
 - (n) *Traffic* - speed humps wanted
 - (o) *Styx River and Harbour* – reduce speed of craft
 - (p) *Don't develop at all* – waste of money, oppose jet-ski noise and don't want more
41. The **key issues raised** in the public consultation, and the project team's responses, are outlined in the tables below. A 'key issue' has been defined as something that has been identified by significant numbers of individual submissions and/or an issue raised by key stakeholders (such as a residents' association).

10. Cont'd

Toilet/change facility
<p>Key issues raised by the community:</p> <ul style="list-style-type: none"> • Support the need for a toilet • Oppose location (incorporate it with boat jetty or re-site to north side of stopbank) • The toilet is too high • Toilet is too big - all that is needed is a Unisex /disabled toilet that would be used as a change room, not an information centre (design it like the one in Heathcote Park) • All built structures should reflect Styx vision and use integrated artworks approach
<p>Project team discussion:</p> <p>There was a high level of feeling about the proposed toilet by most directly affected, who see it as a visual intrusion into their outlook</p> <ul style="list-style-type: none"> • <i>Concern about location of toilet</i> <ul style="list-style-type: none"> • A number of submitters suggested alternate locations but there was not agreement about a preferred alternative. The Brooklands Community Centre Inc recommended that the toilet be adjacent to or incorporated with the boat jetty (without consultation with the most affected neighbours). Ngai Tuahuriri submitted that they would not want a toilet located adjacent to the water's edge. The Blue Lagoon Neighbourhood Support Group suggested re-siting toilet to North side of stop bank (which would place it in an ecologically sensitive area). • The suggested alternatives have been assessed based on a number of criteria, such as safety, accessibility, visual effects, recreation and land tenure. It was found that they do not meet these criteria as well as site proposed at the entrance to the reserve. Due to the degree of concern raised about the proposed toilet, the project team commissioned an independent safety report from Boffa Miskell Ltd, an environmental planning consultancy. This safety audit (refer Attachment 5) confirmed that the proposed site best achieves the key CPTED principles and that it is therefore is the most suitable location with respect to safety, as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes • <i>Concern about height of toilet</i> - the proposal indicated that the toilet would be constructed at the height of the existing stop bank. The community sought that the toilet be positioned lower to reduce visual effects. The toilet will be constructed at the existing ground level (approximately). This will reduce the visual effects from the original proposal, which had the toilet located at the level of the adjacent stop bank. • <i>Concern about design of the toilet</i> - one of the community requests was that the toilet/changing room not be a large structure incorporating an information centre as it considered this would detract from the unspoiled natural beauty in this area. The Styx Living Laboratory Trust suggested that all built structures should be considered as an opportunity to use an integrated artwork approach to building design. The toilet/change room facility will be a single cubicle building constructed of vertical palings with a sail roof suspended above. An integrated artwork design approach will be used with the design of the toilet and Sense of Arrival structure • <i>Concern about the reserve planning process</i> - an adjoining resident raised concerns about the lack of information provided to them in the Land Information Memorandum (LIM) that they acquired prior to purchasing their property. The LIM did not include the developer's landscape plan and they were unaware that this land may be developed as a recreation reserve. It is understood that it is not Council practice to include draft landscape plans in LIMs. These residents are vehemently opposed to the proposal to include a public toilet in view of their property

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<p>Paths and Walkways</p> <p>Key issues raised by the community:</p> <ul style="list-style-type: none"> • Oppose easement over 87 Harbour Road and a want coastal walkway • Shift pathway to top of stopbank • Crusher dust path too dusty, informal (grassed) path or no path through reserve <p>Project team discussion:</p> <ul style="list-style-type: none"> • The primary issue raised about walkways relates to the existing easement over 87 Harbour Road (the Blue Lagoon restaurant site), which provides a link from the reserve through to Seafield Park. The legality of this is contested by the owners of the site, who believe that this easement was only intended to be temporary. In July 2008 they presented a petition, with 569 signatures, to the Shirley/Papanui Community Board seeking that the easement be removed from their property and an alternative coastal boardwalk be constructed. The proposal for the coastal boardwalk has been included in this proposal and the project team are recommending that this be constructed in 2009/10, contingent on the relevant approvals being granted. This would use funding that was originally intended for the completion of walkways, landscaping and park furniture associated with this project. • A second key issue was opposition to a proposed walkway adjacent to property boundaries, which local residents considered could be relocated to the top of the stopbank. The plan has been amended to reflect these views. • A request was also made to retain an informal path through the reserve. The project team believe that a well-formed path is needed to ensure good access for all park users and to meet the Parks Access Policy.
<p>Car and Trailer Parking Area</p> <p>Key issues raised by the community:</p> <ul style="list-style-type: none"> • Want angle parking and need mobility parking • Oppose asphalt surface (visual effects) vs. want asphalt surface (dust problem and bare feet) vs. want grass surface (leave as is) • Don't shift swale near properties • Security – install gates and give key to locals <p>Project team discussion:</p> <ul style="list-style-type: none"> • The primary issue with the car park was with the design and surfacing. There was significant support for angle parking. There were mixed views about the surface – the chip surface was not supported and some sought asphalt but others opposed it. There was also a call for a natural grass surface. There was also strong opposition to moving the swale nearer to residences. The project team has redesigned the car park to include angle parking and a grass surface. It is proposed that the swale will be removed from the base of the stopbank and diverted to the wetland adjoining the trailer park (subject to approval from ECan). • Significant concerns were raised about the potential for 'boy racers' to use the reserve and car park at night. The local community have sought that a gate be installed and keys given to locals. A barrier will be included at the reserve entrance – this will be locked and unlocked at advertised times. This will either be undertaken by a security firm or a local 'caretaker'. It is not proposed to hand a key out to locals as this would not provide any surety about the gates being opened and closed at particular times.

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<p>Boat Ramp and Jetty</p> <p>Key issues raised by the community:</p> <ul style="list-style-type: none"> • Want asphalt/or concrete turning area and mobility parks at boat ramp • Wash down area needs proper soak pit or don't provide at all • Support boat jetty but extend it <p>Project team discussion:</p> <ul style="list-style-type: none"> • There was strong support to have the turning area asphalted or concrete and any soak pit to be well designed. The extension of the jetty was also considered to be important for it to be useable. These features have been included in the amended concept.

<p>Sense of Arrival structure and Artwork</p> <p>Key issues raised by the community:</p> <ul style="list-style-type: none"> • Oppose Sense of Arrival structure • Oppose proposed Artwork on the spit <p>Project team discussion:</p> <ul style="list-style-type: none"> • These features were not well supported with the local community preferring the aesthetic of the natural environment, rather than built structures. These comments have been responded to by removing the proposed artwork feature from the proposal. However the Sense of Arrival is considered to be an important part of Council's Styx Vision and the Styx Living Laboratory Trust have noted that all built structures should be considered as integrated artworks. To respond to community views, the height of the Sense of Arrival has been reduced by not including the proposed archways the Sense of Arrival has been redesigned to extend into the lagoon less than as originally proposed. However, this feature will include art elements.
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<p>End of Harbour Road and Small Car Park</p> <p>Key issues raised by the community:</p> <ul style="list-style-type: none"> • This area needs to be enhanced - would like a boardwalk/jetty structure • Provide kayak launching area away from main boat ramp <p>Project team discussion:</p> <ul style="list-style-type: none"> • The proposed enhancement of this area was seen as an important aspect to the development of this area. It was seen by some as a priority and that the proposal could be enhanced further. This area will be further enhanced and designed to compliment the proposed coastal boardwalk. This may include opportunities for passive water sports
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<p>Park Furniture and Landscaping</p> <p>Key issues raised by the community:</p> <ul style="list-style-type: none"> • Park benches instead of two of the picnic tables, install park benches to face views, want rubbish bins • Oppose cabbage trees at entranceway • Landscaping blocks views <p>Project team discussion:</p> <ul style="list-style-type: none"> • The community sought more park benches rather than picnic tables as these provide better opportunities to enjoy the view, particularly amongst those with limited mobility. These have been included in the plan. A rubbish bin has been installed in the reserve. • There was considerable opposition to the proposed cabbage trees at the entranceway, as they were considered to be messy and a nuisance for mowers. These will be replaced with an indigenous coastal species, such as lacebark. • A number of trees proposed on the boundary were opposed due to concerns that they would block views. These have been assessed and relocated, where appropriate.

10. Cont'd

<p>Other issues raised in feedback</p> <p>Key issues raised by the community:</p> <ul style="list-style-type: none"> • Styx River - signage for boats • Traffic – speed bumps and traffic speed restrictions • Maintenance – mow frequently, empty rubbish bins • Harbour/lagoon – signs re boating speed limit, want channel marked and dredged <p>Project team discussion:</p> <ul style="list-style-type: none"> • A number of the issues raised in this consultation were beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666 or ECan.

42. The project team considered this consultation feedback and revised the concept plan by including **following amendments:**

- Carpark design amended to include angle parking, with ground level demarcation of parks
- Pathway between houses and carpark redirected to top of stopbank
- Carpark surface to be grass over gravel (this can be upgraded to asphalt in the future, if necessary)
- Carpark swale to be removed and water runoff redirected to the wetland to the west
- Boat ramp turning area surface to be asphalt or concrete
- Improved visibility of pedestrian linkages through boat ramp area
- Mobility parks included near boat ramp
- Boat jetty extended
- Harbour Road upgrade to include deck, planting and walkway linkages
- Sense of Arrival reduced in height and length (but remains at the Styx River Mouth)
- Artwork feature removed from proposal
- Park benches to be included instead of two of the picnic tables
- Cabbage trees at entrance to be replaced with an indigenous coastal species that is tolerant of these conditions
- Amount of trees reduced on the plan. Ngaio and Ake Ake (3-4m) to be used on boundaries as they are tolerant of coastal conditions
- A coastal walkway linkage between the end of reserve and the end of Harbour Road to be investigated and constructed, if possible

43. The outcome of the community workshop that was held on 8 April 2008 was as follows:

<p>Activity 1: 'Dot voting'.</p> <p>This technique was used to identify outstanding issues and areas of agreement</p>	<ul style="list-style-type: none"> • Agreed opposition to the existing easement over 87 Harbour Road • Agreed support of a coastal walkway seaward of 87 Harbour Road • Some opposition to individual trees • Some opposition to the jetty, boat ramp and associated carpark (by an adjoining land owner) • Some opposition to Sense of Arrival (by an adjoining neighbour) • Mixed support and opposition to the toilet (the opposition was from adjoining neighbours)
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10. Cont'd

<p>Activity 2: 'World Café' considered the following questions:</p> <p><i>"discuss the existing issue of people toileting in the reserve"</i> (the 'Problem') and</p> <p><i>"discuss how the group feels about the suggested toilet location"</i> (the 'Solution')</p>	<ul style="list-style-type: none"> • The 'Problem'. Strong support for the need for a toilet and little opposition to the need (<i>"issues now are horrific"</i>, need it for whitebaiters, rubbish collects in the area, people are using residents' toilets) • The 'Solution'. Good level of support for the proposed location as it <i>"has to go somewhere"</i>. Small level of opposition to proposed location. Strong support for the toilet to be lower, as small as possible and as far back onto ECan can land as possible. A request for an outside shower. (Note: the proposal is for a unisex accessible single cubicle toilet/change facility) • Design issues: Mud will be an issue, clarification about which way the door will swing (to the road but will have a spring), opposition to corrugated iron, support for timber and riverstones, support that it be as inconspicuous as possible
<p>Activity 3: Facilitated discussion</p> <p>Discussion on other identified issues from Dot Voting and clarification of intentions with dot placement:</p>	<ul style="list-style-type: none"> • Support for Harbour Road carpark and jetty • Clear steer on easement/boardwalk issue. Request that the investigation of this be progressed • Clarification about each tree issues raised • Big concern from adjoining land owner about placement of jetty and boat ramp • Request for gates at either the reserve entrance or carpark entrance with key to be provided to neighbours • Support for the carpark (but more parks preferred) • Support for relocation of footpath to stopbank, as indicated on plan • Support removal of swale, as indicated on plan • 'Parked Issues' - maintenance and traffic calming

44. Having considered the feedback from the community workshop and further discussions with Ecan, Department of Conservation (DoC) and iwi, the project team have made the following **further amendments** to the proposed concept:

- The toilet will be constructed at the existing ground level (approximately). This will reduce the visual effects from the original proposal, which had the toilet located at the level of the adjacent stop bank. The toilet/change room facility will be a single cubicle building constructed of vertical palings with a sail roof suspended above. This facility will include an outside wash down shower. The toilet/change room and Sense of Arrival structure will include a design aesthetic that reflects the special character and identity of the Styx River catchment
- Cabbage trees to be replaced and indigenous coastal species, such as lacebark
- Some individual trees have been shifted or removed

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- A barrier to be included at the reserve entrance – this will be locked and unlocked at advertised times. This will either be undertaken by a security firm or a local 'caretaker'. The latter would involve agreeing on a Custodial Contract with one of the adjoining neighbours. This person would receive modest payment in return for opening and closing the reserve on a daily basis, at the times indicated on a sign (possibly for summer vs. winter hours).
45. The final concept plan, which includes the above amendments, is included as **Attachments 3** and recommended for approval by the Board. A plan of the proposed toilet and 'Sense of Arrival' design is included as **Attachment 4**. If approval is granted, the project team will proceed to the detailed design stage and then tender the work for construction.
46. **Construction schedule**
The proposal includes a number of unfunded items and, in response to the feedback received in consultation, the project team has reviewed the construction schedule that was outlined in consultation document. The proposed construction schedule is outlined below (this schedule is subject to Board approval of the concept in August 2008).

Construction in 2008/09	Construction in 2009/10	Currently unfunded items
<ul style="list-style-type: none"> • Toilet and 'Sense of Arrival' structure • Planting around toilet, trailer park and entrance • Build trailer car park 	<ul style="list-style-type: none"> • Coastal Boardwalk • Paths and walking tracks • Planting lagoon margin 	<ul style="list-style-type: none"> • Complete paths and walking tracks • Complete planting at trailer park • Plant eastern boundary • Planting lagoon margin • Picnic tables • Jetty and bollards • Harbour Road jetty, parking and landscaping • Interpretation

47. This schedule includes construction of the proposed coastal boardwalk in 2009/10 and leaves a number of items, such as landscaping, paths and park furniture uncompleted until further funding has been sourced. Jetties and interpretation also required further funding to be sourced. While this leaves a number of features of this landscape plan uncompleted, it has been developed in response to the significant level of support by the local community for a coastal boardwalk. *Note: further consultation with iwi about the design of the proposed coastal boardwalk will be required and a number of approvals will need to be granted prior to construction.*

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approve the plan in **Attachment 3**, and drawing in **Attachment 4**, in order to proceed to detailed design and construction/ implementation of the Styx River Mouth/Brooklands Boat Ramp Landscape Plan.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

10. Cont'd

BACKGROUND

48. The Styx River Mouth/Brooklands boat ramp is located in Brooklands, where the Styx River empties into Brooklands Lagoon. It is an important area with a variety of significant values associated with it. This was an important food gathering site that reflects both Maori and early European history. Due to its proximity to the coastal, harbour and river mouth areas, this reserve remains a significant area for to iwi today. Brooklands Lagoon, and the large Seafield Park bordering the lagoon, is also an important wilderness reserve and regional park that provides significant environmental and recreational uses.
49. This reserve is a termination point of a much larger green corridor associated with the Styx River that extends from its source to the sea. Viewed from the perspective of the Styx 'Source to Sea' walkway, this reserve is an 'arrival' point. The development of the reserve has been considered in conjunction with this wider context including the long term objectives and aspirations associated with this greater green corridor. The Styx Vision document has been adopted by Council and, in particular, consideration has been given to Styx Vision 2 "*To create a 'Source to Sea Experience' through the development of an Urban National Reserve*" and Styx Vision 4 "*To establish 'The Styx' as a place to be through maintaining and enhancing the special character and identity of the area*".
50. The proposed development of this reserve is to a standard that reflects its important strategic location. It is not a small local park as its size would suggest but the gateway to the marine and river environment. The proposed development on the park reflects this position with marine and walkway facilities combined in artworks and built assets including a public toilet and car park.
51. The Brooklands lagoon area offers a variety of land and water-based recreational experiences. These include walking, cycling, horse riding, boating, jet skiing, fishing and whitebaiting. To support these activities, the need for a number of facilities has been identified. This includes formalised parking for cars and trailers, washdown facilities, toilet and change facilities, jetties, seating and paths. Many of these facilities were anticipated by the developer of this site who, in conjunction with Council staff, drafted a landscape plan for the area (dated March 2001). This included a car and trailer carpark, toilet, jetty and landscaping.
52. The previous planning work informed the project objectives, which were to:
- Consider the needs of the local community and reserve users, while developing a concept within the available funds
 - Enhance the use of the boat ramp and parking and protects the adjacent reserve
 - Provide improved access to the river via the boat ramp by providing jetty facilities
 - Consider the need for aquatic pest control measures
 - Provide toilet facilities in the reserve
 - Provide pedestrian linkages through to Seafield Park
 - Enhance the ecological area and develops a sense of arrival at the end of the Styx 'Source to Sea' walkway
 - Use an integrated artworks approach to reflect the influence of the Styx River and indigenous wildlife in this reserve
53. The project team developed a concept to meet these objectives, which included the features that were suggested in the developer's draft landscape plan, apart from relocating the stopbank. The car and trailer carpark and toilet are proposed for the same location but the boat jetty has been positioned south of the jetty, where a boat jetty was historically located. Also included in the plan is a 'Sense of Arrival' structure at the end of the Styx walkway, a picnic area adjacent to the boat ramp, pathway linkages through to Seafield Park and a carpark on Harbour Road. This concept was developed to appeal to a range of recreational users, respond to the identified need for a toilet (and consider safety issues with its design and placement), have minimum visual impact on surrounding neighbours and to be in keeping with the overall vision for this reserve.

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ATTACHMENT TO CLAUSE 2
ATTACHMENT TO ITEM 4
APPENDIX 3

17. 9. 2008

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18. STYX RIVER MOUTH/BROOKLANDS BOAT RAMP LANDSCAPE PLAN

The Board considered a report seeking their approval to proceed to detailed design and construction/implementation of the Styx River Mouth/Brooklands Boat Ramp Landscape Plan.

The Board **resolved**:

- (a) To approve the plan in **Attachment 3**, and drawing in **Attachment 4**, in order to proceed to detailed design and construction/ implementation of the Styx River Mouth/Brooklands Boat Ramp Landscape Plan.
- (b) That the Board advocates to Council for removal of the access easement through the Riley's property at 87 Harbour Road, Brooklands.

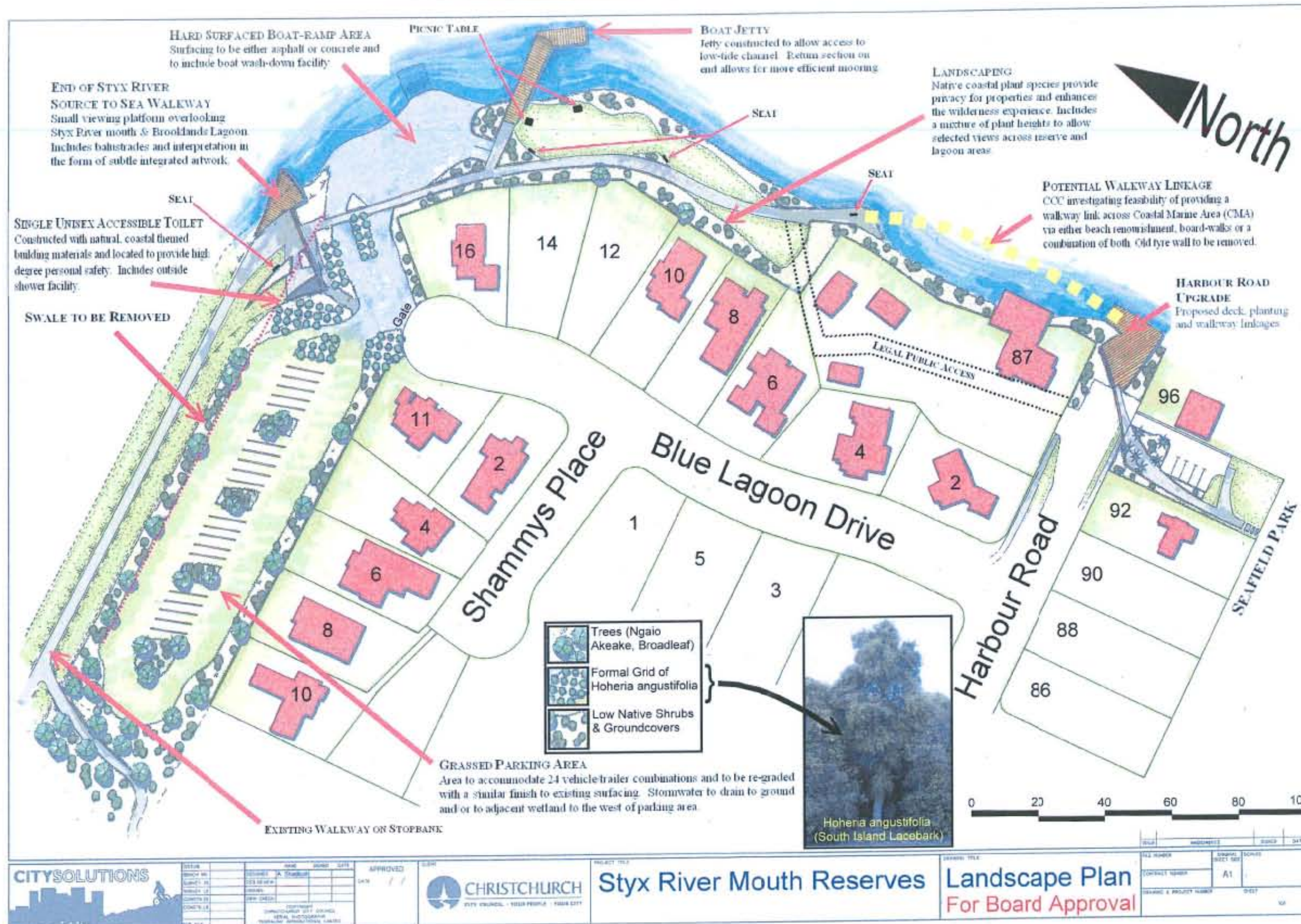
(**Note**: Aaron Keown voted against the resolution due to the budget required but was supportive of the design)

The Board **decided** that the staff involved in the project be formally thanked by Management.

The meeting concluded at 6.40pm.

CONFIRMED THIS 15th DAY OF OCTOBER 2008

**MEGAN EVANS
CHAIRPERSON**



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ATTACHMENT TO CLAUSE 3

6. 5. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD
COMMUNITY SERVICES AND EVENTS COMMITTEE
1 APRIL 2009**

**Minutes of a meeting of the Community Services and Events Committee
held on Wednesday 1 April 2009 at 4pm
in the Boardroom, Papanui Service Centre, Corner Langdons Road and Restell Street**

PRESENT: Pauline Cotter (Chairperson), Kathy Condon, Matt Morris, Yvonne Palmer and Norm Withers.

APOLOGIES: Apologies for absence were received and accepted from Ngaire Button and Aaron Keown.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. COMMITTEE MEMBERS' INFORMATION EXCHANGE

Specific mention was made of the following:

- It was **agreed** that staff be requested to prepare a report for consideration of allocation of further funds from the Discretionary Response Fund to Junior Neighbourhood Support.
- It was **agreed** that a report back to the Board in May 2009 be requested from the three community members who had been sponsored by the Board to attend the 17th International Safe Communities Conference 2008 in October 2008.
- It was **agreed** that staff be requested to arrange a meeting with staff of the Ministry of Education and the Ministry of Social Development to enable the Board to advocate support of funding for rental and hourly pay rates for St Albans Edu-Care.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

2. CONFIRMATION OF MEETING MINUTES – 4 FEBRUARY 2009

The Committee **resolved** to confirm the minutes of the Community Services and Events Committee meeting of 4 March 2009.

3. SHIRLEY PAPANUI YOUTH DEVELOPMENT FUND – JADE GWATKIN

The Committee considered a report presenting a Youth Development fund application for funding in the 2008/09 financial year.

The Committee **resolved** to allocate \$800 from the Board's 2008/09 Youth Development Scheme to Jade Gwatkin to enable him to participate in the Cultural Exchange trip to Nagoya, Japan for two weeks in late April/early May 2009.

The meeting concluded at 4.30pm.

CONSIDERED THIS 6TH DAY OF MAY 2009

**PAULINE COTTER
CHAIRPERSON**

6. 5. 2009

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ATTACHMENT TO CLAUSE 4

6. 5. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD
GREENSPACE TRAFFIC WORKS COMMITTEE
1 APRIL 2009**

**Minutes of a meeting of the Greenspace Traffic Works Committee
held on Wednesday 1 April 2009 at 4.30pm
in the Boardroom, Papanui Service Centre, Corner Langdons Road and Restell Street**

PRESENT: Matt Morris (Chairperson), Kathy Condon, Pauline Cotter, Yvonne Palmer and Norm Withers.

APOLOGIES: Apologies for absence were received and accepted from Ngaire Button and Aaron Keown.

The Committee reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. 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 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.

1 Cont'd

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.
(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.

1 Cont'd

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.
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.

1 Cont'd

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 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.*
 - (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.*

1 Cont'd

(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.

COMMITTEE RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS

2.1 MR CHRISTOPH HENSCH RE EDGEWARE ROAD/COLOMBO STREET INTERSECTION

Christoph Hensch reported his concerns and those of St Albans residents about their belief of the danger to pedestrians using the Edgware Road pedestrian crossing by Colombo Street and presented a number of possible solutions.

It was **agreed** that staff be requested to present a report to consider the immediate installation of stop signs at the Trafalgar/Edgware Streets and Colombo Street/Edgware Road intersections. The report would also consider the proposal of painting "Pause" on the pavement on each side of the pedestrian crossings.

It was **agreed** to recommend that the Board would:

- Consult with landowners of the shops on the South East corner of the Colombo Street/Edgware Road intersection on the possibility of having a one-way entry to the car park off Edgware Road and a one-way exit from the car park onto Colombo Street.
- Consider the removal of parking spaces outside of the PhysioMed premises at 57 Edgware Road.
- Consult with relevant taxi companies on the moving further westward of the taxi stand on the north west side of the Trafalgar Street/Edgware Road intersection.

Staff provided advice that the Trafalgar Street/Edgware Road give-way lines had been positioned to provide line of sight in either direction and this was not obscured by the two parking spaces outside the PhysioMed premises. The Taxi stand has already been shifted west and a further move was likely to be resisted. This intersection would be included in the Bus Priority project.

The Chairperson thanks Mr Hensch for his presentation.

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 GRASSMERE STREET - PARKING

No further action at present due to the current work programme under the LTCCP.

3.2 SPRINGFIELD ROAD/ABBERLEY CRESCENT/EDGEWARE ROAD – TRAFFIC MANAGEMENT PLAN

No further action at present due to the current work programme under the LTCC.

3.3 REDWOOD SHOPPING CENTRE

A report will be presented to the 15 April 2009 Board meeting recommending parking restrictions on the Main North Road consistent with the entrance ways being legal road.

3.4 ERICA STREET TRAFFIC CONCERNS

A speed survey which will determine speed, volume and class of vehicle has been commissioned.

3. Cont'd

3.5 HUSSEY ROAD

A memorandum is currently being prepared by staff regarding speed limits.

3.6 SAFETY CONCERNS ABOUT LEFT TURNING TRAFFIC INTO NORTHFIELD ROAD FROM NORTHCOTE ROAD

It was **agreed** that staff be requested to ask the police to undertake speed monitoring in Northfield Road between the hours of 7.30 – 9am and 6.30 – 7pm and to report these results back to the Committee.

4. COMMITTEE MEMBERS' INFORMATION EXCHANGE

Specific mention was made of the following:

- It was **agreed** that staff be requested to prepare a report on the potential funding of Casebrook Intermediate School Edible Garden Project.
- It was noted that two historic plaques have recently been stolen from the Papanui Domain.
- No reliable information has been received about the theft of the Morrison Avenue reserve plaque. Information had been requested for local schools as well as a newspaper article publicising the theft.
- It was **agreed** that staff be requested to arrange a combined community board seminar on traffic calming options.

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 March 2009.

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

The Committee considered a report seeking approval that the stopping of vehicles be prohibited at any time for a distance of 20 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.

The Committee **resolved** that:

- (a) The existing parking restrictions on the east side of the Main North Road, North of Daniels Road be revoked.
- (b) 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 metres.
- (c) 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 metres.
- (d) 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.

6 Cont'd

- (e) 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.

7. HUSSEY ROAD NEIGHBOURHOOD IMPROVEMENT PROJECT

The Committee considered a report seeking approval to proceed to final design and construction of the Hussey Road Neighbourhood Improvement Project.

The Committee **resolved** that:

- (a) The plan for the Hussey Road Neighbourhood Improvement Project proceed to final design and construction within the approved 2008/09 budget of \$272,517; and
- (b) The following parking restrictions for the Hussey Road Neighbourhood Improvement Project be approved:
 - (i) 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) 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.
 - (iii) 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.

The meeting concluded at 5.50pm.

CONSIDERED THIS 6TH DAY OF MAY 2009

**MATT MORRIS
CHAIRPERSON**

5. DEPUTATIONS BY APPOINTMENT



5.1 SUE SKEET – WOODCHESTER STREET/MEDWAY AVENUE INTERSECTION

Sue Skeet will be in attendance to discuss concerns regarding the safety of the above intersection.

5.2 AMBERLEE ALLISON – EDGEWARE ROAD TRAFFIC ISSUES

Amberlee Allison will be in attendance to discuss concerns regarding traffic safety and driver behaviour on Edgware Road, in particular between Hills Road and Barbadoes Street.

6. PRESENTATION OF PETITIONS

Nil.

7. NOTICES OF MOTION

Nil.

8. CORRESPONDENCE

Items of correspondence have been separately circulated to members.

9. BRIEFINGS



9.1 PITT PLACE KERB AND CHANNEL RENEWAL

Anne Cosson (Consultation Leader Transport) will present a consultation plan for Pitt place.

10. WESTON ROAD STREET RENEWAL

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

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Shirley/Papanui Community Board for the proposed street renewal works in Weston Road as shown in **Attachments 1 - 4** and to proceed to detail design, tender and construction and also to approve 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 Council's overall street renewal program. Weston Road has been part of the St Albans Street Renewal Cluster; other streets included in the Cluster are Mays Road (Papanui Road to Rutland Street), Bretts Road and Rutland Street (from Innes Road to Weston Road). This project is on the boundary between the Shirley/Papanui Community Board area and the Fendalton/Waimairi Board area. The Shirley/Papanui Community Board will be considering recommendations for Weston Road from Bretts Road to Jameson Avenue.
3. The objectives of the project are as follows:
 - (a) Replace the existing kerb and dish channel with kerb and flat channel.
 - (b) Maintain or improve safety for all road users.
 - (c) Upgrade street lighting to comply with current standards.
 - (d) To ensure adequate drainage is provided to remedy localised flooding problems.
 - (e) To complete the project within the allocated budget.
 - (f) To complete the construction within the 2009/2010 financial year.
 - (g) To ensure the design meets the demands for on street parking.
 - (h) To improve or maintain safety for pedestrians, cyclists and vehicles.
 - (i) To provide landscape enhancement where possible.

FINANCIAL IMPLICATIONS

4. Funding for this project is provided in the draft 2009-19 Long Term Council Community Plan (LTCCP) Street Renewal Programme. The table below shows the proposed funding and construction year for the project. The funding and timing of the projects in the St Albans Cluster is still subject to Council confirming the Draft 2009-19 LTCCP in June 2009.

Project	2008/2009	2009/2010	2010/2011	Totals
Bretts Road	\$60,658	\$780,000		\$840,658
Rutland Street (Innes to Weston Road)	\$56,929	\$361,520		\$418,449
Mays Road (Papanui Road to Rutland Street)	\$60,000	\$44,279	\$1,356,668	\$1,460,947
Weston Road (Bretts to Jameson)	\$80,697	\$2,074,639		\$2,155,336
Weston Road (Papanui to Bretts)	\$60,537	\$900,000		\$960,537
Cluster Totals	\$318,821	\$4,255,438	\$1,364,970	\$5,939,229

10. Cont'd

5. Application will be made for New Zealand Transport Agency co-funding for the components of this project that qualify.

Do the Recommendations of this Report Align with the LTCCP budgets?

6. Yes, based on current estimates, there is sufficient budget allocated in the Draft 2009-19 LTCCP to implement the project which is project which is programmed for the 2009/10 financial year.

LEGAL CONSIDERATIONS

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install traffic and parking restrictions by resolution.
8. 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.
9. 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?

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

11. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 259 of the draft 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. As above

CONSULTATION FULFILMENT

14. The Board was informed of this project by memorandum in June 2008. A seminar was then held to introduce the proposed design and the project's consultation programme in November 2008. The feedback period was from 6 December 2008 to 5 January 2009. A public information evening was held in December 2008. Hard copy leaflets were distributed to residents and other interested parties in the immediate St Albans Cluster area. For the St Albans Cluster area 98 responses were received of which 65 (66 percent) were generally in support of the proposal, 12 (12 percent) submissions did not support the proposal and 21 (21 percent) did not indicate a preference.
15. There are approximately 187 properties in the Weston Road. Forty-four responses were received, of which 32 (73 percent) were generally in support of the proposal, three (7 percent) submissions did not support the proposal and nine (20 percent) did not indicate a preference.
16. The key issues raised related to drainage problems, narrowing the street to 9 metres, removing redundant vehicle entrances, removing proposed street trees from plan, requests to include speed humps, provide raised platforms, removal of parking spaces at the St Albans Creek day lighting area and road narrowings.

10. Cont'd

17. Changes made as a result of community consultation are as follows:

- (a) The Driveway at No. 32 Weston Road has been widened to 6 metres as the owner intends to install a second off street parking area.
- (b) Five indented parking bays have been provided. One is placed outside No. 25, two outside No. 26 and two outside No. 35 Weston Road. This is to help reduce the overall loss of parking spaces due to the proposed day lighting of St Albans Creek from 15 to a loss of 10 car parks.
- (c) A redundant driveway has been removed from No's 58 and 77 Weston Road.
- (d) A tree has been added outside No. 52 Weston Road.
- (e) A Give Way priority has been added at the intersection with Papanui Road.
- (f) Street trees outside No's 100, 162 and 183A Weston Road have been removed.
- (g) The platform at the intersection of Bretts Road and Weston Road is to be raised to 75 millimetres.
- (h) The grass area will be retained around the hedge outside No. 148 Weston Road.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

- (a) Approve the Weston Road Street Renewal Project, as shown in the attached plans, for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove Existing No Stopping:

- (i) That all existing no stopping restrictions shall be revoked on both sides of Weston Road from Bretts Road to Jameson Avenue.
- (ii) That all existing no stopping restrictions shall be revoked on both sides of Cranford Street from its intersection with Weston Road in a northerly and southerly direction for 13 metres.
- (iii) That all existing no stopping restrictions shall be revoked on the western side of Jameson Avenue for 13 metres in a northerly direction from Weston Road.
- (iv) That all existing no stopping restrictions shall be revoked on the western side of Jameson Avenue for 12 metres in a southerly direction from Weston Road.

New No Stopping

- (v) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at the extension of the Bretts Road kerb line and extending for 11 metres in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing at the extension of the Bretts Road kerb line and extending for 11 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing 110m east of the extension of the Bretts Road kerb line and extending for 12 metres in an easterly direction.

10. Cont'd

- (viii) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing 114 metres east of the extension of the Bretts Road kerb line and extending for 13 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing 210 metres east of the extension of the Bretts Road kerb line and extending for 16 metres in an easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing 210 metres east of the extension of the Bretts Road kerb line and extending for 17 metres in an easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at the extension of the Rutland Street kerb line and extending for 19 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, at the extension of the Rutland Street Road kerb line and extending for 19 metres in a westerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at the extension of the Rutland Street kerb line and extending for 17 metres in an easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, at the extension of the Rutland Street Road kerb line and extending for 17 metres in an easterly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at 117 metres east of the extension of the Rutland Street kerb line and extending for 6 metres in an easterly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, at 117 metres east of the extension of the Rutland Street Road kerb line and extending for 18 metres in an easterly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at 250 metres west of the extension of the Cranford Street kerb line and extending for 23 metres in a westerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing at 250 metres west of the extension of the Cranford Street Road kerb line and extending for 27 metres in a westerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at 116 metres west of the extension of the Cranford Street kerb line and extending for 16 metres in a westerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing at 116 metres west of the extension of the Cranford Street Road kerb line and extending for 16 metres in a westerly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at the extension of the Cranford Street kerb line and extending for 14 metres in a westerly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing at the extension of the Cranford Street Road kerb line and extending for 14 metres in a westerly direction.

10. Cont'd

- (xxiii) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at the extension of the Cranford Street kerb line and extending for 16 metres in an easterly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing at the extension of the Cranford Street Road kerb line and extending for 16 metres in an easterly direction.
- (xxv) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at 121 metres east of the extension of the Cranford Street kerb line and extending for 17 metres in an easterly direction.
- (xxvi) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing at 121 metres east of the extension of the Cranford Street Road kerb line and extending for 17 metres in an easterly direction.
- (xxvii) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at the extension of the Jameson Avenue kerb line and extending for 15 metres in a westerly direction.
- (xxviii) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing at the extension of the Jameson Street Road kerb line and extending for 10 metres in a westerly direction.
- (xxx) That the stopping of vehicles be prohibited at any time on the western side of Cranford Street, commencing at the extension of the Weston Road kerb line and extending for 13 metres in a northerly direction.
- (xxxi) That the stopping of vehicles be prohibited at any time on the western side of Cranford Street, commencing at the extension of the Weston Road kerb line and extending for 13 metres in a southerly direction.
- (xxxii) That the stopping of vehicles be prohibited at any time on the eastern side of Cranford Street, commencing at the extension of the Weston Road kerb line and extending for 13 metres in a northerly direction.
- (xxxiii) That the stopping of vehicles be prohibited at any time on the eastern side of Cranford Street, commencing at the extension of the Weston Road kerb line and extending for 13 metres in a southerly direction.
- (xxxiv) That the stopping of vehicles be prohibited at any time on the western side of Jameson Avenue, commencing at the extension of the Weston Road kerb line and extending for 13 metres in a northerly direction.
- (xxxv) That the stopping of vehicles be prohibited at any time on the western side of Jameson Avenue, commencing at the extension of the Weston Road kerb line and extending for 12 metres in a southerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

10. Cont'd

BACKGROUND (THE ISSUES)

20. Weston Road is a residential street that is classed as a "local road". Weston Road intersects Rutland Street, a collector road, and Cranford Street a minor arterial. The street is predominantly residential and is zoned as L1. The carriageway is currently 14 metres wide and provides on street parking on both sides of the street. This street is in a Special Amenities Area (SAM 39). The character of this SAM is stated as being created by three elements; mature street trees on both sides of the streets, large grass berms and the substantial distance that the houses are set back from the street.
21. There have been 10 crashes recorded for the five year period between 2002 and 2007. Both crashes at the Bretts Road intersection was due to a car travelling north being hit by another vehicle crossing at right angles. The crash at the Rutland Street intersection was due to an eastbound vehicle continuing straight on and hitting a fence unable to negotiate the slight 'S' bend in the road. One crash at Cranford Street was due to driving into a queued vehicle; another by driving into a parked vehicle; one by driving into a vehicle carrying out a driveway manoeuvre, and four crashes were due to cars crossing at right angles and being hit by vehicles travelling in a straight line.
22. A recent traffic count undertaken in August 2008 shows Weston Road carries on average 717 vehicles per day. This count was taken outside No. 174 Weston Road. The speed survey revealed that the 85 percentile speed was 58 kilometres per hour which is very high for a local road. At present there is a bus route that runs down Weston Road onto Bretts Road and then Innes Road. Environment Canterbury has removed this route and it will be replaced by an alternative route which will take effect on 1 November 2009.

THE OBJECTIVES

23. The primary objective for the project are met by:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel;
 - (b) Safety for all road users has been improved by the narrowing of the road which will help to reduce the speed environment along the length of Bretts Road. Narrowing to 7 metres at the intersections will reduce the crossing distance for pedestrians, remove parking which can block sight lines, and will allow waiting vehicles to safely extend beyond the parking lanes, granting better fields of vision.
 - (c) The upgrade of street lighting to comply with current standards;
 - (d) The scheme includes a drainage upgrade for the street consisting of additional sumps which will provide adequate drainage on the street.
 - (e) There will be a loss of 20 on street car parks on Weston Road between Papanui to Bretts Road, due to the day lighting area and the mid block narrowing's. An a further loss of 22 on street car parks between Bretts Road to Jameson Avenue. This is due to the mid block narrowing's. Even with this loss of parking, there is a still a significant amount of parking left.
 - (f) Enhancing the safety of pedestrians by renewing the footpath and installing 75 millimetres high raised platforms that will lower vehicle speed providing a safer environment for both cyclists and pedestrians.
 - (g) Landscaping has been enhanced by the wider grass berms, street trees and landscaping at the intersections.

THE OPTIONS

24. There were four options considered for Weston Road. Option one has been selected as the preferred option and was the option taken to the community for consultation.

10. Cont'd

OPTION ONE

25. Option One involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be narrowed to 9 metres wide and 7 metres at intersection approaches. This would reduce the speed environment to a level compatible with a local road.
- (b) The kerb alignment in the two eastern sections is placed to the south to avoid conflict with the underground water main and fibre optic cables.
- (c) Narrowing to 7 metres wide at the intersections with all side streets by constructing 1 metre kerb build-outs on both sides of the road. This would help to remove parking around the intersections, reduce the crossing distance for pedestrians and reduce traffic speeds.
- (d) Construction of a Type B threshold treatment at the intersections with all upper hierarchy roads. These would provide a visual cue to drivers that they are leaving a higher speed environment and entering a local road.
- (e) Construction of 6 metres wide mid-block narrowing's along the length of Weston Road. These would provide extra space for landscaping, help to narrow the sight lines, and narrow the carriageway, which would reduce the traffic speeds on the road.

OPTION TWO

26. Option two involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be narrowed to 9 metres wide and 7 metres at intersection approaches. This would reduce the speed environment to a level compatible with a local road.
- (b) Narrowing to 7 metres wide at the intersections with all side street by constructing 1 metre kerb build-outs on both sides of the road. This would help to remove parking around the intersections, reduce the crossing distance for pedestrians and reduce traffic speeds on the street.
- (c) Construction of several mid-block centre blisters. These would deflect the traffic horizontally, encouraging them to reduce their speed along the road.

27. Option two has not been chosen as the preferred option because the use of the centre blisters for traffic calming would be inconsistent with the surrounding area. This form of traffic calming is also uncommon in Christchurch and may cause confusion.

OPTION THREE

28. Option three involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be narrowed to 9 metres wide. This would reduce the speed environment to a level compatible with a local road.
- (b) Narrowing to 7 metres wide at the intersections with all side street by constructing 1 metre kerb build-outs on both sides of the road. This would help to remove parking around the intersections, reduce the crossing distance for pedestrians and reduce traffic speeds on the street.
- (c) Construction of several 10 metre long, three metre wide, mid-block narrowing's. These would provide one traffic lane and act as slow points, reducing the traffic speeds on the street.

10. Cont'd

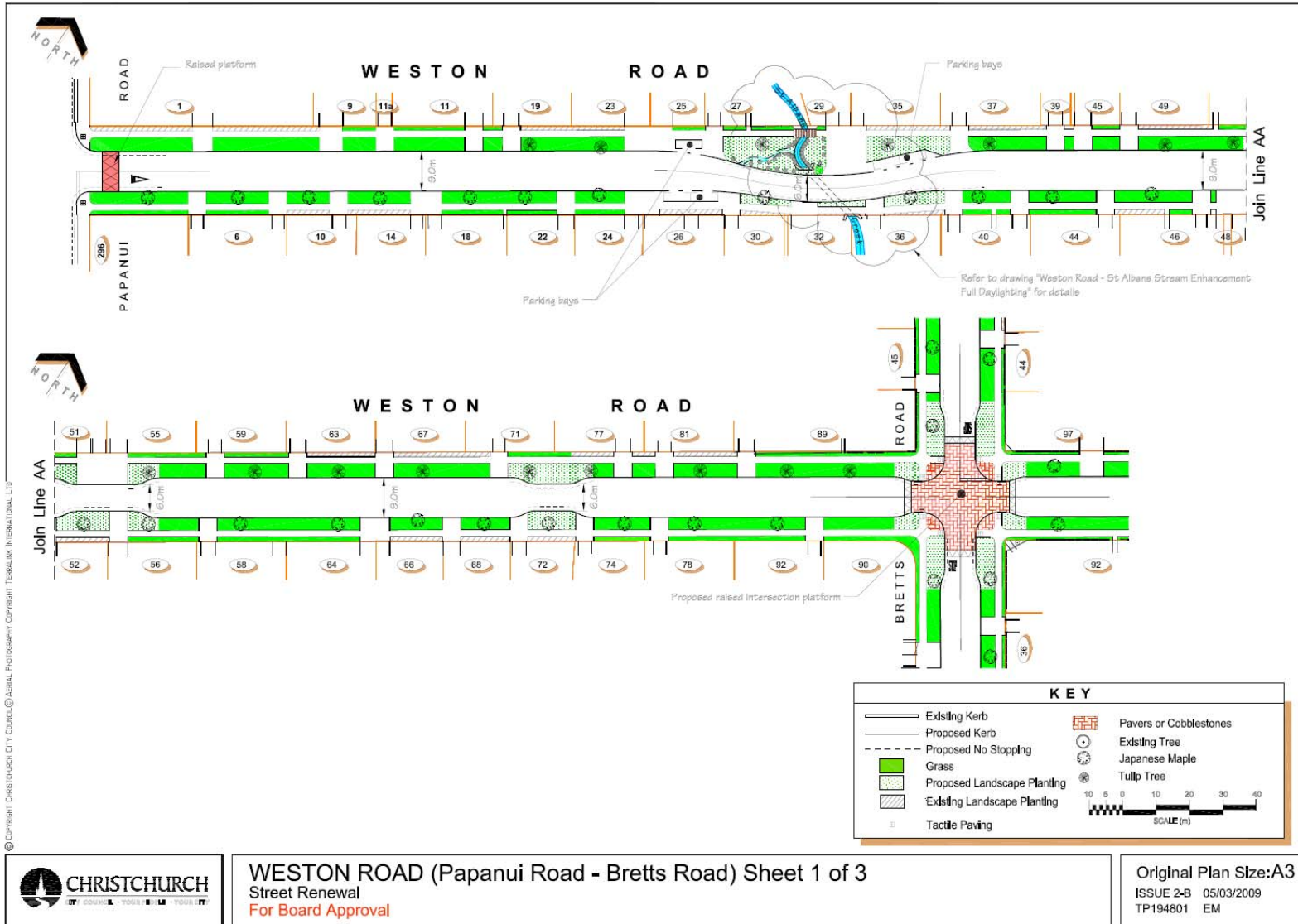
- (d) Construction of raised platforms at the Brett's Road intersection. This would help to reduce traffic speed on the street and assist in highlighting the intersection.
29. Option three was not chosen as the preferred solution because the traffic calming was seen to be excessive, and not consistent with the surrounding streets.

OPTION FOUR

30. Option four involves the following:
- (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be narrowed to 9 metres wide except where specified at intersections. This would reduce the speed environment to a level compatible with a local road.
 - (b) Narrowing to 7 metres wide at the intersections with all side street by constructing 1 metre kerb build-outs on both sides of the road. This would help to remove parking around the intersections, reduce the crossing distance for pedestrians and reduce traffic speeds on the street.
 - (c) Construction of several 3 metre wide, 75 millimetres high mid-block raised platforms. These would act as slow points reducing the traffic speeds on the street.
 - (d) Construction of raised platforms at the Brett's Road intersection. This would help to reduce traffic speeds on the street and assist in highlighting the intersection.
31. Option four was not chosen as the preferred solution because the traffic calming was seen to be excessive, and not consistent with the surrounding streets.

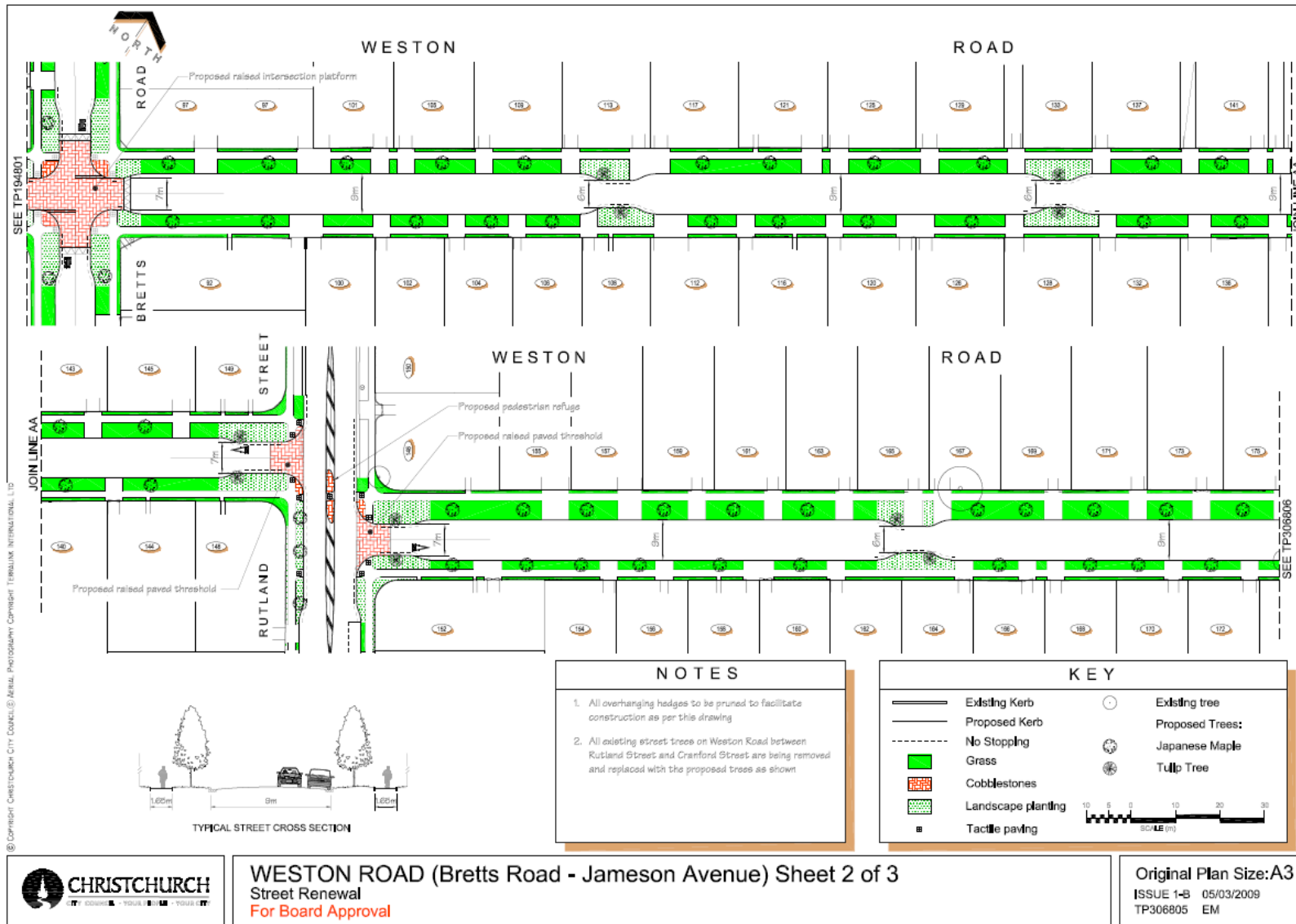
THE PREFERRED OPTION

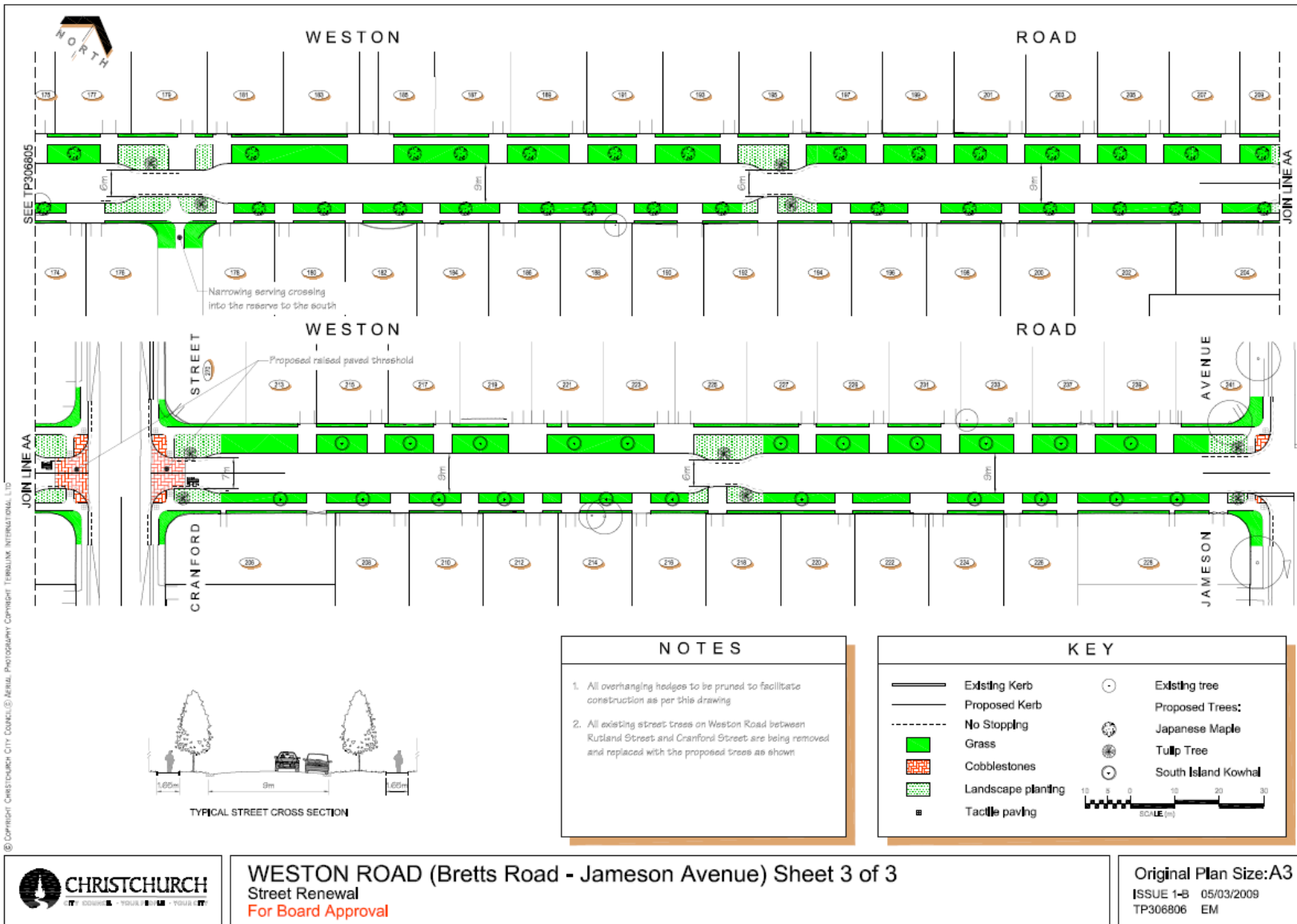
32. Option one is the preferred option. This option meets the objectives. It provides a good level of traffic calming by narrowing the carriageway to 9 metres kerb to kerb. It provides widened berms to allow for street trees and greater separation of the roadway from property boundaries.

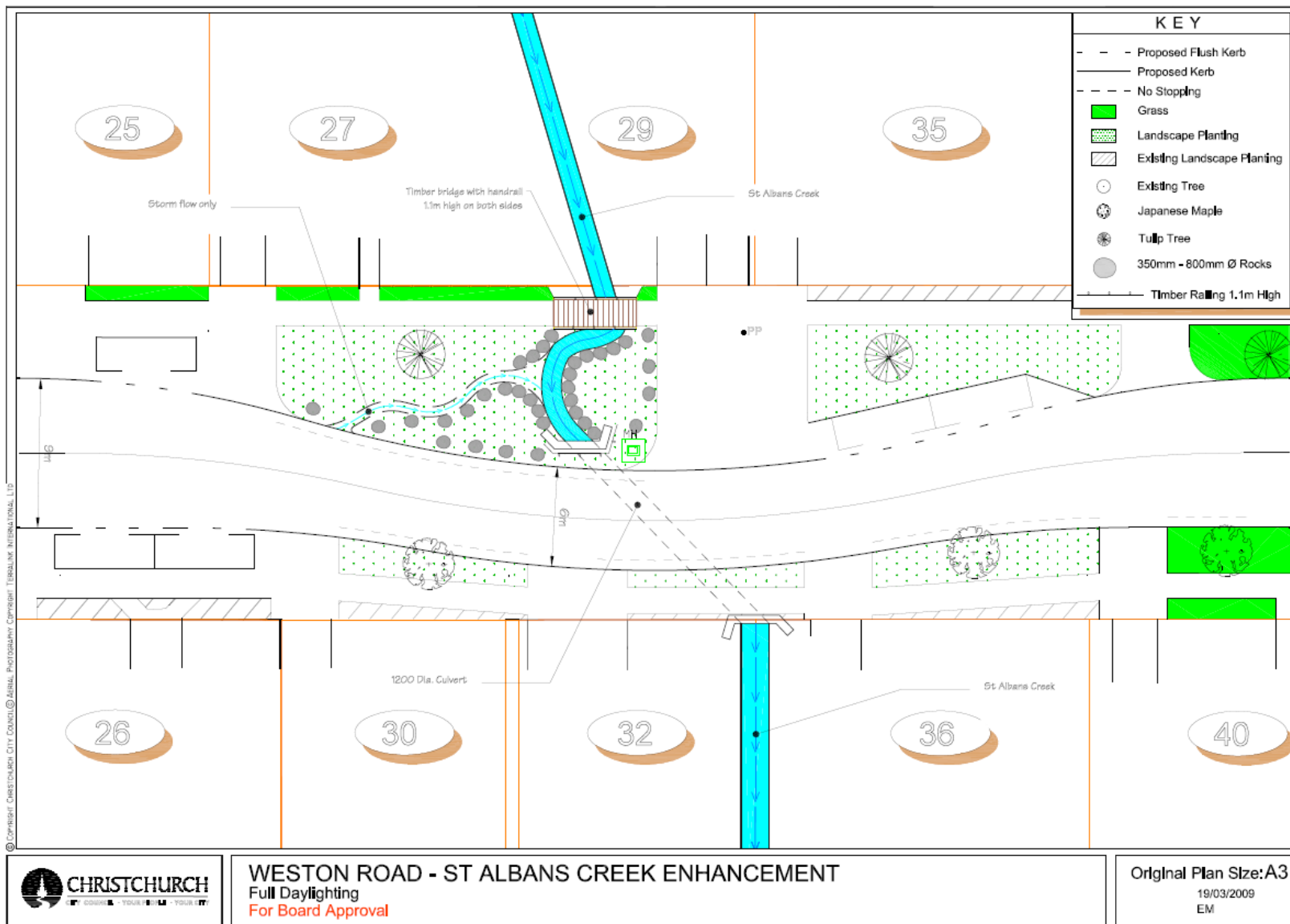


WESTON ROAD (Papanui Road - Bretts Road) Sheet 1 of 3
Street Renewal
For Board Approval

Original Plan Size:A3
ISSUE 2-B 05/03/2009
TP194801 EM







11. MAYS ROAD (PAPANUI ROAD TO RUTLAND STREET) – STREET RENEWAL

General Manager responsible:	General Manager, City Environment 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 the Shirley/Papanui Community Board's approval for the proposed street renewal works in Mays Road (Papanui Road to Rutland Street) as shown in **Attachments 1 and 2** to proceed to detailed design, tender and construction and also to approve 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 Council's overall street renewal program. Mays Road is part of the St Albans Street Renewal Cluster; other streets included in the Cluster are Weston Road (Papanui Road to Rutland Street), Bretts Road and Rutland Street (from Innes Road to Weston Road). Which are covered by separate reports. This project is on the boundary between the Shirley/Papanui Community Board area and the Fendalton/Waimairi Community Board area. The Shirley/Papanui Community Board will be considering recommendations for the north side of Mays Road from Papanui Road to Bretts Road and both sides of Mays Road from Bretts Road to Rutland Street.
3. The objectives of the project are as follows:
 - (a) To Replace the existing kerb and dish channel with kerb and flat channel.
 - (b) To Maintain or improve safety for all road users.
 - (c) To Upgrade street lighting to comply with current standards.
 - (d) To ensure adequate drainage is provided to remedy localised flooding problems.
 - (e) To complete the project within the allocated budget.
 - (f) To complete the construction within the 2009/10 financial year.
 - (g) To ensure the design meets the demands for on street parking.
 - (h) To improve or maintain safety for pedestrians, cyclists and vehicles.
 - (i) To provide landscape enhancement where possible.

FINANCIAL IMPLICATIONS

4. Funding for this project is provided in the draft 2009-19 Long Term Council Community Plan (LTCCP) Street Renewal Programme. The table below shows the proposed funding and construction year for the project. The funding and timing of the projects in the St Albans Cluster is still subject to Council confirming the Draft 2009-19 LTCCP in June 2009.

Project	2008/2009	2009/2010	2010/2011	Totals
Bretts Road	\$60,658	\$780,000		\$840,658
Rutland Street (Innes to Weston Road)	\$56,929	\$361,520		\$418,449
Mays Road (Papanui Road to Rutland Street)	\$60,000	\$44,279	\$1,356,668	\$1460,947
Weston Road (Bretts to Jameson)	\$80,697	\$2,074,639		\$2,155,336
Weston Road (Papanui to Bretts)	\$60,537	\$900,000		\$960,537
Cluster Totals	\$318,821	\$4,255,438	\$1,364,970	\$5,939,229

11. Cont'd

5. Application will be made for NZ Transport Agency co-funding for the components of this project that qualify.

Do the Recommendations of this Report Align with LTCCP budgets?

6. Yes. Based on current estimates there is sufficient budget allocated in the Draft 2009-19 LTCCP to implement the project which is programmed for the 2009/10 financial year.

LEGAL CONSIDERATIONS

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install traffic and parking restrictions by resolution
8. 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.
9. 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?

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

11. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 259 of the draft 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

12. 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?

13. As above

CONSULTATION FULFILMENT

14. The Board was informed of this project by memorandum in June 2008. A seminar was then held to introduce the proposed design and the project's consultation programme in November 2008. The feedback period was from 6 December 2008 to 5 January 2009. A public information evening was held in December 2008. Hard copy leaflets were distributed to residents and other interested parties in the immediate St Albans Cluster area. For the St Albans Cluster area 98 response were received of which 65 (66 percent) were generally in support of the proposal, 12 (12 percent) submissions did not support the proposal and 21 (21 percent) did not indicate a preference.
15. There are approximately 109 properties in the Mays Road. Sixteen responses were received, of which eight (50 percent) were generally in support of the proposal, six (38 percent) submissions did not support the proposal and two (12 percent) did not indicate a preference. The six submissions that didn't support the plan did so for different reasons including lack of parking, requesting wider berms, relocation of a the bus stop, requesting landscape work in the end of Mays Road which is already flat channel and requesting the Mays Road be narrowed to a local road size.

11. Cont'd

16. The key issues raised related to narrowing the street to 9 metres, narrowing of the entrances into the street, request for under grounding, inclusion of bus seats, requests to move the construction date forward to 2009/10 instead of 2011/12, inclusion of speed humps and platforms, removal of the brick pavers, moving of a bus stop, flooding issues and landscaping questions.
17. Changes made as a result of community consultation are as follows:
 - (a) The position of the bus stop near Mathias Street has been moved from its suggested location outside No. 108 Mays Road and returned to its current physical location outside No. 120.
 - (b) Bus bench seats have been added outside No. 80 Mays Road and No. 2 Scotson Avenue (Mays Road frontage).
 - (c) The parking bay outside No's 12, 69, 102, 108, 131, and 135 Mays Road has been extended to provide an extra parking space.
 - (d) Trees outside No's 84 and 100 Mays Road have been removed.
 - (e) The intersection control at Papanui Road has been changed to a 'Give Way'.
 - (f) All the flush cobbled platforms down Mays Road to be removed.
 - (g) Introduction of Type B raised thresholds have been added to Bennett Street, Norfolk Street, Bretts Road, Mathias Street, Lingard Street where they intersect with Mays Road.
 - (h) A modified Type B at Scotson Avenue, this is to ensure adequate space for the buses to manoeuvre. The platform at this particular intersection, will also be constructed of asphaltic concrete which can sustain shear induced by the bus turning movement
 - (i) Widening the entrances to Mays Road at its intersection to Papanui Road from 10 metres (as shown in consultation plan) to 12 metres. (This was amended subsequent to the final plans being sent to the submitters.)
18. All respondents in the December 2008/January 2009 consultation have been sent a final reply letter or email thanking them for their input and a copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the Board for approval. Details of the meeting (time, venue etc) were also provided so that any interested people could attend or address the Board prior to the decision being made.

STAFF RECOMMENDATION

It is requested that the Shirley/Papanui Community Board.

- (a) Approve the Mays Road Street Renewal Project, as shown in the attached plans, for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove Existing No Stopping:

- (i) All existing parking restrictions shall be revoked on the north side of Mays Road between Papanui Road and Bretts Road.
- (ii) All existing parking restrictions shall be revoked on both sides of Mays Road between Bretts Road and Rutland Street.
- (iii) That all existing no stopping restrictions shall be revoked on both sides of Bennett Street from its intersection with Mays Road in a northerly direction for 21 metres.

11. Cont'd

- (iv) That all existing no stopping restrictions shall be revoked on both sides of Lingard Street from its intersection with Mays Road in a southerly direction for 8.5 metres.
- (v) That all existing no stopping restrictions shall be revoked on the eastern side of Mathias Street from its intersection with Mays Road in a southerly direction for 15 metres.
- (vi) That all existing no stopping restrictions shall be revoked on both sides Tavendale Place from its intersection with Mays Road in a northerly direction for 12 metres.
- (vii) That all existing no stopping restrictions shall be revoked on the western side of Mathias Street from its intersection with Mays Road in a southerly direction for 15 metres.
- (viii) That all existing no stopping restrictions shall be revoked on the western side of Rutland Street from its intersection with Mays Road in a northerly direction for 12 metres.
- (ix) That all existing no stopping restrictions shall be revoked on the western side of Rutland Street from its intersection with Mays Road in a southerly direction for 10 metres.

New No Stopping

- (x) That the stopping of vehicles be prohibited at any time on the northern side of Mays Road, commencing at the extension of the Papanui Road kerb line and extending for 28 metres in an easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the northern side of Mays Road, commencing at the extension of the Bennet Street kerb line and extending for 12 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the northern side of Mays Road, commencing at the extension of the Bennet Street kerb line and extending for 18 metres in an easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the northern side of Mays Road, commencing at the extension of the Norfolk Street kerb line and extending for 23 metres in a westerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the northern side of Mays Road, commencing at the extension of the Norfolk Street kerb line and extending for 16 metres in an easterly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the northern side of Mays Road, commencing at the extension of the Scotston Avenue kerb line and extending for 20 metres in a westerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the northern side of Mays Road, commencing at the extension of the Scotston Avenue kerb line and extending for 23 metres in an easterly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the northern side of Mays Road, commencing at 37m east of the extension of the Scotston Avenue kerb line and extending for 5 metres in an easterly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the southern side of Mays Road, commencing at the extension of the Bretts Road kerb line and extending for 19 metres in an easterly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the southern side of Mays Road, commencing at the extension of the Lingard Street kerb line and extending for 24 metres in a westerly direction.

11. Cont'd

- (xx) That the stopping of vehicles be prohibited at any time on the southern side of Mays Road, commencing at the extension of the Lingard Street kerb line and extending for 14 metres in an easterly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the southern side of Mays Road, commencing at the extension of the Mathias Street kerb line and extending for 10 metres in a westerly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the southern side of Mays Road, commencing at the extension of the Mathias Street kerb line and extending for 8 metres in an easterly direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on the southern side of Mays Road, commencing at 22m east of the extension of the Mathias Street kerb line and extending for 16 metres in an easterly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on the northern side of Mays Road, commencing at the extension of the Tavendale Place kerb line and extending for 13 metres in a westerly direction.
- (xxv) That the stopping of vehicles be prohibited at any time on the northern side of Mays Road, commencing at the extension of the Tavendale Place kerb line and extending for 8 metres in an easterly direction.
- (xxvi) That the stopping of vehicles be prohibited at any time on the northern side of Mays Road, commencing at the extension of the Rutland Street kerb line and extending for 17 metres in a westerly direction.
- (xxvii) That the stopping of vehicles be prohibited at any time on the southern side of Mays Road, commencing at the extension of the Rutland Street kerb line and extending for 15 metres in a westerly direction.
- (xxviii) That the stopping of vehicles be prohibited at any time on the western side of Bennet Street, commencing at the extension of the Mays Road kerb line and extending for 22 metres in a northerly direction.
- (xxix) That the stopping of vehicles be prohibited at any time on the eastern side of Bennet Street, commencing at the extension of the Mays Road kerb line and extending for 22 metres in a northerly direction.
- (xxx) That the stopping of vehicles be prohibited at any time on the eastern side of Mathias Street, commencing at the extension of the Mays Road kerb line and extending for 15 metres in a southerly direction.
- (xxxi) That the stopping of vehicles be prohibited at any time on the eastern side of Mathias Street, commencing at the extension of the Mays Road kerb line and extending for 11 metres in a southerly direction.
- (xxxii) That the stopping of vehicles be prohibited at any time on the western side of Tavendale Place, commencing at the extension of the Mays Road kerb line and extending for 12 metres in a northerly direction.
- (xxxiii) That the stopping of vehicles be prohibited at any time on the eastern side of Tavendale Place, commencing at the extension of the Mays Road kerb line and extending for 12 metres in a northerly direction.
- (xxxiv) That the stopping of vehicles be prohibited at any time on the western side of Rutland Street, commencing at the extension of the Mays Road kerb line and extending for 12 metres in a northerly direction.

11. Cont'd

- (xxxv) That the stopping of vehicles be prohibited at any time on the western side of Rutland Street, commencing at the extension of the Mays Road kerb line and extending for 10 metres in a southerly direction.

Bus Stops

- (xxxvi) That a Bus Stop be installed on the northern side of Mays Road commencing a point 63 metres in a westerly direction from its intersection with Tavendale Place and extending in a westerly direction for a distance of 14 metres.
- (xxxvii) That a Bus Stop be installed on the southern side of Mays Road commencing a point 8 metres in an easterly direction from its intersection with Mathias Street and extending in an easterly direction for a distance of 14 metres.
- (xxxviii) That a Bus Stop be installed on the northern side of Mays Road commencing a point 23 metres in an easterly direction from its intersection with Scotston Avenue and extending in an easterly direction for a distance of 14 metres.

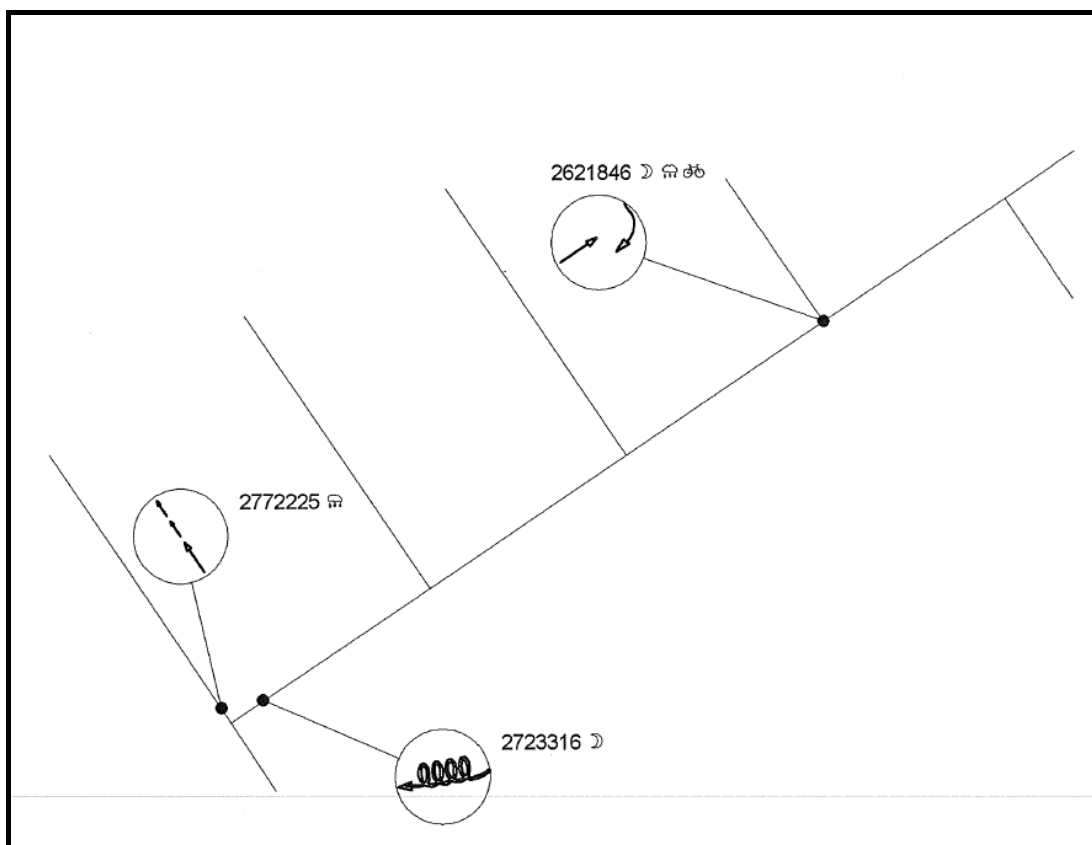
CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

11. Cont'd

BACKGROUND (THE ISSUES)

19. This section of Mays Road is a collector road connecting Papanui Road, a minor arterial, Rutland Street, a collector road, and several other minor roads including: Bennett Street, Norfolk Street, Scotston Avenue, Bretts Road, Lingard Street, Mathias Street and Tavendale Place. The street is predominantly residential and is zoned as L1. The carriageway is currently 14 metres between Norfolk Street and Rutland Street, and 12 metres wide between Norfolk Street and Papanui Road. Both sections provide on street parking on both sides of the road. The section of the street between Papanui Road and Bretts Road is within SAM 39 which is characterised by mature street trees on both sides of the road, large grass berms and houses which are set back a substantial distance from the street. Mays Road is located near several schools, including Paparoa Street School, St Andrews College, and Heaton Normal Intermediate, all of which generate a high number of pedestrians and cyclists.
20. The Land Transport Safety Crash Analysis System shows there have been six crashes recorded for the five year period between 2003 and 2007. Two of the six accidents involved vehicles failing to stop at the stop sign on the Knowles leg of the intersection. Another two accidents also involved vehicles failing to stop at the stop sign on the Bretts Road leg of the Weston Road intersection. The remaining two accidents occurred at the Innes Road intersection and were nose to tail. They obviously failed to notice the vehicle in front was reducing speed.



21. A traffic count undertaken in June 2004 shows Mays Road carries on average 1,320 vehicles per day. This count was taken outside No. 106 Mays Road. The speed survey revealed that the 85 percentile speed was 58 kilometres per hour. There is a bus route that runs down Mays Road between Scotston Avenue and Rutland Street.

11. Cont'd

THE OBJECTIVES

22. The aims and objectives are to be met in this project by:
- (a) Replacing the existing kerb and dish channel with kerb and flat channels to form a 14 metre wide carriage way including parking bays. A V-channel for drainage will be provided between the parking bays and the traffic lane.
 - (b) Improve safety by:
 - (i) Narrowing to 10 metres between the V-channel, with build-outs at the intersection will reduce the crossing distance for pedestrians, remove parking which can block sight lines, and will allow waiting traffic to safely extend beyond the parking lanes, granting better fields of vision.
 - (ii) Construction of a pedestrian island at the intersection with Papanui Road will also assist school children to cross Mays Road.
 - (iii) Improving drivers sight distances by stopping parking that blocks sight lines at intersections.
 - (c) Upgrade of street lighting to comply with current standards;
 - (d) Improving drainage for the street
 - (e) Landscaping has been enhanced by the wider grass berms, street trees and landscaping at the intersections.
 - (f) Introduction of Type B raised thresholds at Bennet Street, Norfolk Street, Bretts Road, Mathias Street, Lingard Street. and Scotston Avenue where they intersect with Mays Road. This will reduce the speed of vehicles turning into Mays Road.

THE OPTIONS

23. There were three options considered for Mays Road. Option three has been selected as the preferred option and was the option taken to the community for consultation.

OPTION ONE

24. Option One involves the following:
- (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be retained at 14 metres at the eastern end, while at the western end it would be widened to 14 metres wide except where specified at intersections. This would provide space for 2 metres wide parking spaces, 1.8 metres wide cycle lanes, and 3.2 metres traffic lanes.
 - (b) Narrowing at the intersections to 10 metres wide at all streets by constructing 2 metre kerb build-outs on both sides of the road, will stop illegal parking around the intersections, reduce the crossing distance for pedestrians and lower traffic speeds on the street.
 - (c) Installation of a traffic island on Mays Road at its intersection with Papanui Road will reduce the crossing distance for pedestrians, breaking the movement into two phases. This would increase safety for pedestrians including the high number of students from the local schools which use the crossing.
25. Option One has not been chosen as the preferred solution because it does not provide sufficient space for landscape planting and there would be an extra cost due to the requirement to move several power poles.

11. Cont'd

OPTION TWO

26. Option two involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channels to provide an 11 metre carriageway, granting a 2 metre wide parking lane either side with 3.5 metre traffic lanes.
- (b) Narrowing to 7 metres wide at the intersections with all side streets by constructing 2 metre kerb build-outs on both sides of the road. This will remove illegal parking around the intersections, reduce the crossing distance for pedestrians and lowering traffic speeds on the street.
- (c) Placement of the kerb line as far north as possible, this would allow space for construction of a 3 metre wide off road contra-flow cycle path on the southern side of Mays Road. The cycle path would remove cycle traffic from the traffic lanes increasing safety.

27. Option two has not been chosen as the preferred option because the benefits gained from a separate cycle path did not outweigh the dis-benefits.

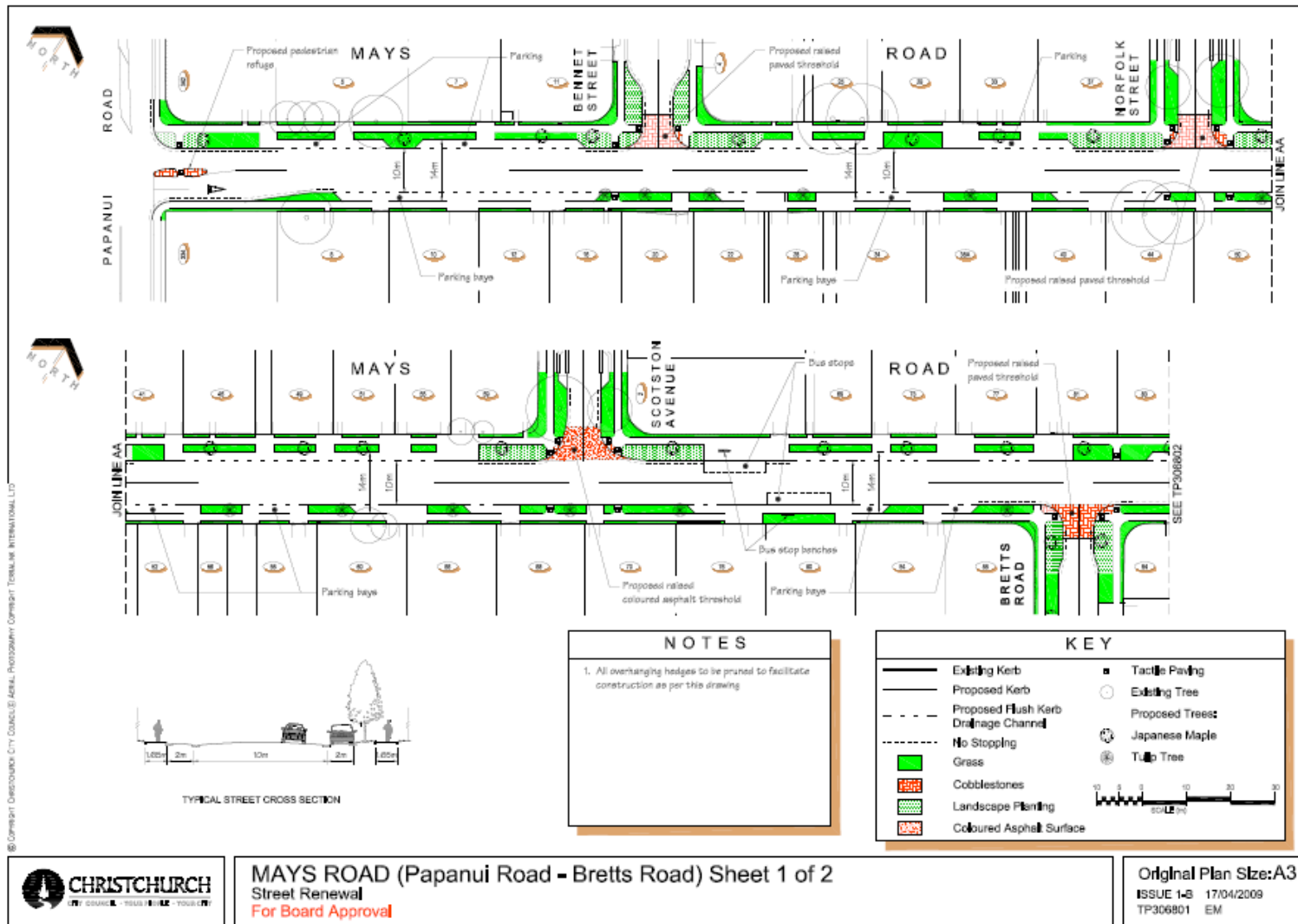
OPTION THREE

28. Option three involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channels to provide a 14 metre wide carriageway. This would provide space for two 2 metre wide parking bays and two 5 metre wide traffic lanes.
- (b) Provision of a drainage V-Channel which would follow the edge of the traffic lane, creating a low point between the parking bays and the traffic lane. This would create a linear drainage path which then by-passes the proposed kerb and build-outs, simplifying drainage.
- (c) Construction of kerb build-outs at various locations along the street into the parking bays. These would allow extra space for landscaping planting or the provision of a wide berm. The kerb build-outs would be arranged so that power poles did not have to be moved.
- (d) The intersection at Papanui Road would be narrowed and a pedestrian island constructed to assist school pedestrians with crossing the street.
- (e) Construction of a coloured flush paved surface at the intersections with minor roads. This would help to highlight the intersections which can be hard to identify due to the long straight sight lines reducing the risk of crashes.

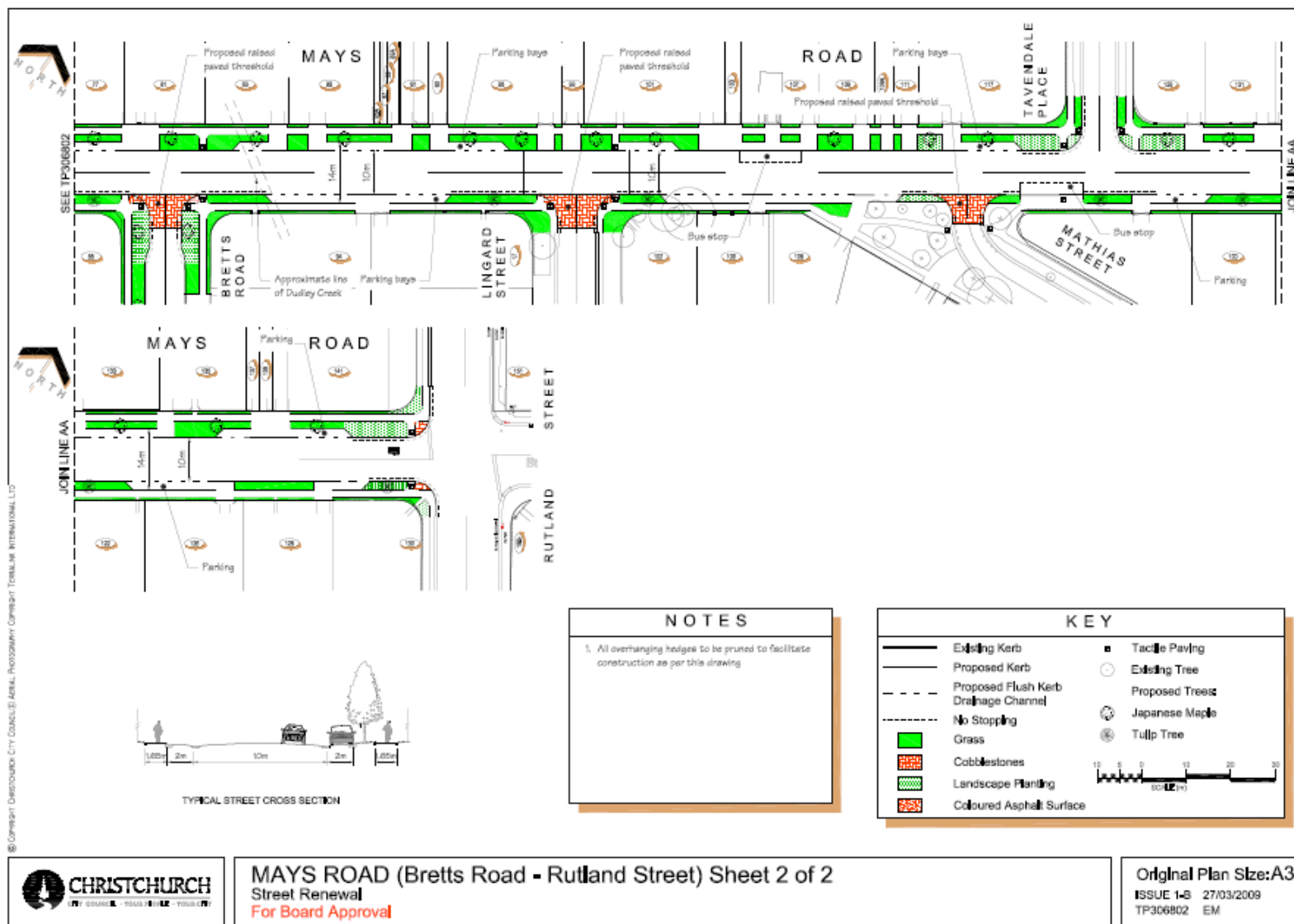
THE PREFERRED OPTION

29. Option three was chosen as the preferred option because it would provide the greatest amount of green space, provide simplified drainage, and would not require moving of power poles. Providing traffic lanes of only 10 metres is below the required standard for a collector road. However the project team concluded that if the length of the parking bays were more than 50 percent of the total length of the street, then the parking bay width could be included with the traffic lanes, granting an acceptable total carriageway width of 14 metres. The length of parking bays in the proposed option is 55 percent of the length of the street. This solution meets the standard of a collector road.



MAYS ROAD (Papanui Road - Bretts Road) Sheet 1 of 2
Street Renewal
For Board Approval

Original Plan Size: A3
ISSUE 1-5 17/04/2009
TP306801 EM



MAYS ROAD (Bretts Road - Rutland Street) Sheet 2 of 2
Street Renewal
For Board Approval

Original Plan Size: A3
 ISSUE 1-B 27/03/2009
 TP306802 EM

12. BRETTS ROAD STREET RENEWAL

General Manager responsible:	General Manager City Environment, 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 Community Board for the proposed street renewal works in Bretts Road as shown in **Attachment 1** to proceed to detail design, tender and construction and also to approve 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 Council's overall street renewal program. Bretts Road is part of the St Albans Street Renewal Cluster, other streets included in the Cluster are Mays Road (Papanui Road to Rutland Street), Weston Road and Rutland Street (from Innes Road to Weston Road). Which are covered by separate reports. This project is on the boundary between the Shirley/Papanui Community Board area and the Fendalton/Waimairi Community Board area. The Shirley/Papanui Community Board will be considering recommendations for the eastern side of Bretts Road.
3. The objectives of the project are as follows:
 - (a) Replace the existing kerb and dish channel with kerb and flat channel.
 - (b) Maintain or improve safety for all road users.
 - (c) Upgrade street lighting to comply with current standards.
 - (d) To ensure adequate drainage is provided to remedy localised flooding problems.
 - (e) To complete the project within the allocated budget.
 - (f) To complete the construction within the 2009/10 financial year.
 - (g) To ensure the design meets the demands for on street parking.
 - (h) To improve or maintain safety for pedestrians, cyclists and vehicles.
 - (i) To provide landscape enhancement where possible.

FINANCIAL IMPLICATIONS

4. Funding for this project is provided in the draft 2009-19 Long Term Council Community Plan (LTCCP) Street Renewal Programme. The table below shows the proposed funding and construction year for the project. The funding and timing of this projects in the St Albans Cluster is still subject to Council confirming the Draft 2009-19 LTCCP in June 2009.

Project	2008/2009	2009/2010	2010/2011	Totals
Bretts Road	\$60,658	\$780,000		\$840,658
Rutland Street (Innes to Weston Road)	\$56,929	\$361,520		\$418,449
Mays Road (Papanui Road to Rutland Street)	\$60,000	\$44,279	\$1,356,668	\$1,460,947
Weston Road (Bretts to Jameson)	\$80,697	\$2,074,639		\$2,155,336
Weston Road (Papanui to Bretts)	\$60,537	\$900,000		\$960,537
Cluster Totals	\$318,821	\$4,255,438	\$1,364,970	\$5,939,229

12. Cont'd

5. Application will be made for New Zealand Transport Agency co-funding for the components of this project that qualify.

Do the Recommendations of this Report Align with the LTCCP budgets?

6. Yes. Based on current estimates there is sufficient budget allocated in the Draft 2009-19 LTCCP to implement the project which is programmed for the 2009/10 financial year.

LEGAL CONSIDERATIONS

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install traffic and parking restrictions by resolution
8. 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.
9. 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?

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

11. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 259 of the draft 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

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

CONSULTATION FULFILMENT

13. The Board was informed of this project by memorandum in June 2008. A seminar was then held to introduce the proposed design and the project's consultation programme in November 2008. The feedback period was from 6 of December 2008 to 5 January 2009. A public information evening was held in December 2008. Hard copy leaflets were distributed to residents and other interested parties in the immediate St Albans Cluster area. For the St Albans Cluster area 98 responses were received of which 65 (66 percent) were generally in support of the proposal, 12 (12 percent) submissions did not support the proposal and 21 (21 percent) did not indicate a preference.
14. There are approximately 53 properties in the Bretts Road. Seven responses were received, of which five (71 percent) were generally in support of the proposal and two (29 percent) did not indicate a preference.
15. The key issues raised related to narrowing the street to 9 metres, narrowing of the entrances into the street, request for under grounding, flooding issues and landscaping questions.
16. Changes made as a result of community consultation are as follows:
 - (a) The existing garden outside No. 48 Bretts Road has been retained.
 - (b) The driveway of No. 68 Bretts Road has been widened to 6 metres.

12. Cont'd

- (c) The flush platforms at the intersection with Knowles Street, Weston Road and Chapter Street are to be changed to be 75 millimetres high raised platforms.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

- (a) Approve the Bretts Road Street Renewal Project, as shown in the attached plan, for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove No Stopping:

- (i) All existing parking restrictions shall be revoked on the east side of Bretts Road.
- (ii) That all existing no stopping restrictions shall be revoked on the northern side of Chapter Street from its intersection with Bretts Road in an easterly direction for 22 metres.
- (iii) That all existing no stopping restrictions shall be revoked on the southern side of Knowles Street from its intersection with Bretts Road in an easterly direction for 18 metres.
- (iv) That all existing no stopping restrictions shall be revoked on the northern sides of Innes Road from its intersection with Bretts Road in an easterly direction for 10 metres.
- (v) That all existing no stopping restrictions shall be revoked on the southern side of Chapter Street from its intersection with Bretts Road in an easterly direction for 23 metres.

New No Stopping

- (vi) That the stopping of vehicles be prohibited at any time on the eastern side of Bretts Road, commencing at the extension of the Innes Road kerb line and extending in a northerly direction for 13 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the eastern side of Bretts Road, commencing at the extension of the Knowles Street kerb line and extending in a southerly direction for 15 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the eastern side of Bretts Road, commencing at the extension of the Knowles Street kerb line and extending in a northerly direction for 16 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the eastern side of Bretts Road, commencing at the extension of the Weston Road kerb line and extending in a southerly direction for 17 metres.
- (x) That the stopping of vehicles be prohibited at any time on the eastern side of Bretts Road, commencing at the extension of the Weston Road kerb line and extending in a northerly direction for 18 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the eastern side of Bretts Road, commencing at the extension of the Chapter Street kerb line and extending in a southerly direction for 17 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the eastern side of Bretts Road, commencing at the extension of the Chapter Street kerb line and extending in a northerly direction for 17 metres.

12. Cont'd

- (xiii) That the stopping of vehicles be prohibited at any time on the eastern side of Bretts Road, commencing at the extension of the Mays Road kerb line and extending in a southerly direction for 15 metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the northern side of Chapter Street, commencing at the extension of the Bretts Road kerb line and extending in an easterly direction for 22 metres.
- (xv) That the stopping of vehicles be prohibited at any time on the southern side of Chapter Street, commencing at the extension of the Bretts Road kerb line and extending in an easterly direction for 21 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the southern side of Knowles Street, commencing at the extension of the Bretts Road kerb line and extending in an easterly direction for 18 metres.
- (xvii) That the stopping of vehicles be prohibited at any time on the northern side of Innes Road, commencing at the extension of the Bretts Road kerb line and extending in an easterly direction for 10 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

12. Cont'd

BACKGROUND (THE ISSUES)

17. Bretts Road is a local road extending from Innes Road (a minor arterial) to Mays Road (collector). Throughout its length there are intersections with three streets, Knowles Street, Weston Road and Chapter Street. The street is predominantly residential and is zoned as L1. The distances between Innes Road and Mays Road is approximately 480 metres, the width between the existing kerb and channels is 14 metres. Some sections of the street are within SAM 39 which is characterised by mature street trees on both sides of the road, large grass berms and houses which are set back a substantial distance from the street.
18. The Land Transport Safety Crash Analysis System shows there have been six crashes recorded for the five year period between 2002 and 2007. Two of the six accidents involved vehicles failing to stop at the stop sign on the Knowles leg of the Bretts/Knowles intersection. Another two accidents also involved vehicles failing to stop at the stop sign on the Bretts Road leg of the Weston Road intersection. The remaining two accidents occurred at the Innes Road intersection and were nose to tail. Following drivers failed to notice the vehicle in front was reducing speed.
19. A recent traffic count undertaken in August 2008 shows Bretts Road carries on average 1,060 vehicles per day. This count was taken outside No. 10 Bretts Road. The speed survey revealed that the 85 percentile speed was 51.5 kilometres per hour. At present there is a bus route that runs down Weston Road onto Bretts Road and then Innes Road. Environment Canterbury has removed this route which will be replaced by an alternative route to take effect on 1 November 2009.

THE OBJECTIVES

20. The aims and objectives are to be met in this project by:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel;
 - (b) Safety for all road users has been improved by the narrowing of the road which will help to reduce the speed environment along the length of Bretts Road. Narrowing to 7 metres at the intersections will reduce the crossing distance for pedestrians, remove parking which can block sight lines, and will allow waiting vehicles to safely extend beyond the parking lanes, granting better fields of vision.
 - (c) The upgrade of street lighting to comply with current standards;
 - (d) The scheme includes a drainage upgrade for the street consisting of additional sumps which will provide adequate drainage on the street.
 - (e) There will be no loss of parking on the street as all kerb build-outs have been placed adjacent to intersections to enforce the no parking zones.
 - (f) Enhancing the safety of pedestrians by renewing the footpath and installing 75 millimetres high raised platforms that will lower vehicle speed providing a safer environment for both cyclists and pedestrians.
 - (g) Landscaping has been enhanced by the wider grass berms, street trees and landscaping at the intersections.

THE OPTIONS

21. There were three options considered for Bretts Road. Option one has been selected as the preferred option and was the option taken to the community for consultation.

12. Cont'd

OPTION ONE

22. Option One involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be narrowed to 9 metres wide and 7 metres wide at intersections. This would reinforce the speed environment to a level compatible with a local road.
- (b) Narrowing at the intersections by constructing 1 metre kerb build-outs on both sides of the road, will stop illegal parking around the intersections, reduce the crossing distance for pedestrians and reinforce traffic speeds on the street .to a level compatible with a local road.
- (c) Flush pavers at the intersections, to highlight the intersections.

OPTION TWO

23. Option two involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channels on the existing alignment to provide 14 metres between kerbs.
- (b) Narrowing to 7 metres wide at the intersections with all street by constructing 1 metre kerb build-outs on both sides of the road. This will remove illegal parking around the intersections, reduce the crossing distance for pedestrians and reinforce traffic speeds on the street .to a level compatible with a local road.
- (c) Construction of a flush nib kerb and bollards to provide a 9 metre wide traffic lane. This would create a strip of landscaping between the original kerb line and the new carriageway. The flush kerb would allow storm water to flow over it and the bollards would enforce no parking on the berm. By allowing storm water to pass over the grass berm water quality would be improved and infiltration to shallow aquifers permitted.

24. Option two has not been chosen as the preferred option because the project team felt that it would be hard to enforce no parking on the grass berms. Parking on the grass would reduce the benefits to storm water quality and reduce the visual appeal of the street.

OPTION THREE

25. Option three involves the following:

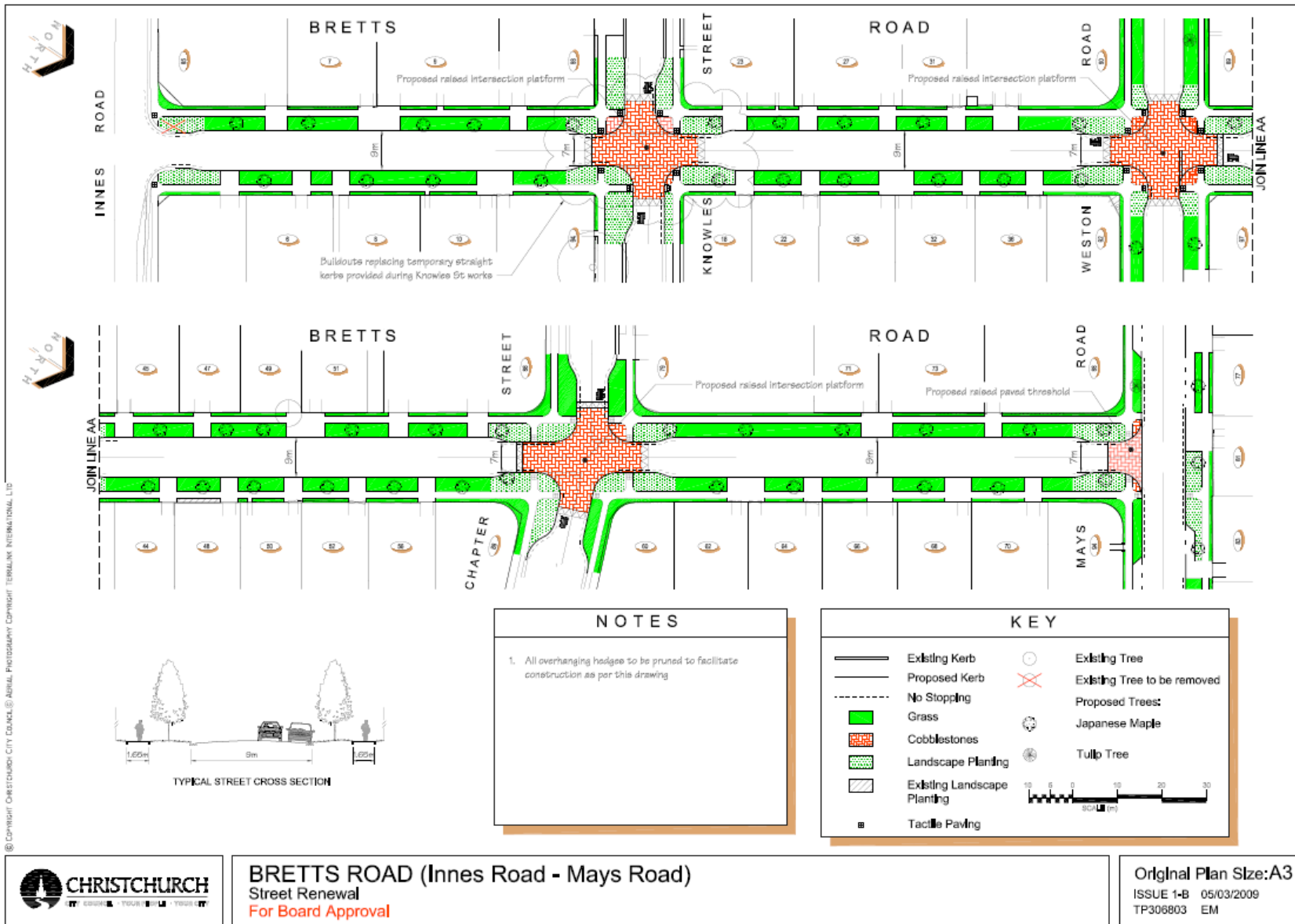
- (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be narrowed to 9 metres wide and 7 metres wide at intersections. This would reduce the speed environment to a level compatible with a local road.
- (b) Narrowing at the intersections will by constructing 1 metre kerb build-outs on both sides of the road, will remove illegal parking around the intersections, reduce the crossing distance for pedestrians and reduce traffic speeds on the street.
- (c) The kerb alignment would be placed on the existing western alignment to provide a large space on the eastern side for a swale. This would allow all of the storm water to drain across the grass berm and into the swale, increasing water quality, infiltration and surface storage. It would however require the re-profiling of the whole street to gain a full cross fall, so is dependant on full reconstruction being required.
- (d) Construction of 75 millimetres high raised intersection platforms at all of the intersections with local roads. These would help to reinforce slower traffic speeds and highlight the intersections to drivers, reducing the like hood of crashes due to failure to stop.

12. Cont'd

26. Option three was not chosen as the preferred option because the swale was seen to be expensive to maintain, and would only be utilised during a small fraction of the year.

THE PREFERRED OPTION

27. Option one 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. It provides widened berms to allow for street trees and greater separation of the roadway from property boundaries.



13. RUTLAND STREET (INNES ROAD TO WESTON ROAD) STREET RENEWAL

General Manager responsible:	General Manager City Environment, 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 Community Board for the proposed street renewal works in Rutland Street (Innes Road to Weston Road) as shown in **Attachment 1** to proceed to detailed design, tender and construction and also to approve new parking 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 Council's overall street renewal program. Rutland Street has been part of the St Albans Street Renewal Cluster, other streets included in the Cluster are Mays Road (Papanui Road to Rutland Street), Weston Road (Papanui Road to Jameson Avenue) and Bretts Road which are covered by separate reports.
3. The objectives of the project are as follows:
 - (a) Replace the existing kerb and dish channel with kerb and flat channel.
 - (b) Maintain or improve safety for all road users.
 - (c) Upgrade street lighting to comply with current standards.
 - (d) To ensure adequate drainage is provided to remedy localised flooding problems.
 - (e) To complete the project within the allocated budget.
 - (f) To complete the construction within the 2009/10 financial year.
 - (g) To ensure the design meets the demands for on street parking.
 - (h) To improve or maintain safety for pedestrians, cyclists and vehicles.
 - (i) To provide landscape enhancement where possible.

FINANCIAL IMPLICATIONS

4. Funding for this project is provided in the draft 2009-19 Long Term Council Community Plan (LTCCP) Street Renewal Programme. The table below shows the proposed funding and construction year for the project. The funding and timing of the projects in the St Albans Cluster is still subject to Council confirming the Draft 2009-19 LTCCP in June 2009.

Project	2008/2009	2009/2010	2010/2011	Totals
Bretts Road	\$60,658	\$780,000		\$840,658
Rutland Street (Innes to Weston Road)	\$56,929	\$361,520		\$418,449
Mays Road (Papanui Road to Rutland Street)	\$60,000	\$44,279	\$1,356,668	\$1,460,947
Weston Road (Bretts to Jameson)	\$80,697	\$2,074,639		\$2,155,336
Weston Road (Papanui to Bretts)	\$60,537	\$900,000		\$960,537
Cluster Totals	\$318,821	\$4,255,438	\$1,364,970	\$5,939,229

13. Cont'd

5. Application will be made for New Zealand Transport Agency co-funding for the components of this project that qualify.

Do the Recommendations of this Report Align with the LTCCP budgets?

6. Yes. Based on current estimates there is sufficient budget allocated in the Draft 2009-19 LTCCP to implement the project which is programmed for the 2009/10 financial year.

LEGAL CONSIDERATIONS

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install traffic and parking restrictions by resolution
8. 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.
9. 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?

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

11. 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 STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. As above

CONSULTATION FULFILMENT

14. The Board was informed of this project by memorandum in June 2008. A seminar was then held to introduce the proposed design and the project's consultation programme in November 2008. The feedback period was from 6 December 2008 to 5 January 2009. A public information evening was held in December 2008. Hard copy leaflets were distributed to residents and other interested parties in the immediate St Albans Cluster area. For the St Albans Cluster area 98 responses were received of which 65 (66 percent) were generally in support of the proposal, 12 (12 percent) submissions did not support the proposal and 21 (21 percent) did not indicate a preference.
15. There are approximately 74 properties in Rutland Street from Innes Road to Mays Road. Twenty-six responses were received, of which 16 (62 percent) were generally in support of the proposal and two (8 percent) was in opposition, six (31 percent) did not indicate a preference. Included in the Rutland Street responses are the response from streets outside the St Albans Cluster area.

13. Cont'd

16. The key issues raised related to parking issues outside the Rutland Street Kindergarten, comments on the design of Knowles Street, request to close off Lingard Street, request new kerb and channel for Chapter Street, request to remove the bus from Scotston Avenue, safe facilities to cross the road, request for undergrounding and a request for the cycle lanes to be marked.
17. Changes made as a result of community consultation are as follows:
 - (a) The no stopping lines outside No. 146 Rutland Street have been extended to ensure that the Weston Road intersection remains clear at all times.
 - (b) A flush median has been added to highlight the presence of the pedestrian refuge at the intersection of Rutland Street with Weston Road.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

- (a) Approve the Rutland Street Renewal Project, as shown in the attached plan, for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove No Stopping:

- (i) All existing parking restrictions shall be revoked on both sides Rutland Street between Innes Road and Mays Road.

New No Stopping

- (ii) That the stopping of vehicles be prohibited at any time on the western side of Rutland Street, commencing at the extension of the Innes Road kerb line and extending in a northerly direction for 35 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the eastern side of Rutland Street, commencing at the extension of the Innes Road kerb line and extending in a northerly direction for 65 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the western side of Rutland Street, commencing at the extension of the Knowles Street kerb line and extending in a southerly direction for 17 metres.
- (v) That the stopping of vehicles be prohibited at any time on the western side of Rutland Street, commencing at the extension of the Knowles Street kerb line and extending in a northerly direction for 22 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the eastern side of Rutland Street, commencing at the extension of the Knowles Street kerb line and extending in a southerly direction for 16 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the eastern side of Rutland Street, commencing at the extension of the Knowles Street kerb line and extending in a northerly direction for 19 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the western side of Rutland Street, commencing at the extension of the Weston Road kerb line and extending in a southerly direction for 34 metres.

13. Cont'd

- (ix) That the stopping of vehicles be prohibited at any time on the western side of Rutland Street, commencing at the extension of the Weston Road kerb line and extending in a northerly direction for 11 metres.
- (x) That the stopping of vehicles be prohibited at any time on the eastern side of Rutland Street, commencing at the extension of the Weston Road kerb line and extending in a southerly direction for 15 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the eastern side of Rutland Street, commencing at the extension of the Weston Road kerb line and extending in a northerly direction for 23 metres.

CHAIRPERSON'S RECOMMENDATION

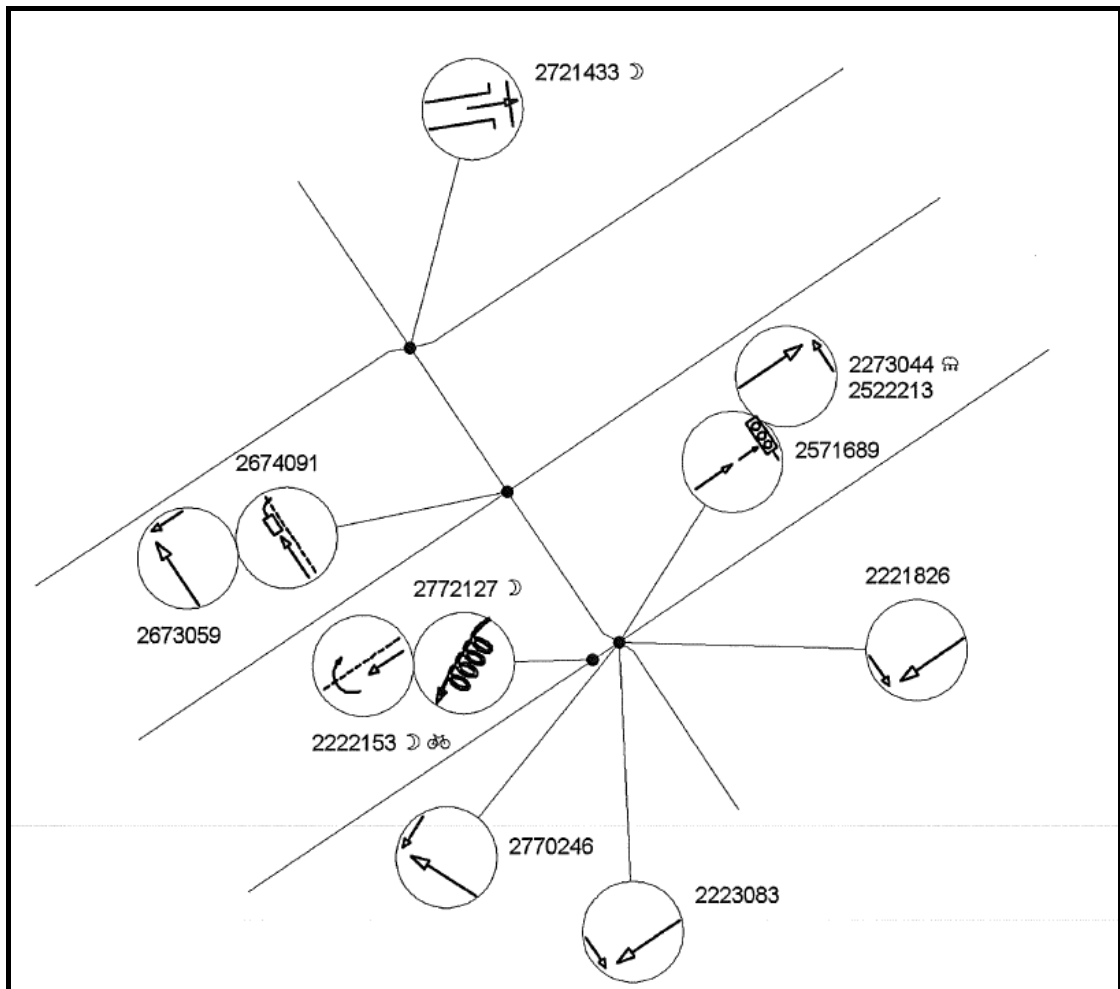
That the staff recommendation be adopted.

13. Cont'd

BACKGROUND (THE ISSUES)

18. Rutland Street is a collector road linking Innes Road, a minor arterial, and Mays Road, a collector. It also intersects with McFaddens Road which is a collector and several other local roads including Knowles Street, Weston Road and Mathias Street. The section of Rutland Street between Mays Road and Tomes Road is classified as a local road, which has already had its kerb and ditch channels replaced. The street was also narrowed to 12 metres north of Mays Road. The street is predominantly residential and is zoned L1. The carriageway is currently 14 metres wide and provides on street parking on both sides. Only small sections of the street are within SAM 39 which is characterised by mature street trees on both sides of the road, large grass berms and houses which are set back a substantial distance from the street.

19. The Land Transport Safety Crash Analysis System shows there have been 11 crashes recorded for the five year period between 2002 and 2007. Two of these were at the Rutland/Knowles intersection, one on the Rutland/Weston intersection and the remaining seven on the Rutland/Innes intersection. New traffic lights at the intersection of Rutland Street and Innes Road were installed in April 2003. Of these crashes, two involved alcohol, one where driver lost control and hit parked vehicle, one was driving too fast and failed to notice intersection stop/give way control during cell phone use. One crash involved a cyclist doing a U-turn who was hit by a car with right of way. Two crashes were caused by drivers not stopping at a red light. Four crashes were caused by drivers failing to give way at stop sign. Two were nose-to-tail crashes caused by drivers failing to notice car in front slowing at red light or right-turning.



13. Cont'd

20. A recent traffic count undertaken in August 2008 shows Rutland Street carries on average 4,861 vehicles per day. This count was taken outside No. 109 Rutland Street. The speed survey revealed that the 85 percentile speed was 54.4 kilometres per hour. At present there is a bus route that runs down Rutland Street.

THE OBJECTIVES

21. The aims and objectives are to be met in this project by:
- (a) Replacing the existing kerb and dish channel with kerb and flat channel;
 - (b) Improving the safety for all road users has been improved by the narrowing of the road at Knowles Street and at Weston Road which will reduce the crossing distance for pedestrians, remove parking which can block sight lines, granting better fields of vision.
 - (c) The upgrade of street lighting to comply with current standards;
 - (d) The scheme includes a drainage upgrade.
 - (f) Enhancing the safety of pedestrians by renewing the footpath and installing a pedestrian refuge.
 - (g) Landscaping has been enhanced by the wider grass berms, street trees and landscaping at the intersections.

THE OPTIONS

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

OPTION ONE

23. Option one involves the following:
- (a) Replacing the kerb and dished channels with kerb and flat channel on the existing alignment. This would provide space for 2 metre wide parking lanes, with room for a 1.8 metre wide cycle lanes, and 3.2 metres traffic lanes.
 - (b) Provision for marked cycle lanes to improve the level of service and safety for all cyclists when required.
 - (c) Construction of Type B threshold treatments where all of the minor roads meet Rutland Street. These would help to reduce traffic speeds and highlight the changes in road hierarchy.
24. Option one has not been chosen as the preferred solution because the crossing distance for pedestrians on Rutland Street would be too great, increasing the risk of an accident, and there would be minimal space for landscaping within the road reserve.

OPTION TWO

25. Option two involves the following:
- (a) Replacing the kerb and dished channels with kerb and flat channels and narrow to 13 metres between kerbs. This would provide extras space for landscape planting, be more consistent with the northern section of Rutland Street, and assist in reducing the speed environment.

13. Cont'd

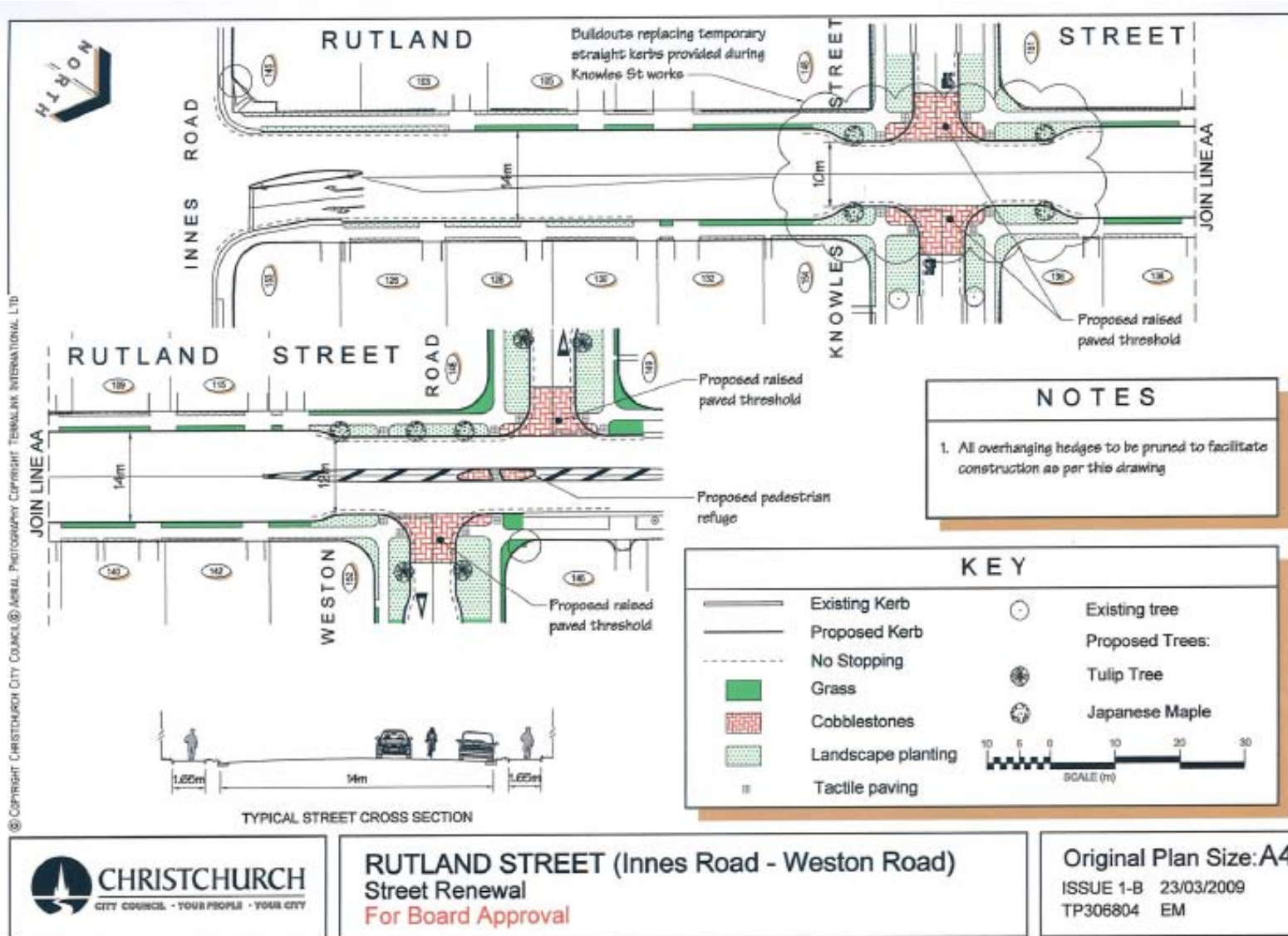
- (b) Provision of a 2 metre wide parking lane and 4.5 metre traffic lane. This would be a shared lane between cyclists and traffic.
 - (c) Construction of 2 metre wide kerb build-outs at the minor road intersections. Narrowing the carriage to 9 metres. These would help to remove parking around the intersections, reduce the crossing distance for pedestrians and reduce traffic speeds on the street...
26. Option two has not been chosen as the preferred option because the level of services for cyclists would not be at a level adequate to cater for the expected cycle demand.

OPTION THREE

27. Option three involves the following:
- (a) Replacing the kerb and ditched channels with kerb and flat channel on the existing alignment. This would provide space for 2 metre wide parking lanes, with room for a 1.8 metre wide cycle lanes when required, and 3.2 metres traffic lanes.
 - (b) Provision for marked cycle lanes in the future.
 - (c) Construction of Type B threshold treatments where all of the minor roads meet Rutland Street. These would help to reduce traffic speeds and highlight the changes in road hierarchy.
 - (d) Construction of kerb build-outs at the minor road intersections. Narrowing the carriageway to 10 metres at Knowles Street and 12 metres at Weston Road. These would help to remove parking around the intersections, reduce the crossing distance for pedestrians and reduce traffic speeds on the street.
 - (e) Construction of a traffic island in the centre of Rutland Street at the Weston Road intersection. This will ensure that the movement between the two sections of Weston Road is clearly defined, decreasing the crash risk. The island would also be constructed as a pedestrian refuge reducing the crossing distance and assisting younger pedestrians to cross the road safely.

THE PREFERRED OPTION

28. Option three is the preferred option. This option meets the objectives.



14. 1001 LOWER STYX ROAD - EASEMENT OVER RESERVE

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to the granting of electricity and water easements in gross over the reserves located at 1001 Lower Styx Road to enable completion of a pump station upgrade.

EXECUTIVE SUMMARY

2. The proposed easements are necessary to facilitate the pump station upgrade situated at 1001 Lower Styx Road to provide Community Outcomes identified in the Long Term Council Community Plan (LTCCP). This upgrade will ensure that the pumping station has capacity to provide for future demand and continuity of supply.
3. Staff have liaised with the Department of Conservation regarding the non public notification of the easements and the consent of the Minister of Conservation has been obtained.
4. The easements to be granted are a right to convey electric power in gross over Lot 134 DP 6164 marked A on the attached scheme plan (**Attachment 1**) and a right to convey electric power in gross and a right to convey water in gross over Lot 134 DP 6164 marked B on the attached scheme plan all in favour of the Christchurch City Council.

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

5. The pump station upgrade project, including the easement costs will be funded from the "WS New Wells for Growth" line item of the 2008/09 water supply capital works programme in the LTCCP.

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

6. Under Section 48 of the Reserves Act 1977, before granting easements over a Reserve the Council is required to give public notice specifying its intentions to grant any easement, unless subsection 48 (3) of the said act applies as it does in this case. The reserves are not likely to be materially altered or permanently damaged and the rights of the public are not likely to be affected, advertising is not required.
7. The legal description of the reserve land affected is Lot 134 Deposited Plan 6164 and is held in Computer Freehold Register CB46C/136 (Attachment 2). Gazette Notice 23 March 2000 page 663 classifies the reserves as Local Purpose (Utility) Reserve (Section 1 Survey Office Plan 20162) and as Recreation Reserve (Sections 2 and 3 Survey Office Plan 20162). (Attachment 3)
8. The consent of the Department of Conservation must be obtained prior to granting easements over reserves. Consent has been sought and granted (Attachment 4).
9. Community Boards have the delegated authority to grant easements over reserves.

14. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

10. Yes – In alignment with page 168 of the LTCCP. Increased demand for water supply. There are no adverse effects on levels of service for parks, open spaces and waterways, page 124 LTCCP.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

11. Yes – In alignment with the Water Supply Asset Management Plan.

CONSULTATION FULFILMENT

12. Public Notice under the Reserves Act 1977 is not required as outlined in clause 6 above.

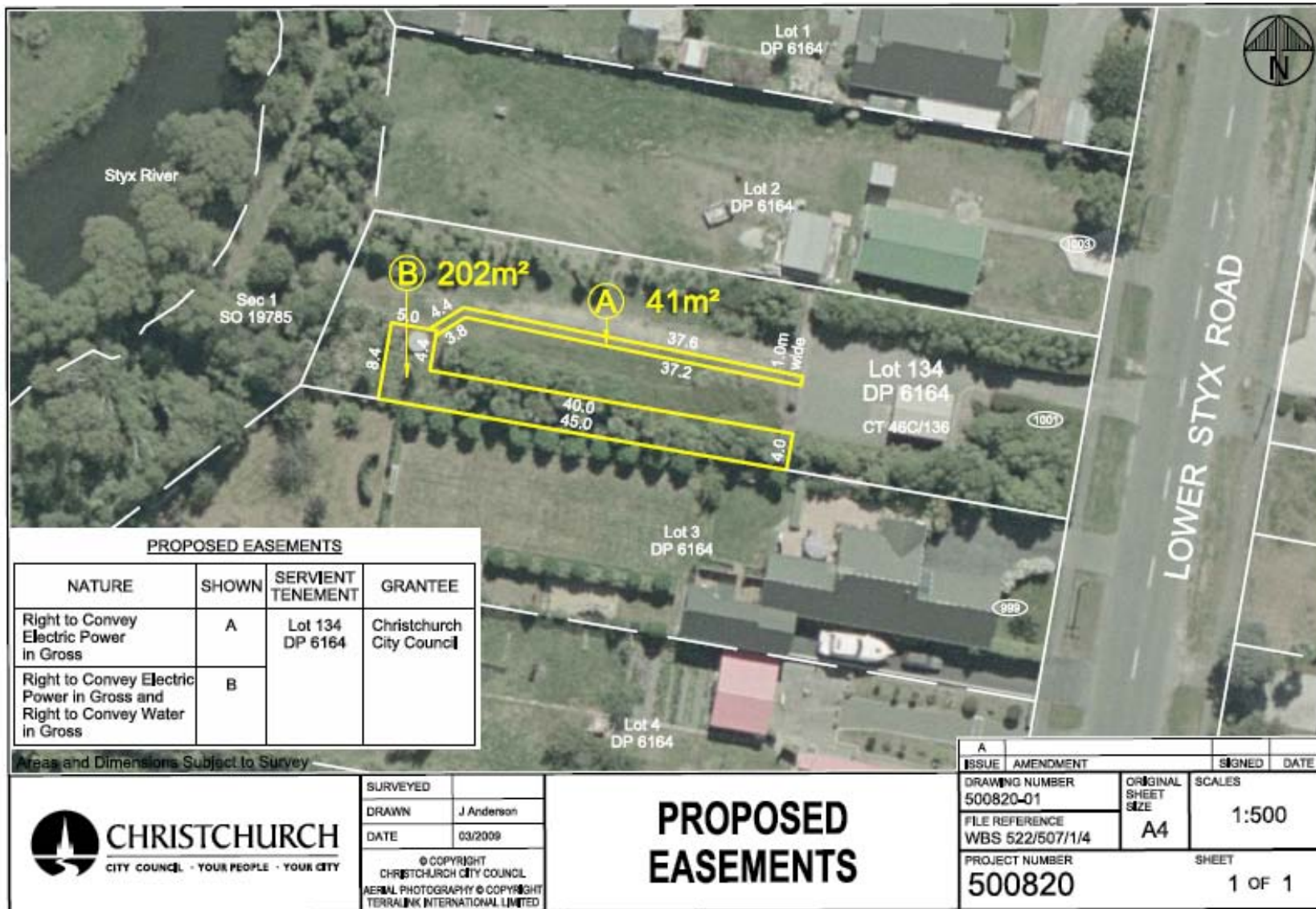
STAFF RECOMMENDATION

It is recommended that the Board approve under Section 48 of the Reserves Act 1977:

- (a) a right to convey electric power in gross in favour of the Christchurch City Council over Lot 134 DP 6164 marked A on the attached scheme plan.
- (b) a right to convey electric power in gross and a right to convey water in gross in favour of the Christchurch City Council over Lot 134 DP 6164 marked B on the attached scheme plan.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.





**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Search Copy

R. W. Muir
Registrar-General
of Land

Identifier CB46C/136
Land Registration District Canterbury
Date Issued 04 June 1999

Prior References

CB333/70

Estate	Fee Simple
Area	1644 square metres more or less
Legal Description	Lot 134 Deposited Plan 6164
Purpose	Local Purpose (Road) Reserve

Proprietors

The Christchurch City Council

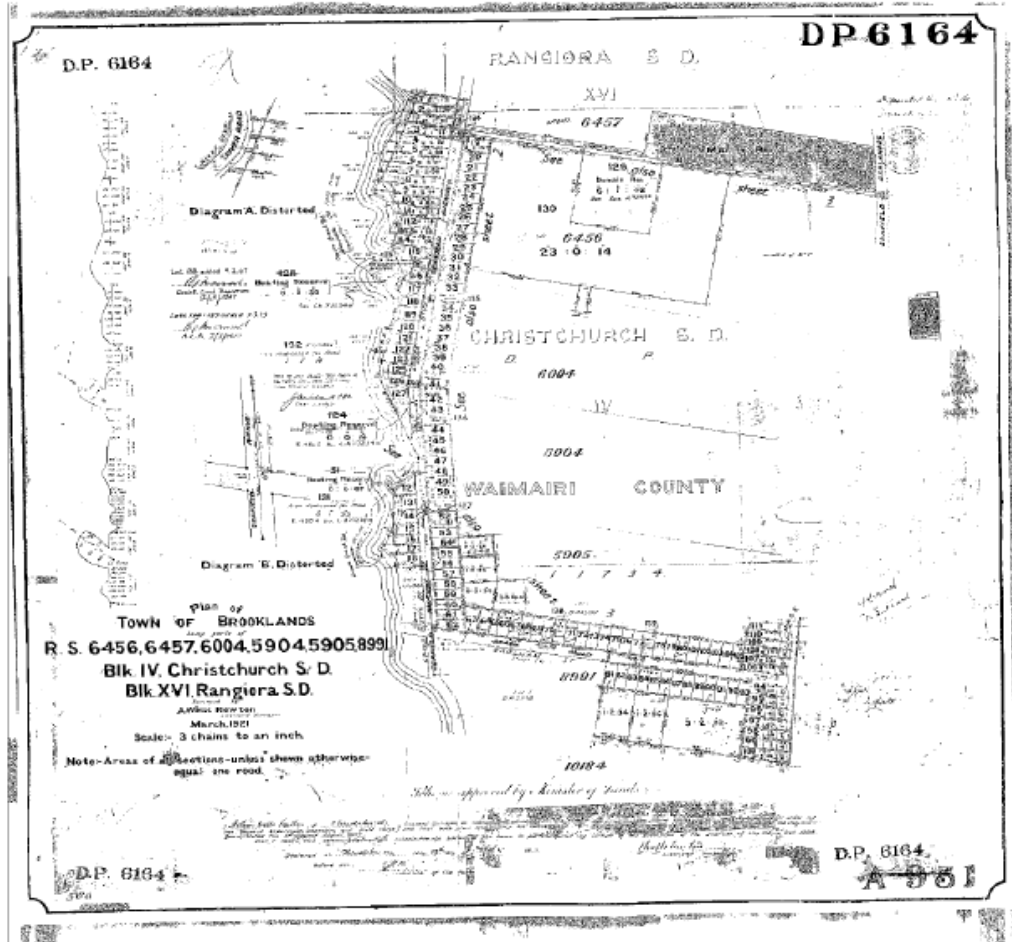
Interests

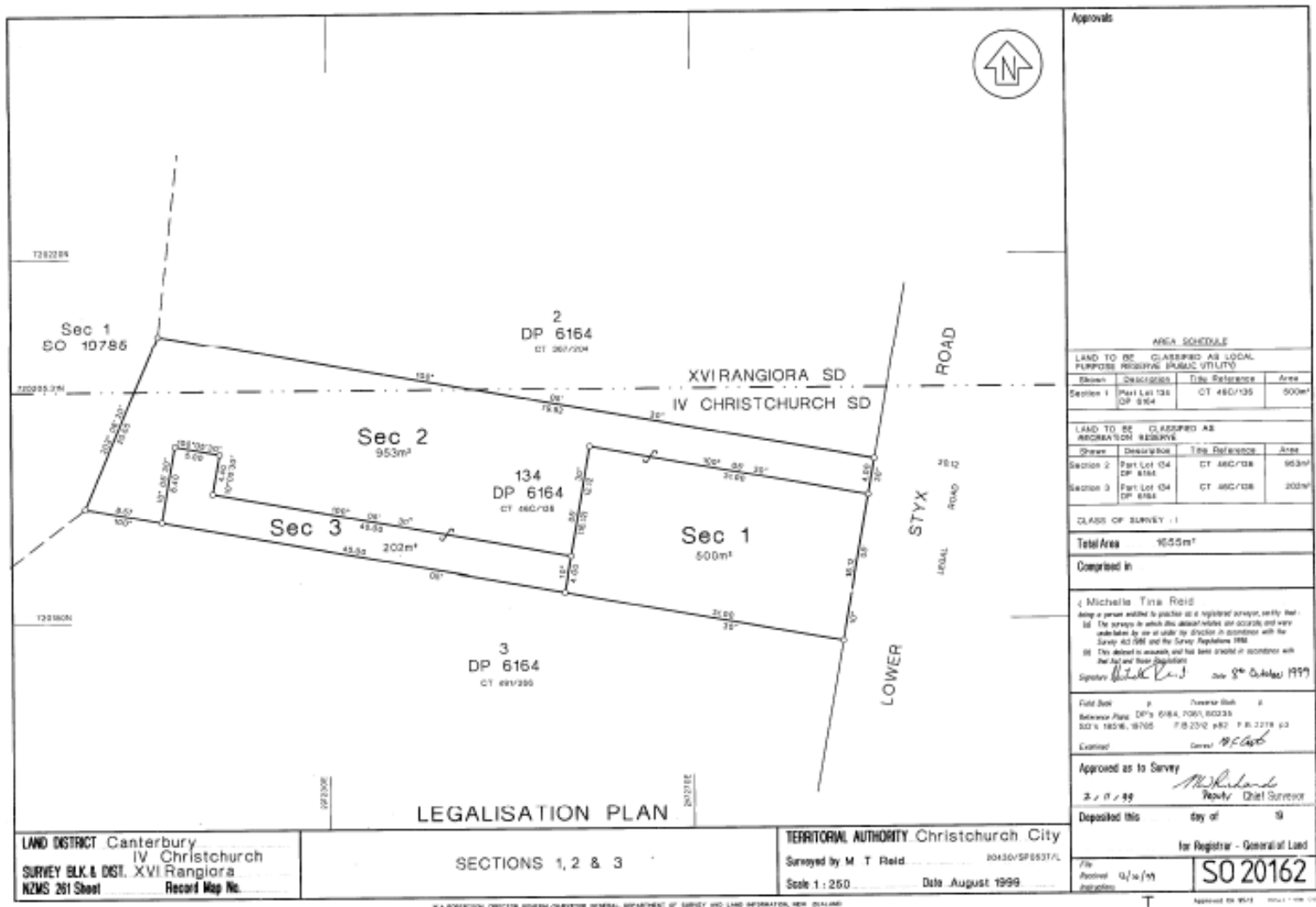
Subject to the Reserves Act 1977

A462229.1 Gazette Notice classifying part of the within land (500m²) shown as Section 1 SO Plan 20162 as a local purpose (utility) reserve and parts (953m²) shown as Section 2 SO Plan 20162 and (202m²) shown as Section 3 SO Plan 20162 as recreation reserve subject to the Reserves Act 1977 - 14.6.2000 at 11.25 am

Identifier

CB46C/136





6. 5. 2009

- 102 -

ATTACHMENT TO CLAUSE 14
Attachment 4



Department of Conservation
Te Papa Atawhai

31st March 2009

Your Ref: EA-001-770
Our Ref: PAC-12-04-13

Stuart McLeod
Property Consultant
Christchurch City Council
P O Box 237
CHRISTCHURCH 8140

**EASEMENT OVER SECTIONS 2 AND 3, SO 20162, 1001 LOWER STYX ROAD,
CHRISTCHURCH, CANTERBURY LAND DISTRICT.**

Dear Stuart,

Thank you for your letter of 6th March 2009.

The Community Relations Manager, acting under delegation from the Minister of Conservation, has consented to the granting of the following easements:

- (a) Right to convey electric power in gross on Section 2, SO 20162 in favour of Christchurch City Council.
- (b) Right to convey electric power in gross over Section 3, SO 20162 in favour of Christchurch City Council.
- (c) Right to convey water in gross over Section 3, SO 20162 in favour of Christchurch City Council.

An invoice, with respect to the charges incurred for obtaining the Ministers consent of \$214.00 including GST, will be sent to you shortly. This will include the signing of the easement documents.

Yours sincerely,

A handwritten signature in cursive script, appearing to read 'C. Brears'.

Christine M Brears
Community Relations Officer (SLM/Concessions)
Email: cbrears@doc.govt.nz

Canterbury Conservancy
Private Bag 4715, Torrens House, Level 4, 195 Hereford Street, Christchurch 8140, New Zealand
Telephone 03-371 3700, Fax 03-365 1388

docDM-413560 - Easement Submission - Lower Styx Road

Please recycle. This letterhead is printed on recycled paper using vegetable based inks

15. FOLEY RESERVE PLAYGROUND RENEWAL

General Manager responsible:	General Manager City Environment Group DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Mary Hay Consultation Leader Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Shirley/Papanui Community Board to proceed to detailed design and construction of the Foley Reserve Playground Renewal concept plan.

EXECUTIVE SUMMARY

2. Foley Reserve is a small local park in Belfast, which provides a pedestrian connection between Tisch Place and Main North Road. It contains some large mature trees and a small playground, which has been identified for renewal. The existing junior playground contains a wooden play structure and tunnel, slide and double swing. Funds have been allocated for playground renewal in Foley Reserve.
3. The project team has developed and consulted on a concept plan, which is generally supported by the local community. The proposed concept for the replacement playground includes a climbing frame, slide, double swing, toddler rocker, bench seat and amenity planting. It is proposed that the new playground will be positioned in a more central location, adjoining the existing footpaths (refer **attachment 1**). The recommended concept plan, which has been amended in response issues raised by the community, is included as **attachment 2**.

FINANCIAL IMPLICATIONS

4. Funding for this project is provided in the Draft 2009-19 Long Term Council Community Plan (LTCCP) Neighbourhood Parks – Playgrounds and Recreational Facilities renewals and replacements. The table below shows the proposed funding and construction year for the project. The funding and timing of this project is still subject to Council confirming the Draft 2009-19 LTCCP in June 2009.

5. <u>Project</u>	<u>Budget</u>	<u>Construction Year</u>
Foley Reserve Playground Renewal	\$40,000	2009/10

Do the Recommendations of this report align with the LTCCP budgets?

6. Yes, based on current estimates, there is sufficient budget allocated to implement this project, which is programmed in the 2009/10 financial year.

LEGAL CONSIDERATIONS

7. The Shirley/Papanui Community Board has delegated authority to approve the attached concept plan.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Draft LTCCP 2009-2019****Parks, Open Spaces and Waterways – Page 121**

8.
 - (a) *Safety – by ensuring our parks, open spaces and waterways are healthy and safe places*
 - (b) *Community – by providing welcoming areas for communities to gather and interact*
 - (c) *Governance – by involving people in decision-making about parks, open spaces and waterways*
 - (d) *Health – By providing areas for people to engage in healthy activities*
 - (e) *Recreation – by offering a range of recreational opportunities in parks, open spaces and waterways*
 - (f) *City Development – by providing an inviting, pleasant and well cared-for environment*

15. Cont'd

Parks and Open Spaces Activity Management Plan

9. Council's objective with urban parks is to provide and manage Community Parks, Garden and Heritage Parks, Sports Parks and Riverbanks and Conservation Areas throughout the city that provide amenity values, areas for recreation and organised sport, garden environments and green corridors, that contribute to the city's natural form, character, heritage and Garden City image.

ALIGNMENT WITH STRATEGIES

Safer Christchurch Strategy

10. This strategy aligns injury prevention, road safety and crime prevention under the overarching aim of Christchurch becoming the safest city in New Zealand. One of the goals of this strategy is to enhance safety from crime through preventative and supportive actions, such as:
 - (a) Ensure the phased adoption of Crime Prevention Through Environmental Design Principles (CPTED) into city-wide planning and policy;
 - (b) To promote CPTED principles for application by owners and occupiers of existing buildings and spaces;
 - (c) Provide active support to locally led initiatives that make significant contributions to reducing the incidence and effect of crime.

Parks and Waterways Access Policy

11. Improved access to parks and open space will increase equity as promoted by the City Council Policy on Equity and Access for People with Disabilities. Additionally, improved access has the potential to increase park use by enhancing comfort and convenience for all users and providing significant safety benefits.

CONSULTATION FULFILMENT

Consultation Process

12. The formal public consultation period was open from 13 February 2009 until 9 March 2009. A public information leaflet was delivered to 200 properties in the vicinity of the park and a number of other interest groups and key stakeholders. This leaflet included a summary of the concept, an initial concept plan and a feedback form (refer attachment 1). The project team sought feedback from the community to see whether the proposal was supported and asked for any comments. Also included was an offer to meet onsite, if requested. The proposal was posted on the CCC Have Your Say website.
13. Further to this, a meeting was held with a resident, who provided information about the history of the reserve and sought clarification about the proposal.
14. Each submission received an interim reply letter, which acknowledged that the submission had been received and that it would be considered, once the consultation period had closed. Submitters were also advised that they would receive further correspondence prior to a decision being made. This would outline the outcome of consultation, the project team's preferred concept plan, the decision making process and how they could be involved in this and the expected timeline for the project.

15. Cont'd

Consultation Outcome

15. The consultation received a 19 percent response rate (38 responses), which is a moderate response rate. Community feedback was generally positive, as indicated by the following:

Number of respondents	Feedback option selected
25 respondents (66%)	<i>"YES – I fully support the proposal"</i>
9 respondents (23%)	<i>"MIXED VIEWS – I have some concerns that I would like to be considered"</i>
2 respondents (5%)	<i>"NO – I completely oppose the proposal"</i>
2 respondents (5%)	No preference indicated

The full schedule of community feedback and project team responses will be circulated separately to Board members.

16. The submissions that indicated that they **did not** support the proposal cited the following reasons:
- There is not a need for a playground in this reserve because the one in Englefield Reserve could be used instead;
 - Would prefer the money was spent on finishing the bridge and landscaping in Englefield Reserve.
17. The key issues raised in the public consultation are as follows:
- A request for additional play equipment;
 - Renovation and reuse of the existing play equipment;
 - Request for shade and wind protection;
 - Both support and opposition to the proposed playground location;
 - Concern about the playground being separated by a pedestrian/cycle path (and a 'pinch point' being created on the path).
18. The project team considered this consultation feedback and revised the concept plan in the following way:
- Resiting the proposed swings and landscaping from the north side of the path to the south side of the path (to avoid the 'pinch point', move it into less shady area and away from the easterly wind);
 - Inclusion of a Crawl Tunnel with the proposed slide;
 - Note: in response to a concern raised about cyclists cutting the corner of the reserve as they enter Tisch Place, a small length of post and cable will be installed. This will proceed as an operational matter later this year
19. The final concept plan, which includes the above amendments, is included as **attachment 2** and recommended for approval by the Community Board. Construction is scheduled to be completed by October 2009.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board resolves to approve the plan in **attachment 2** in order to proceed to detailed design and construction of the Foley Reserve Playground Renewal concept plan.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

Project Objectives:

- Replace the existing junior playground
- Provide a new junior playground, which encourages social skills, and helps develop fundamental movement skills
- Provide a safe and accessible playground which meets the NZ playground standards NZS 5828:2004 and CCC access policy
- Integrate the playground into the site with appropriate landscape treatment
- Consider the visual effects of the playground on the adjoining properties
- Consider the needs of the local community and the constraints of the available funds

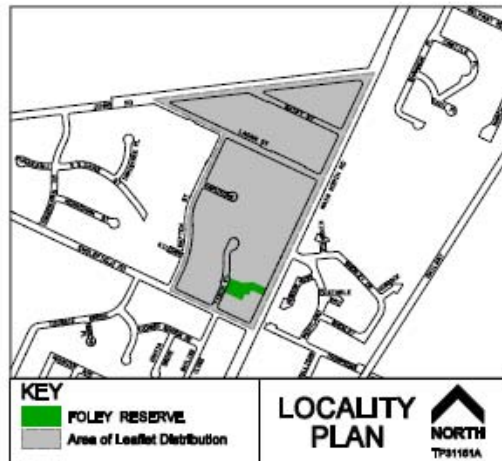
Consultation

Please consider the attached plan and let us know what you think about it. Please feel free to contact me if you would like to meet onsite to discuss the proposal.

If you have any comments in regard to this project, please complete the attached form and return it by **Monday 9 March 2009**.

Once the consultation is complete, the concept will be finalised and amended to reflect community views, where appropriate. A report, which considers the proposal and the outcome of this community consultation, will be presented to the Shirley/Papanui Community Board for approval to proceed to detailed design and construction of the new playground.

At this stage it is anticipated that the Board will consider this proposal in April/May 2009. Construction is scheduled to be completed by October 2009.



Mary Hay
Consultation Leader
Christchurch City Council
Papanui Service Centre
PO Box 5142
CHRISTCHURCH 8542
Phone (03) 941-5410 or (027) 232 7467
Email: mary.hay@ccc.govt.nz



Foley Reserve – Playground Renewal

HAVE YOUR SAY

The Council is interested to read or hear your feedback on the enclosed concept plan for the replacement of the Foley Reserve playground.

This plan is **NOT** finalised or detailed and is presented as part of our consultation process.

You can comment by:

- Returning the enclosed freepost form
- Visiting the Christchurch City Council's 'Have Your Say' website: www.ccc.govt.nz/haveyoursay
- Contacting the Consultation Leader

If you would like to discuss any aspect of this concept or the consultation process, please contact:

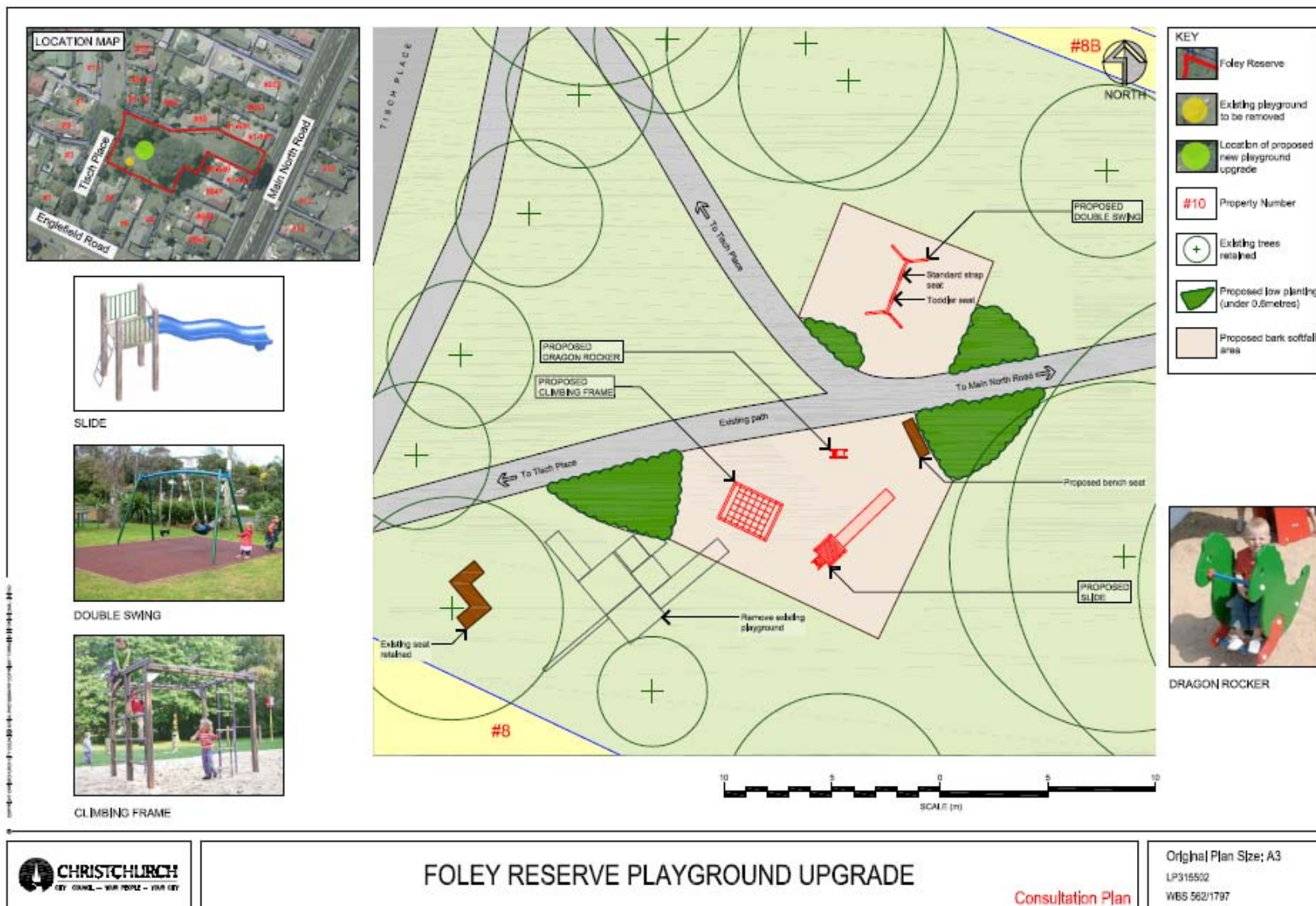
Mary Hay, Consultation Leader
Phone (03) 941-5410 or (027) 232 7467,
Email: mary.hay@ccc.govt.nz

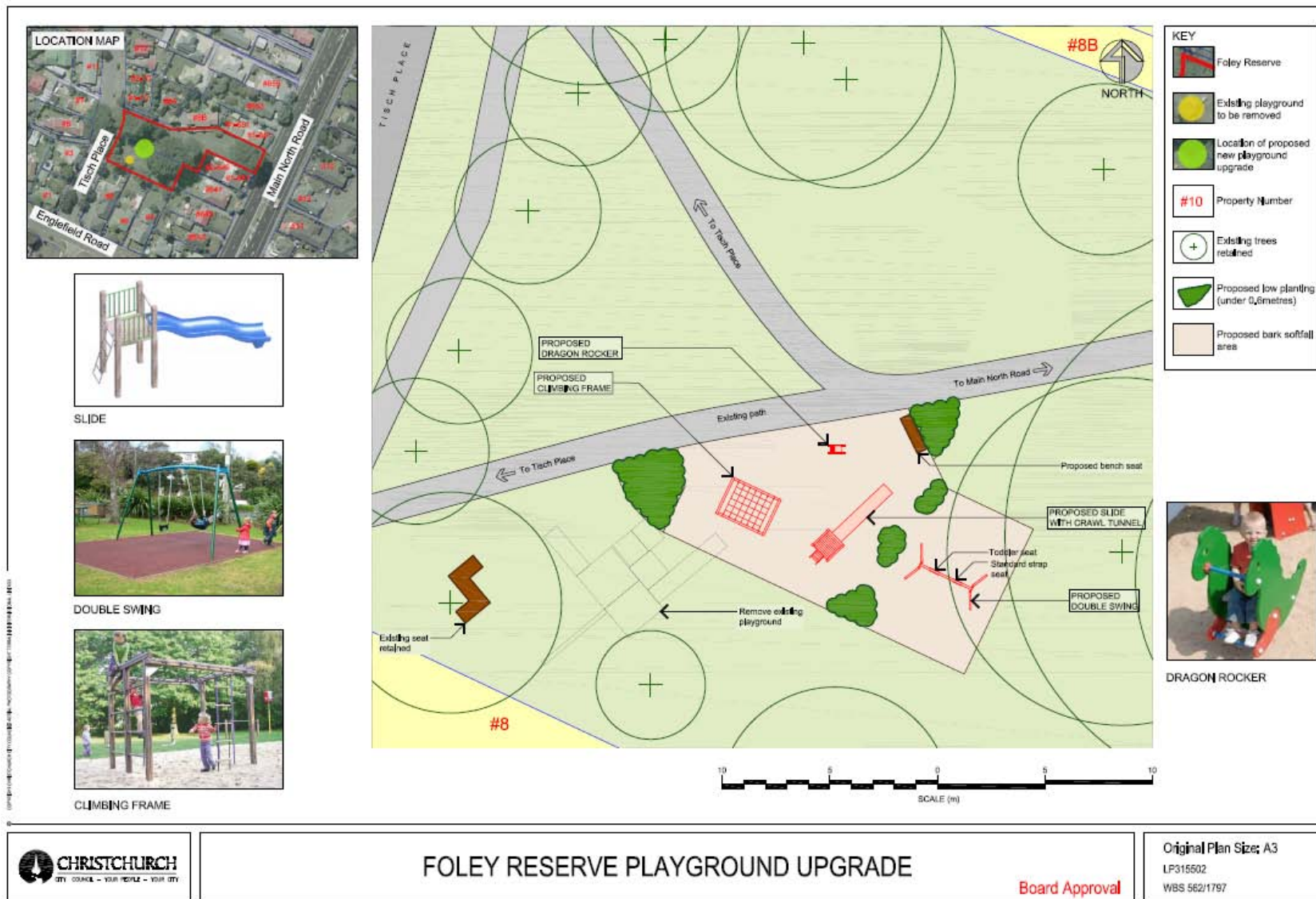
Please ensure that your feedback reaches us by **Monday 9 March 2009**.

Foley Reserve is a small local park in Belfast, which provides a pedestrian connection between Tisch Place and Main North Road. It contains some large mature trees and a small playground, which needs to be upgraded. The existing junior playground contains a wooden play structure and tunnel, slide and double swing (see photos below).

This playground renewal project has a limited budget of \$40,000. The proposed concept for the replacement playground includes a climbing frame, slide, double swing, toddler rocker, bench seat and amenity planting. It is proposed that the new playground will be positioned in a more central location, adjoining the existing footpaths.







16. SHIRLEY COMMUNITY TRUST

General Manager responsible:	General Manager, Community Services Group, DDI 941-8607
Officer responsible:	Unit Manager, Community Support Unit
Author:	Bruce Meder, Community Development Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present a request for funding to the Shirley/Papanui Community Board from the Shirley Community Trust. The funding request is for \$2,000 and is for the purpose of purchasing and laying new carpet at the MacFarlane Park Neighbourhood Centre.

EXECUTIVE SUMMARY

2. Shirley Community Trust has been a significant community organisation in the Shirley area during the past decade. They offer a range of activities, events and programmes.
3. Their main operations base is the MacFarlane Park Neighbourhood Centre in Acheson Avenue. From this venue they run pre-schooler groups, literacy programmes, bread distribution, elderly support and a highly successful neighbourhood café on Friday mornings.
4. The work of Shirley Community Trust is supported by a large group of volunteers coming from either St Stephens Church or from the immediate neighbourhood.
5. The Trust had put aside funds to enable the badly worn carpet at the Neighbourhood Centre to be replaced. However, a problem with mice resulted in these funds being utilised to refurbish the Centre; repainting the kitchen, replacing the security alarm and replacing power points in the kitchen.

FINANCIAL IMPLICATIONS

6. The Trust has obtained a discounted quotation for the purchase and installation of new commercial grade carpet at \$2,000.
7. The latest Annual Audited Accounts of the Trust (to 30 June 2008) show an annual turnover of \$162,000 with a surplus of \$12,000. They had net assets of \$84,000 with \$18,000 of this being fixed assets.
8. \$42,000 of these assets is tagged for salary costs and a further \$20,000 towards a fund for building purchases.
9. The Trust's Auditor has given an Unqualified Opinion in his Audit of the Annual Accounts to 30 June 2008.
10. The Community Board has \$18,687 available in its Discretionary Response Fund.

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

11. Yes.

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

12. There are no legal implications in regards to this application.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. This application aligns with LTCCP and Activity Management Plans.

16. Cont'd

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

14. Yes.

ALIGNMENT WITH STRATEGIES

15. This application aligns with the following goals of the Strengthening Communities Strategy:

- Helping to build and sustain a sense of local community.
- Ensuring that communities have access to community facilities that meet their needs.

16. It also helps to meet the following objectives of the Shirley/Papanui Community Board:

- The Board acknowledges diversity and facilitates a vibrant, inclusive and strong community.

Do the recommendations align with the Council's strategies?

17. Yes.

CONSULTATION FULFILMENT

18. No consultation required.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board allocate a grant from its 2008-09 Discretionary Response Fund of \$2,000 to Shirley Community Trust for the purpose of purchasing and installing new carpet at the MacFarlane Park Neighbourhood Centre.

CHAIRPERSON'S RECOMMENDATION

For discussion.

17. COMMUNITY BOARD ADVISER'S UPDATE



CURRENT ISSUES

17.2 BOARD SUBMISSIONS:

Circulated separately for approval are the Board's submissions on the Sale and Supply of Liquor and Liquor Enforcement Bill and the Environment Canterbury Draft LTCCP 2009-19.

STAFF RECOMMENDATION

That the attached submissions be approved.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

18. ELECTED MEMBERS' INFORMATION EXCHANGE

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

18.1 CHAIRPERSON'S REPORT

The Chairperson's report has already been circulated.

19. MEMBERS QUESTION

20. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.

