

SPREYDON/HEATHCOTE COMMUNITY BOARD

AGENDA

FRIDAY 30 JULY 2010

AT 8.00AM

**AT BECKENHAM SERVICE CENTRE
IN THE BOARDROOM,
66 COLOMBO STREET, CHRISTCHURCH**

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

Community Board Adviser

Jenny Hughey
Telephone: 941-5108
Email: jenny.hughey@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

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1. APOLOGIES

2. CONFIRMATION OF MEETING REPORTS

2.1 29 JUNE 2010 MEETING

The minutes of the Board's ordinary meeting of Tuesday 29 June 2010 are **attached**.

2.2 20 JULY 2010 MEETING

The minutes of the Board's Strengthening Communities Fund Allocation meeting of Tuesday 20 July 2010 are **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's meeting of 29 June 2010 and 20 July 2010 be **confirmed**.

3. DEPUTATIONS BY APPOINTMENT

3.1 David Hawkey of Majestic Lane will speak regarding the removal of a large willow tree growing in Ernle Clark Reserve which is shadowing his property.

3.2 John Henry, of Grange Street will comment on his observations in relation to the Grange Street Renewal Project (refer to Clause 18).

4. PETITIONS

5. NOTICE OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

7.1 Carolyn Robertson, Unit Manager of Libraries and Information will brief the Board on library matters.

8. APPLICATION TO SPREYDON/HEATHCOTE 2010/11 DISCRETIONARY RESPONSE FUND - CHURCH ARMY NZ CANTERBURY KIDS COACH

General Manager responsible:	General Manager, Community Services Group, DDI 941-8607
Officer responsible:	Unit Manager, Community Support
Author:	Jay Sepie, Community Development Adviser, DDI 941-5102

PURPOSE OF REPORT

1. The purpose of this report is for the Spreydon/Heathcote Community Board to consider an application for funding from Church Army NZ Canterbury Kids Coach of \$2,000 to the 2010/11 Spreydon/Heathcote Community Board Discretionary Response Fund.
2. At the time of writing, there is \$51,197 remaining in the Fund.

EXECUTIVE SUMMARY

3. In 2010/11, the total pool available for allocation for the Discretionary Response Fund is \$51,197. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
4. The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
5. At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
6. The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
 - (a) Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
 - (b) Projects or initiatives that change the scope of a Council project; and
 - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.

Council also made a note that: "Community Boards can recommend to the Council for consideration grants under 1(b) and 1(c)."

7. Based on this criteria, the attached application from Church Army NZ Canterbury Kids Coach (Attachment 1) is eligible for funding
8. Staff recommend that the Board grant \$2,000 to Church Army NZ Canterbury Kids Coach for Rowley Community Working with Families.

Financial Implications

9. There is currently \$51,197 remaining in the Board's 2010/11 Discretionary Response Fund.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

10. Yes, see page 184 of the LTCCP regarding community grants schemes including Board funding.

LEGAL CONSIDERATIONS

11. There are no legal considerations.

8 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Aligns with LTCCP and Activity Management Plans, page 172 and 176.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

13. Yes, see LTCCP pages 176 and 177 regarding community grants schemes, including Board funding.

ALIGNMENT WITH STRATEGIES

14. This application aligns with Strengthening Communities Strategy and the following Spreydon/Heathcote Community Board objective/s:
- Improve social well-being in Spreydon/Heathcote.
 - Empower communities and community groups to deliver services that contribute towards achievement of the community Outcomes.
 - The development and maintenance of safe and strong local communities.
 - A culturally inclusive Spreydon/Heathcote community.

CONSULTATION FULFILMENT

15. Not applicable.

STAFF RECOMMENDATION

It is recommended that:

The Spreydon/Heathcote Community Board grants \$2,000 to Church Army NZ Canterbury Kids Coach for the Rowley Community Working with Families project.

CHAIRPERSONS RECOMMENDATION

For discussion.

9. APPLICATION TO SPREYDON/ HEATHCOTE COMMUNITY BOARD 2010/11 DISCRETIONARY RESPONSE FUND – YOUTH ACHIEVEMENT SCHEME

General Manager responsible:	General Manager, Community Services DDI 941-8607
Officer responsible:	Recreation and Sport Unit Manager
Author:	Sarah Benton, Community Recreation Adviser, 941 5107

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Spreydon/Heathcote Community Board to set aside \$7,500 from its 2010/11 Discretionary Response Fund for the purpose of establishing a Youth Achievement Scheme Fund.
2. At the time of writing, there is \$51,197 remaining in the Fund.

EXECUTIVE SUMMARY

3. In 2010/11, the total pool available for allocation for the Spreydon/Heathcote Discretionary Response Fund is \$51,197. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
4. The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
5. At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
6. The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
 - (a) Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
 - (b) Projects or initiatives that change the scope of a Council project; and
 - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.

Council also made a note that: "Community Boards can recommend to the Council for consideration grants under 1(b)and 1(c)."
7. Information on the application is attached (**Attachment 1**). Staff recommend that the Board establish a Youth Achievement Scheme fund for the 2010/11 year and transfer \$7,500 to the Youth Achievement Scheme fund.

Financial Implications

8. There is currently \$51,197 remaining in the Board's 2010/11 Discretionary Response Fund.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

9. Yes, see page 184 of the LTCCP regarding community grants schemes including Board funding

LEGAL CONSIDERATIONS

10. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with LTCCP and Activity Management Plans, page 172 and 176.

9 Cont'd

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

12. Yes, see LTCCP pages 176 and 177 regarding community grants schemes, including Board funding.

ALIGNMENT WITH STRATEGIES

13. This application aligns with the Youth and Strengthening Communities Strategy and the following Spreydon/ Heathcote Community Board objective:

- Increased participation of Spreydon/Heathcote residents in local and city-wide recreation events/ programmes.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Spreydon/ Heathcote Community Board:

- (a) Establish a Youth Achievement Scheme for the 2010/11 year.
- (b) Approve the transfer of \$7,500 from the Spreydon/ Heathcote Community Board's 2010/11 Discretionary Response Fund to the Spreydon/ Heathcote Community Board's Youth Achievement Scheme Fund.

CHAIRPERSONS RECOMMENDATION

That the staff recommendation be supported.

10. APPLICATION TO SPREYDON/HEATHCOTE 2010/11 YOUTH ACHIEVEMENT FUND – SHANNON BAILEY AND ANA MOCEYAWA

General Manager responsible:	General Manager, Community Services DDI 941-8607
Officer responsible:	Recreation and Sport Unit Manager
Author:	Sarah Benton, Community Recreation Adviser

PURPOSE OF REPORT

- The purpose of this report is to present to the Board, two applications for funding assistance from the Spreydon/Heathcote 2010/11 Youth Achievement Scheme fund.

EXECUTIVE SUMMARY

- Funding is being sought by the following applicants:
 - Shannon Bailey, 14 year old from Cashmere, to represent GymSports New Zealand at the 2010 Australian Rhythmic Gymnastics Championships in Perth from 5 to 11 July 2010.
 - Ana Moceyawa, 20 year old from Beckenham, to represent New Zealand at the Oceania Judo Championships held in Canberra on 8-16 August 2010.

FINANCIAL IMPLICATIONS

- The following tables detail event expenses and funding requested for each applicant:

a) Shannon Bailey

EXPENSES	Cost (NZ \$)
Accommodation	\$1,195
Air Fares	\$1,378
Uniforms	\$440
Total Cost	\$3,013
Amount raised	\$0
Amount requested	\$500

b) Ana Moceyawa

EXPENSES	Cost (NZ \$)
Accommodation	\$350
Flights	\$310
Insurance	\$40
Entry Fee	\$50
Ground Transport	\$200
Total Cost	\$950
Amount raised	\$304
Other applications (pending)	\$100
Amount requested	\$500

- This is the first time Shannon Bailey has applied for funding from the Spreydon/ Heathcote Youth Achievement scheme. Ana Moceyawa has received \$500 from the 2006/07 Spreydon/Heathcote Youth Achievement scheme to represent New Zealand at the World Junior Judo Championships in America. She has not applied for funding from the scheme within the past 12 months and has not received funding more than once, as specified in the criteria.
- There is currently a balance of \$7,500 available in the 2010/11 Youth Achievement Scheme fund.

10 Cont'd

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes see page 184, regarding Board funding.

LEGAL CONSIDERATIONS

7. There are no legal issues to be considered.

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

8. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Yes.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

10. Yes, Community Grants (pg 176), Strengthening Communities (pg 172), and Recreation and Sports Services (pg.108).

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

11. Application aligns with the Strengthening Communities Strategy, Youth Strategy and the Physical Recreation and Sport Strategy.
12. Application also aligns with the following Spreydon/ Heathcote Community Board Objective: 'Increased participation of Spreydon/Heathcote residents in local and city-wide recreation events/ programmes.'

CONSULTATION FULFILMENT

13. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board allocate Shannon Bailey \$300 from the 2010/11 Youth Achievement Scheme fund to assist her to represent GymSports New Zealand at the 2010 Australian Rhythmic Gymnastics Championships in Perth from 5 to 11 July 2010.

It is recommended that the Board allocate Ana Moceyawa \$300 from the 2010/11 Youth Achievement Scheme fund to represent New Zealand at the Oceania Judo Championships held in Canberra on 8-16 August 2010.

CHAIRPERSONS RECOMMENDATION

For discussion.

10 Cont'd

BACKGROUND OF EACH APPLICANT

Shannon Bailey

14. Shannon attends Middleton Grange School and represented them in gymnastics at the Canterbury Secondary Schools competition. She has also helped raised money for her school's performing arts building through her dance performances and displays. She has been involved in Rhythmic Gymnastics for nearly six years and has represented Canterbury three times at the New Zealand Nationals.
15. This is the first time Shannon has been allowed to trial and qualify for the Australian Nationals as it is only open to competitors in level seven and above. Her selection is a result of her performance and score at the New Zealand National Championships. She has been selected as part of a 19 member squad.
16. Rhythmic Gymnastics teaches body awareness and control - skills that will assist in the development of athletic potential for any sporting endeavour. Shannon says she is passionate about Rhythmic Gymnastics, trains hard to achieve her goals and encourages others where she can.
17. Shannon was notified about her selection by GymSports New Zealand two months prior to the competition and the final costing was not available until 6 weeks prior. She has been fundraising with the group, running sausage sizzles and selling raffle tickets.

Ana Moceyawa

18. Ana has been practising Judo for eight years and has represented New Zealand for the last five years at many International competitions. She trains at the Christchurch Judo School in Mairehau where she also helps coach the children's class. Ana has three Oceania Gold medals and is hoping to compete at the 2012 London Olympics. In preparation for qualifying for the Olympics, Ana needs to maintain her position as Oceania champion and test herself against the best in this part of the world.
19. In November 2009 Ana placed second in Under 57kg at the World Cup in Samoa. She won silver in May 2010 at the Auckland International Open (6 countries), in both Under 63kg and Open categories. She also won gold at the Canterbury Open competition in June 2010 in both the Under 70 kg and Open categories.
20. Ana has been selected to represent New Zealand in Judo by the NZ Oceania Judo Union (OJU) for the 2010 OJU Championships in Canberra. Prior to the tournament the New Zealand team is going to train at the Sydney Olympic Park for four days at an additional cost. In order to keep travel costs low the team will fly in and out of Sydney and travel by van to Canberra and return. The New Zealand team has also arranged low cost travel insurance for competitors. The New Zealand team has suggested that individuals apply for their own funding or apply through their local clubs.
21. Ana works part-time and has applied for funding assistance from the regional judo association. She has also been selling chocolates to raise funds, doing the catering at Judo competitions and coaching children in her club during their training camp.

11. SPREYDON/HEATHCOTE COMMUNITY BOARD YOUTH ACHIEVEMENT SCHEME APPLICATION – TIMOTHY JACKSON

General Manager responsible:	General Manager, Community Services DDI 941-8607
Officer responsible:	Unit Manager Community Support Unit
Author:	Community Development Adviser Jay Sepie, DDI 941-5102

PURPOSE OF REPORT

1. The purpose of this report is to present a request for \$500 by 17 year old Timothy Jackson of Broadoaks, to the Spreydon/Heathcote Community Board from its Youth Achievement Fund.
2. The request is for \$500 towards the cost of Timothy travelling to Shanghai, China and participating in the 2010 Shanghai International Youth Technology Expo.

EXECUTIVE SUMMARY

3. The request for funding is to support and recognise the achievement of Timothy Jackson being selected to represent New Zealand in a team of six taking part in the third International Youth Technology Expo in Shanghai, organised by the Chinese government. It is expected that up to 200 countries will be represented by teams of secondary school students at the expo. Only one school per country is selected. Each potential entrant was required to submit a solution project thesis on Climate Change with a PowerPoint presentation. Timothy's team is the New Zealand team selected and formally invited to take part. Participating teams will be given an exhibition area to display their work in operation which must include a piece of scientific creation, and a multimedia animation. The team has been given only one month's notice to organise and raise funds for the trip, as well as complete the work required for the Expo. The Expo runs from 13-17 July, and the team travel period covers 9-20 July 2010.
4. Timothy Jackson resides in Broadoaks, and is a 17 year old student of Christchurch Boys' High School. Timothy has high interest and talent in the field of electronics and computer technology. He also plays Saturday rugby and enjoys free skiing as much as possible. Timothy has reached NCEA Level 2 qualifications and his strength in electronics was evidenced by his score of 98% in his last end of year test. Earlier this year, as a result of showing promise and knowledge in electronics, Tim was invited into the advanced technology group, "The Shanghai Youth Expo Team" that aimed for inclusion in the Shanghai Expo. Tim's ambition is to build a career in the electronics industry, and sees this venture as a chance to benefit from some of the world's leading minds in this field. He is also aware of the opportunity to act as a national ambassador and show case New Zealand to Expo attendees otherwise interested in our country.
5. The New Zealand team will be presenting a working greenhouse controller model at the Expo that demonstrates a solution to food production under climate change using technology. Their solution is a regulated greenhouse system that uses controllers to monitor light, temperature, and humidity to provide optimum conditions for the production of food. This solution was offered in the team's qualifying thesis. The invitation to participate has created a challenge and pressure for the team to build their demonstration work in a short period of time, on top of organising the trip and fund raising for a significant budget. Timothy is cited by the school as an essential member of the team. He has been a key contributor to the winning presentation software, as well as the programming for the Expo presentation and display. This has required concentrated effort over the past few weeks, taking up his weekends and evenings to reach the tight deadline. He has also worked, including an after school job stacking shelves, to raise funds toward the costs of the trip.
6. Timothy is supported by Christchurch Boy's High School with this application. A letter of support from the school acknowledges his talents and that "he has worked countless hours on getting the required presentations and speeches ready". The school identifies the skill development, wider challenges, and personal opportunities the trip to China and associated event will provide:

11 Cont'd

- (i) public speaking in front of hundreds of overseas students to present his uniquely New Zealand view of climate change
- (ii) work as a team to sell the groups idea of a Greenhouse Controller.
- (iii) use his knowledge of science to complete set tasks.
- (iv) think creatively to find novel ways to combat climate change.
- (v) interact with students from many different countries.
- (vi) represent Christchurch Boys' High School and New Zealand.

FINANCIAL IMPLICATIONS

7. This is the first time that the applicant has approached the Spreydon/Heathcote Community Board for funding. Timothy is working to achieve a budget target of \$3,500 in total that will be needed to cover airfares, food, transport, and accommodation. Given the short notice the team received of their success, fund raising is a major challenge. At the time of writing, progress of funds raised against target was as follows:

Fundraising	Targets
New Zealand Asian Foundation - pending	\$500
New Zealand Royal Society – secured	\$1,000
Riccarton Rotary – share of team grant	\$350
School donation – share of team grant	\$150
Chinese friend donation	\$100
After school job – anticipated savings	\$300
Total	\$2,400
Remaining shortfall	\$1,100
Amount requested from Community Board	\$500

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

8. Yes.

LEGAL CONSIDERATIONS

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

9. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Yes.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

11. Yes.

11 Cont'd

ALIGNMENT WITH STRATEGIES

12. This application aligns with the following Council Strategies:

- Strengthening Communities Strategy
- Youth Strategy
- Climate Smart Strategy
- Sustainable Energy Strategy

The application meets the criteria of the Spreydon/Heathcote Community Board Youth Achievement Scheme. However, due to timing issues beyond the control of the applicant, grant payment would be retrospective.

CONSULTATION FULFILMENT

13. Not applicable.

STAFF RECOMMENDATION

Staff recommend that the Spreydon/Heathcote Community Board declines to make a Youth Achievement grant to Timothy Jackson as the Discretionary Response Fund criteria does not allow for retrospective grants.

CHAIRPERSONS RECOMMENDATION

For discussion.

12. COLOMBO STREET/ HUNTER TERRACE/ ERNLEA TERRACE - PROPOSED STOP CONTROLS

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace, Unit Manager
Author:	Steve Dejong, Traffic Engineer Transport, DDI 941-6428

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval that Stop Control be placed against Hunter Terrace and Ernlea Terrace at their intersection with Colombo Street.

EXECUTIVE SUMMARY

2. As part of the Colombo Street Bus Priority Give Way controls were approved by the Board for all uncontrolled intersections along Colombo Street Bus Priority Route. Included in this approval was the intersection of Ernlea Terrace and Colombo Street.
3. Approximately eight years ago the current Beckenham Service Centre and library were built and the portion of Hunter Terrace (old Hunter Terrace) from the back east of the library which follows the river to intersect Colombo Street north of the library was legally stopped. However this section of Hunter Terrace was not physically stopped until February 2010.
4. The new portion of Hunter Terrace (new Hunter Terrace) runs from the east of the library along its southern side and intersects with Colombo Street south of the library. The new Hunter Terrace was gazetted as legal road just prior the construction of the present library however the Bus priority project treated this section of road as a drive way and did not include it in the list of intersections along Colombo Street to be controlled by a Give Way.
5. The intersection of the new Hunter Terrace, Colombo Street and Ernlea Terrace now forms a Cross Road Junction, because a vehicle can drive from Ernlea Terrace directly across Colombo Street and into the new Hunter Terrace.
6. The Land Transport Rule-Traffic Control devices 2004, Section 10, Intersections 10.1 Intersections to be controlled, States:”*An intersection that has four or more approaching roadways must be controlled by:*
 - (a) stop or give way signs; or
 - (b) a roundabout; or
 - (c) traffic signals.”
7. Staff have investigated this intersection of Colombo Street and Hunter Terrace and recommend that a Stop control be placed against new Hunter Terrace in accordance with the MOTSAM (Manual of Traffic Signs and Markings) guidelines regarding visibility requirements at intersections.
8. If the new Hunter Terrace has a Stop control and Ernlea Terrace has a Give Way control priority will be given to Ernlea Terrace over new Hunter Terrace, displacing the Right Hand Rule and confusing motorists. It is therefore also proposed that the Give Way control that was approved by the Board to be placed against Ernlea Terrace as part of the Bus priority project also be replaced with a Stop Control. New Hunter Terrace has an expected vehicles per day (VPD) of 1,500 while Ernlea Terrace has only seven properties along its total length.

12 Cont'd

9. All the residents of Ernlea Terrace and the resident at 62 Colombo Street were informed about the project by letter. The letter informed residents about the proposed Stop signs and when the report would be presented to the Community Board for approval to construct. Details of the meeting (time, venue) were also provided so that any interested people could attend or address the Board prior to the decision being made. The only response received was from the property owner of number 1a Ernlea Terrace who phoned regarding an unrelated matter, he supports the proposal.

FINANCIAL IMPLICATIONS

10. The estimated cost of this proposal is approximately \$500.

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

11. Funding for this project is provided in the Waterways and Land Drainage programme of 2009-19 LTCCP, page 239.

LEGAL CONSIDERATIONS

12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of new traffic controls and parking restrictions.
13. The installation of any signs and/ or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004; (See paragraph 6).

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. All the residents of Ernlea Terrace and the resident at 62 Colombo Street were informed about the project by letter. The letter informed residents about the proposed Stop signs and when the report would be presented to the Community Board for approval to construct. Details of the meeting (time, venue) were also provided so that any interested people could attend or address the Board prior to the decision being made. The only response received was from the property owner of number 1a Ernlea Terrace who phoned regarding an unrelated matter, he supports the proposal.

12 Cont'd

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Revoke the Give Way control currently placed against Ernlea Terrace at its intersection with Colombo Street.
- (b) Approve the placement of a Stop control against Ernlea Terrace at its intersection with Colombo Street.
- (c) Approve the placement of a Stop control against Hunter Terrace at its intersection with Colombo Street.

CHAIRPERSONS RECOMMENDATION

For discussion.

13. INGOLDSBY STREET RENEWAL

General Manager responsible:	General Manager, City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Anne Cosson, Consultation Leader, Capital Development Unit, DDI 941 6481

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval for the Ingoldsby Street, renewal to proceed, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. This project was initiated by the Asset Management Team in 2008/2009 and involves the replacement of existing kerb and deep-dish channel for the length of Ingoldsby Street and full reconstruction of the carriageway.
3. Ingoldsby Street is part of the Sydenham Cluster Renewal. Other streets included in the cluster are Cameron Street, Jordon Street, Hume Street and Humboldt Street.
4. The objectives of this project are met by:
 - (a) Replacing the existing kerb and dish channel with the modern style kerb and flat channel.
 - (b) Enhancing the safety of pedestrians by renewing all footpaths to a minimum width of 1.5 metres, installing tactile pavers and upgrading street lighting.
 - (c) Ensuring adequate drainage is provided.
 - (d) Whole of life costs will be minimised by replacing the existing kerb and channel, and reconstructing the pavement and carriageway.

FINANCIAL IMPLICATIONS

5. Funding for the proposed kerb and channel renewal works in Ingoldsby Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.

(a)	2009/10	\$25,000
(b)	2010/11	\$52,000
(c)	2011/12	\$295,000

Based on current estimates, there is sufficient funding to complete the installation of this project.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes. Funding for this project is provided in the 2009-19 LTCCP, Street Renewal Programme, page 245.

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

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
8. The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations dated 13 December 2007. The list of delegations for the Community Board includes the resolution of parking restrictions and Traffic Control Devices.

13 Cont'd

9. The installation of any parking restriction signs and/or marking must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Funding for the project is provided in the 2009-2019 LTCCP Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Streets and Transport Asset Management Plan.

ALIGNMENT WITH STRATEGIES

11. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

12. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board. A memo to the Board to introduce the proposed design and the project's consultation programme was sent on 19 April 2010. A publicity pamphlet (including the concept plan) was distributed to residents and other interested parties in the immediate area on 22 April 2010 with feedback requested by 12 May 2010.
13. The Sydenham Cluster consultation received 25 responses in total, of which 15 (60%) responses were in support of the proposal, two (8%) responses did not support the proposal and eight (32%) did not indicate a position. There are approximately 13 properties in Ingoldsby Street. There were three submissions relating to Ingoldsby Street: two in support and one response which did not indicate a position.
14. Key issues raised were:
 - (a) A request to make all intersections seven metres. There is already existing kerb and flat channel at the Cameron Street and Ingoldsby Street intersection, existing new assets are not being removed.
 - (b) A request for the footpaths to be 1.8 metres. The Council footpath standards are 1.5 metres in width, where the footpath has a service strip on one side and a berm on the other.
 - (c) A request for a change in street trees to Ginkgo biloba and Fraxinus raywoodii. Unfortunately the Ginkgo biloba is a large tree and would require heavy pruning which would distort the trees natural shape. Fraxinus raywoodii isn't very suitable for street trees usage, they tend to be very frangible and susceptible to wind damage.
 - (d) A request to remove directional tactile pavers at the Ingoldsby and Cameron Streets corner. Pavers to be removed because they are not required in this situation.
 - (e) Extension to the 'No Stopping' lines outside 23 Ingoldsby Street, because there is insufficient room for two cars to park without blocking the driveway of no 23 or the crossing point.
15. Responses to community consultation and changes to the proposed plan are as below.
 - (a) Changes have been made to the proposed plan by Council staff due to the Huxley Street kerb and channel renewal. The Huxley Street Board Renewal plan was approved by the Spreydon Heathcote Board on 1 June 2010.
 - (b) Directional tactile pavers to be removed at the Ingoldsby and Cameron Streets corner.

13 Cont'd

(c) Extension to the 'No Stopping' lines outside 23 Ingoldsby Street.

16. All respondents in the April/May 2010 consultation have been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the Board. 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 recommended that the Spreydon/Heathcote Community Board:

(a) Approve the Ingoldsby Street Renewal Project, as shown on plan TP320101 issue 2. **(Attachment 1)**.

(b) Approve the following parking restrictions to take effect following completion of construction.

Revoke Existing Parking Restrictions

(i) That all No Stopping restrictions on Ingoldsby Street between its intersections with Huxley Street and Cameron Street be revoked.

New No Stopping

(ii) That the stopping of vehicles be prohibited at any time on the south east side of Ingoldsby Street commencing at its intersection with Cameron Street and extending 11 metres in a south west direction.

(iii) That the stopping of vehicles be prohibited at any time on the north west side of Ingoldsby Street commencing at its intersection with Cameron Street and extending 21 metres in a south west direction.

(iv) That the stopping of vehicles be prohibited at any time on the south east side of Ingoldsby Street commencing at its intersection with Gibbon Street and extending six metres in a north east direction.

(v) That the stopping of vehicles be prohibited at any time on the south east side of Ingoldsby Street commencing at its intersection with Gibbon Street and extending six metres in a south west direction.

(vi) That the stopping of vehicles be prohibited at any time on the north east side of Gibbon Street commencing at its intersection with Ingoldsby Street and extending eight metres in a south east direction.

(vii) That the stopping of vehicles be prohibited at any time on the south west side of Gibbon Street commencing at its intersection with Ingoldsby Street and extending nine metres in a south east direction.

(viii) That the stopping of vehicles be prohibited at any time on the south east side of Ingoldsby Street commencing at its intersection with Huxley Street and extending 15 metres in a north east direction.

(ix) That the stopping of vehicles be prohibited at any time on the north west side of Ingoldsby Street commencing at its intersection with Huxley Street and extending 14 metres in a north east direction.

CHAIRPERSONS RECOMMENDATION

For discussion.

13 Cont'd

BACKGROUND (THE ISSUES)

17. Ingoldsby Street is a 165 metre long local road in the Spreydon/Heathcote ward, running on an approximate south west - north east alignment, providing a link between Huxley Street and Cameron Street. The adjacent land use along the route is residential (L3). Ingoldsby Street is around 12.8 metre in width along its length, within an 18 metre road reserve.
18. Traffic counts along Ingoldsby Street undertaken in November 2009 indicated the four day 24 hour average, two way average flow was 1,329 vehicles. The morning peak hour occurred between 8am and 9am (106 vehicles) and the evening peak hour occurred between 5pm and 6pm (136 vehicles). Speed surveys along the route indicated that the 85 percentile speed was 45.7 kilometres per hour. This traffic flow is relatively high compared to other streets in the areas, and reflects Ingoldsby Street's position in providing a link between the residential areas of Sydenham and the wider road network via Huxley Street.
19. Analysis of the LTNZ Crash Analysis System database indicated that only one accident occurred along the route over the previous five year period. This accident occurred at the intersection with Huxley Street when a vehicle lost control on the approach to the intersection and was involved with a head on collision, with excess speed sited as a cause of the accident.

THE OBJECTIVES

20. The objectives for the project are to:
 - (a) Replace the existing kerb and dish channel;
 - (b) Enhance the landscape;
 - (c) Maintain or improve safety for all road users by reducing speed and 'short-cutting';
 - (d) Ensure adequate drainage is provided;
 - (e) Complete the project within allocated budget;
 - (f) Complete construction within in 2011/2012 financial year;
 - (g) Minimise the whole-of-life costs.

THE OPTIONS

21. Three options were developed for comparison. Option three has been selected as the preferred option and was taken to the community for consultation.

OPTION ONE

22. Option One includes maintaining the existing arrangements along the route, replacing the existing kerb and dish channel with kerb and flat channel along the existing kerb line. Tactile pavers will be placed at the intersection with both Cameron and Huxley Streets. Option One has not been selected as the preferred option as it does not meet all objectives.

OPTION TWO

23. Option Two includes:
 - (a) replacement of the existing kerb and dish channel, narrowing the carriageway to nine metres (the minimum required for to comply with the City Plan for a local road with a traffic flow of 1,329 vehicles per day), using the additional width to provide a service strip, and a 1.5 metre wide footpath, behind a berm;

13 Cont'd

- (b) tactile paving will be placed at the intersections with both Cameron and Huxley Streets;
 - (c) power poles will be located in the service strip on the south side of the road, and within berms on the north side of the road;
 - (d) this arrangement will be mated into the proposed design for the Huxley Street upgrade;
24. Option Two has not been selected as the preferred option as it does not provide traffic calming as requested by residents.

OPTION THREE

25. Option Three includes:
- (a) option three is similar to option two in that it replaces the existing kerb and dish channel, narrowing the carriageway to nine metres (the minimum required for to comply with the City Plan for a local road with a traffic flow of 1,329 vehicles per day), using the additional width to provide a service strip, and a 1.5 metre wide footpath, behind a berm;
 - (b) tactile paving will be placed at the intersections with both Cameron and Huxley Streets;
 - (c) power poles will be located in the service strip on the south side of the road, and within berms on the north side of the road;
 - (d) this arrangement will be mated into the proposed design for the Huxley Street upgrade;
 - (e) in addition, a 75 mm speed hump will be provided in a mid-block location, aimed at reducing "boy racer" style behaviour on the street.
26. Option Three has been selected as the preferred option as it meets the objectives and provides the traffic calming requested by residents to combat "boy racer" style behaviour.

THE PREFERRED OPTION

27. Option Three has been selected as the preferred option.

KEY FEATURES OF THE PROPOSED PLAN BOARD APPROVAL

28. Key features:
- (a) replacement of the existing kerb and dish channel along the route with kerb and flat channel;
 - (b) narrowing Ingoldsby Street down to nine metres;
 - (c) footpaths at 1.5 metres wide;
 - (d) provision of berms and service strips along the route, at a width of 1.7 metres and 0.75 metres respectively on the south side of the road, and at a width of 1.7 metres and 1.8 metres respectively on the north side of the road;
 - (e) traffic calming in the form of a mid-block speed hump to further reduce vehicle speeds;
 - (f) street lighting along the route will be upgraded to correspond with current standards;
 - (g) tactile pavers and dropped kerbs at the intersection with Huxley Street, Gibbon Street and Cameron Street;
 - (h) carriageway assessment indicates that full reconstruction should be considered;
 - (i) the addition of a number of Trident Maple trees to the street.

14. CAMERON STREET KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Anne Cosson, Consultation Leader, Capital Development Unit DDI 941 6481

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval for the Cameron Street renewal project to proceed, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. This project was initiated by the Asset Management Team in 2008/2009 and involves the replacement of existing kerb and deep-dish channel for the length of Cameron Street and full reconstruction of the carriageway. Please note that the kerb at the entrance of Cameron Street from Ingoldsby Street already has flat channel and will not be replaced.
3. Cameron Street is part of the Sydenham Cluster renewal. Other streets included in the cluster are Ingoldsby Street, Jordon Street, Hume Street and Humboldt Street.
4. The aims and objectives of this project are met by:
 - (a) Replacing the existing kerb and dish channel with the modern style kerb and flat channel.
 - (b) Enhancing the safety of pedestrians by renewing all footpaths to a minimum width of 1.5 metres, installing tactile pavers and upgrading street lighting.
 - (c) Ensuring adequate drainage is provided.
 - (d) Whole-of-life costs will be minimised by replacing the existing kerb and dish channel, and reconstructing the pavement and carriageway.

FINANCIAL IMPLICATIONS

5. Funding for the proposed kerb and channel renewal works in Cameron Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.
 - (a) 2009/10 \$30,000
 - (b) 2010/11 \$41,000
 - (c) 2011/12 \$268,000

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes. Funding for this project is provided in the 2009-19 LTCCP, Street Renewal Programme, Page 245.

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

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
8. The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations dated 13 December 2007. The list of delegations for the Community Board includes the resolution of parking restrictions and Traffic Control Devices.

14 Cont'd

9. The installation of any parking restriction signs and/or marking must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Funding for the project is provided in the 2009-19 LTCCP Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Streets and Transport Asset Management Plan.

ALIGNMENT WITH STRATEGIES

11. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

12. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board. A memo was sent to introduce the proposed design and the project's consultation programme on 19 April 2010. A publicity pamphlet (including the concept plan) was distributed to residents and other interested parties in the immediate area on 22 April 2010 with feedback requested by 12 May 2010.
13. The Sydenham Cluster Consultation 25 responses were received, of which 15 (60%) responses were in support of the proposal, two (8%) responses did not support the proposal and eight (32%) did not indicate a position. There are approximately 46 properties in Cameron Street. There were four submissions relating to Cameron Street; three in support and one responses which did not indicate a position.
14. Key issues raised were:
 - (a) A problem with car parking on Hargest Crescent and Chaucer Street. This is outside the scope of this project. The request has been sent through to the Council Parking Unit to check illegal parking on footpaths.
 - (b) A suggestion to install judder bars instead of speed humps. Judder bars do not reduce speeds as much as speed humps, and create a greater noise impact. Judder bars are more often used on the approach to a hazard (such as an intersection) as a warning, rather than a traffic calming mechanism.
 - (c) A requested that the tree outside 18 Cameron Street be moved north east to allow space for the proposed future "day lighting" of Jackson Creek. Also a marginal relocation of the footpath outside No. 2a and No. 2b. This is because between 2a and 2b Cameron Street there is a telephone pole in a small area of grassed service strip.
15. Responses to community consultation and changes to the proposed plan are as below:
 - (a) The tree outside 18 Cameron Street to be relocated to the north east.
 - (b) A new piece of grassed service strip outside 2a Cameron Street to direct foot traffic away from the telephone pole.
16. All respondents in the April/May 2010 consultation have been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the Board. Details of the meeting (time, venue) were also provided so that any interested people could attend or address the Board prior to the decision being made.

14 Cont'd

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the Cameron Street Renewal Project, as shown on plan TP320401 issue 2 (**Attachment 1**).
- (b) Approve the following parking restrictions to take effect following completion of construction:

Revoke Existing Parking Restrictions

- (i) That all No Stopping restrictions on Cameron Street between its intersections with Ingoldsby Street and Humboldt Street be revoked.

New No Stopping – Ingoldsby Street to Humboldt Street

- (ii) That the stopping of vehicles be prohibited at any time on the south west side of Cameron Street commencing at its intersection with Ingoldsby Street and extending six metres in a north west direction.
- (iii) That the stopping of vehicles be prohibited at any time on the south west side of Cameron Street commencing at its intersection with Ingoldsby Street and extending six metres in a south east direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south west side of Cameron Street commencing at a point 80 metres north west from its intersection with Ingoldsby Street and extending 50 metres in a north west direction.
- (v) That the stopping of vehicles be prohibited at any time on the north east side of Cameron Street commencing at its intersection with Humboldt Street and extending 42 metres in a south east direction.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

- 17. Cameron Street is a 175 metre long local road, running on an approximate north west-south east alignment, providing a link between Humboldt Street and Austin Street in the Sydenham area of Christchurch in the Spreydon/Heathcote wards. The adjacent land use along the route is residential.
- 18. Analysis of the LTNZ Crash Analysis System database indicated that one accident occurred along the route over the previous five year period, involving a stolen vehicle travelling at excess speed.
- 19. Traffic counts undertaken in May 2007 along Cameron Street indicated that the four day, 24 hour average traffic flow was 486 vehicles. The morning peak hour occurred between the hours of 8am and 9am (38 vehicles) and the evening peak hour occurred between the hours of 5pm and 6pm (52 vehicles). The 85 percentile speed was 45 kilometres per hour.

14 Cont'd

THE OBJECTIVES

20. The objectives for the project are to:
- (a) Replace the existing kerb and dish channel;
 - (b) Enhance the landscape;
 - (c) Maintain or improve safety for all road users by reducing speed and 'short-cutting';
 - (d) Ensure adequate drainage is provided;
 - (e) Complete the project within allocated budget;
 - (f) Complete construction within 2011/2012 financial year;
 - (g) Minimise the whole-of-life costs.

THE OPTIONS

21. Three options were developed for comparison. Option Three has been selected as the preferred option and was taken to the community for consultation.

OPTION ONE

22. Option One includes maintaining the existing arrangements along the route, replacing the existing kerb and dish channel with kerb and flat channel along the existing kerb line. Tactile pavers will be placed at the intersection with Ingoldsby Street. This option was not been selected as the preferred option as it does not meet all objectives.

OPTION TWO

23. Option Two includes:
- (a) replicating the conditions between No. 20 and No. 36 Cameron Street, along the entire length of the street, replacing the dish channel with kerb and channel, and includes narrowing of the carriageway to nine metres. The 90 degree bend at the corner between Cameron Street and Humboldt Street will be narrowed to seven metres;
 - (b) on the north side of Cameron Street the footpath will lie directly adjacent to property boundaries outside No. 2 (and has a width of 1.65 metres in accordance with the Infrastructure Design Standard) before deviating between a grass service strip and a grass berm (again according with the Infrastructure Design Standard, being 1.5 metres wide) between No. 6 and No. 18 Cameron Street;
 - (c) on the south side of the street a 1.5 metres footpath will be located between a grass berm and a service strip. Tactile paving will be placed at the intersection of Cameron Street and Ingoldsby Street;
 - (d) on both sides of the street, the grass berm will be of a sufficient width to accommodate street trees. Power poles will be located within berms and service strips on the north side of the street, and within grass berms on the south side of the street;

14 Cont'd

- (e) the narrowing of the corner between Cameron Street and Humboldt Street to seven metres will necessitate additional parking restrictions around the bend. Although the narrowing is 51 metres long on one side, and 36 metres on the other, equating to 87 metres of additional parking restrictions, 31 metres of this length was previously occupied by driveways. Consequently this equates to an additional no stopping distance of 56 metres, equating to space for around nine vehicles. However, it should be noted that units along Cameron Street have off-street parking, and little demand for on-street parking was in evidence along Cameron Street;
 - (f) the narrowing of the road has been assessed using SIMPATH, which demonstrates that two cars can safely pass or a car and a refuse truck can safely pass. No relocation of power poles is necessary.
24. Option two is not considered to be the preferred option as it does not allow for the, "day lighting" of Jackson Creek.

OPTION THREE

25. Option Three is designed to take into account the possibility that "day lighting" of Jackson Creek under Cameron Street will go ahead. Option Three includes:
- (a) narrowing the wider section of Cameron Street down to nine metres as far as No. 20 Cameron Street further to the north, before reducing the road down to seven metres on the approach to, and around the corner onto Humboldt Street. On the approach to the bend in the road, a large area of land adjacent to 5/7 Cameron Street will be left as berm, which could in the future be used to construct the "day lighting" element of the scheme;
 - (b) footpaths will be widened to meet Infrastructure Design Standard minimums: 1.65 metres adjacent to boundaries and 1.5 metres adjacent to the road edge;
 - (c) tactile paving will be placed at the intersection of Cameron Street and Ingoldsby Street;
 - (d) the narrowing of the corner between Cameron Street and Humboldt Street to seven metres will necessitate additional parking restrictions around the bend. Although the narrowing is 56 metres long, equating to 112 metres of additional parking restrictions, 31 metres of this length was previously occupied by driveways. Consequently this equates to an additional no stopping distance of 81 metres, equating to space for around 13 vehicles. However, it should be noted that units along Cameron Street have off-street parking, and little demand for on-street parking was in evidence along Cameron Street during site visits;
 - (e) the narrowing of the road has been assessed using SIMPATH, which demonstrates that two cars can pass, although a refuse truck would temporarily limit two-way flow around the bend. No relocation of power poles is necessary;
26. Option three has been selected as the preferred option as it meets the majority of the objectives and the desire to "day light" Jackson Creek is also able to be maintained.

THE PREFERRED OPTION

27. Option three has been selected as the preferred option.

KEY FEATURES OF THE PROPOSED PLAN FOR BOARD APPROVAL

28. Key features:
- (a) replacement of the existing kerb and dish channel from Nos 1-20 with kerb and flat channel, tying into the kerb and flat channel further to the south;

14 Cont'd

- (b) narrowing Cameron Street down to nine metres, before reducing the road down to seven metres on the approach to, and around the corner onto Humboldt Street;
- (c) footpaths provided at widths of 1.5 metres and 1.65 metres;
- (d) provision of grass berms along the route, at two metres on the east side, and 2.7 metres on the west side. Service strips will be provided at widths of 1.7 metres on the east side, and 0.9 metres on the west side;
- (e) a design to ensure the possibility that the 'day lighting' of Jackson's Creek under Cameron Street can go ahead, leaving a large area of land adjacent to 5/7 Cameron Street as berm;
- (f) landscaping in the form of improved grass berms and trees (Yoshino Cherry Trees) in the berms;
- (g) an upgrade to the street lighting to meet AS/NZS 1158.3.1 cat P3;
- (h) full reconstruction of the carriageway; and "no stopping" parking restrictions around the bend to Humboldt Street.

15. HUMBOLDT STREET RENEWAL

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Capital Development Unit, Consultation Leader, Anne Cosson, DDI 941-6481

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval for the Humboldt Street renewal to proceed, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. This project was initiated by the Asset Management Team in 2008/2009 and involves the replacement of existing kerb and deep-dish channel for the length of Humboldt Street and full reconstruction of the carriageway.
3. Humboldt Street is part of the Sydenham Cluster Renewal. Other streets included in the cluster are Ingoldsby Street, Jordan Street, Hume Street and Cameron Street. The consultation plan incorporated the relocation of fences to their appropriate position at the edge of the road boundary and the purchase of circa 80 square metres at 15 Humboldt Street, which has a roading designation on it.
4. The objectives of this project are met by:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel.
 - (b) Enhancing the safety of pedestrians by renewing all footpaths to a minimum width of 1.5 and 1.65 metres, installing tactile pavers and upgrading street lighting.
 - (c) Ensuring adequate drainage is provided.
 - (d) Whole-of-life costs will be minimised by replacing the existing kerb and channel, and reconstructing the pavement and carriageway.

FINANCIAL IMPLICATIONS

5. Funding for the proposed kerb and channel renewal works in Humboldt Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.
 - (a) 2009/10 \$30,000
 - (b) 2010/11 \$41,000
 - (c) 2011/12 \$321,000

Based on current estimates, there is sufficient funding to complete the installation of this project.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes. Funding for this project is provided in the 2009/19 LTCCP, Street Renewal Programme page 245.

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

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

15 Cont'd

8. The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations dated 13 December 2007. The list of delegations for the Community Board includes the resolution of parking restrictions and Traffic Control Devices.
9. The installation of any parking restriction signs and/or marking must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Funding for the project is provided in the 2009-2019 LTCCP Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Streets and Transport Asset Management Plan.

ALIGNMENT WITH STRATEGIES

11. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

12. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board. A memorandum to the Board to introduce the proposed design and the project's consultation programme was sent on 19 April 2010. A publicity pamphlet (including the concept plan) was distributed to residents and other interested parties in the immediate area on 22 April 2010 with feedback requested by 12 May 2010.
13. The Sydenham Cluster consultation received 25 responses in total, of which 15 (60%) responses were in support of the proposal, two (8%) responses did not support the proposal and eight (32%) did not indicate a position. There are approximately 44 properties in Humboldt Street. There were six submissions relating to Humboldt Street: four in support and two responses which did not support the proposal.
14. Key issues raised were:
 - (a) A request to reduce the number of 'No Stopping' lines outside No. 14 and retention of one parking space.
 - (b) A request to narrow the street back to a width of 7.20 metres.

Staff Responses

Humboldt Street has been designated for road widening. A width of nine metres along the majority of the route will ensure that the road matches City Plan requirements for a road carrying this level of traffic, maintaining the required level of service. The bends in the road on the approach to Humboldt Street, and the narrowing of the carriageway to its existing 7.2 metres for 47 metres, will limit vehicle speeds, enhancing user safety. Land is required to be purchased from No. 15 (circa 80 square metres) and properties 10, 12, 14, 20, 22, 24, 28 and 2 Hargest Crescent have been requested to remove their fences back to property boundary lines.

- (c) Support for future "day lighting" in Cameron Street.
- (d) A request for undergrounding of overhead wiring.

Staff Responses

At present there is no funding available for the undergrounding of overhead wiring.

15 Cont'd

15. Responses to community consultation and changes to the proposed plan are as below.
 - (a) The kerb will be realigned to allow one parking space outside No. 14 and the proposed street tree will be moved north-east.
16. All respondents in the April/May 2010 consultation have been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the Board for approval to construct. Details of the meeting (time, venue) were also provided so that any interested people could attend or address the Board prior to the decision being made.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the Humboldt Street Renewal Project as shown on plan TP320301 issue 2, (**Attachment 1**);
- (b) Approve the following parking restrictions to take effect following completion of construction:

Revoke Existing Parking Restrictions

- (i) That all No Stopping restrictions on Humboldt Street between its intersections with Cameron Street and Hargest Crescent be revoked.

New No Stopping

- (ii) That the stopping of vehicles be prohibited at any time on the north-west side of Humboldt Street commencing at its intersection with Cameron Street and extending 25 metres in a north-east direction.
- (iii) That the stopping of vehicles be prohibited at any time on the south-east side of Humboldt Street commencing at its intersection with Cameron Street and extending 14 metres in a north-east direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south-east side of Humboldt Street commencing at a point 68 metres north east from its intersection with Cameron Street and extending 40 metres in a north-east direction.
- (v) That the stopping of vehicles be prohibited at any time on the north-east side of Hargest Crescent commencing at its intersection with Humboldt Street and extending 30 metres in a south-east direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north-west side of Humboldt Street commencing at its intersection with Hargest Crescent and extending 24 metres in a south-west direction.
- (vii) That the stopping of vehicles be prohibited at any time on the south-east side of Humboldt Street commencing at its intersection with Hargest Crescent and extending 16 metres in a south-west direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south-west side of Hargest Crescent commencing at its intersection with Humboldt Street and extending 15 metres in a south-east direction.

CHAIRPERSONS RECOMMENDATION

For discussion.

15 Cont'd

BACKGROUND (THE ISSUES)

17. Humboldt Street is a 213 metre long local road, running on an approximate north east – south west alignment. It provides a link between Cameron Street and Jordan Street in the Spreydon/Heathcote ward. Humboldt Street carriageway is around 7.2 metres wide, (within a road reserve which varies in width from 16.5 metres to 20 metres), with a 1.8 metre wide footpath along either side of the road. The adjacent land use is L3 residential.
18. Analysis of the LTNZ Crash Analysis System database indicated that a total of two accidents occurred along the route over the previous five year period. Both of these accidents involved stolen vehicles travelling at excess speeds.
19. Traffic counts along Humboldt Street indicated that the four day average, 24 hour, two-way flow was 398 vehicles. The morning peak hour occurred between the hours of 8am to 9am (33 vehicles) while the evening peak hour occurred between the hours of 5pm and 6pm (37 vehicles). However, on-going residential development in Cameron Street is likely to result in these traffic flows increasing in the future. Speed surveys along the route indicated that the 85 percentile speed was 45.7 kilometres per hour.

THE OBJECTIVES

20. The objectives for the project are to:
 - (a) Replace the existing kerb and dish channel
 - (b) Enhance the landscape
 - (c) Maintain or improve safety for all road users by reducing speed and 'short-cutting'
 - (d) Ensure adequate drainage is provided
 - (e) Complete the project within allocated budget
 - (f) Complete construction within in 2011/2012 financial year
 - (g) Minimise the whole-of-life costs.

THE OPTIONS

21. Three options were developed for comparison. Option Two has been selected as the preferred option and was taken to the community for consultation.

OPTION ONE

22. Option One includes maintaining the existing arrangements along the route, replacing the existing kerb and dish channel with kerb and flat channel along the existing kerb line. This option has not been selected as the preferred option as it does not meet all the objectives. With the exception of the replacement of the kerb and channels and potentially the replacement of the carriageway and footpaths, no other new or additional transportation infrastructure is provided, eg. no berms, signs/markings and no traffic calming or other assets will be installed.

OPTION TWO

23. Key features of Option Two:
 - (a) replacement of the existing kerb and channel along the route;

15 Cont'd

- (b) increasing the carriageway width to nine metres along the majority of the route, but retaining the existing width of 7.2 metres for a distance of 47 metres between No. 15 and No. 21 Humboldt Street, before returning to a width of nine metres;
- (c) 1.5 metre footpaths will be provided adjacent to the road edge in the central section of the road, behind which will be located between grass berms and/or gardens, some of which will remain in the road reserve. Along the remainder of the street 1.65 metre footways will be located between berms and service strips;
- (d) berms at widths of between 1.9 and 3.2 metres;
- (e) relocating four power poles along the route to ensure that power poles are not located within the footway or carriageway;
- (f) this option involves a land purchase from No. 15 (circa 80 sq metres) and it does require some properties to relocate their fences back to the boundary of the property;
- (g) the bend between Cameron Street and Humboldt Street will be reduced to seven metres, a sufficient width for a car and refuse truck to pass;
- (h) street lighting along the route will be upgraded to correspond with current standards;
- (i) parking restrictions on the south east side of the road in the area where the existing road width is maintained, reducing the available on street parking by approximately five spaces;
- (j) the addition of a number of Yoshino Cherry trees to the street, and the removal of one existing street tree.

24. Option Two has been selected as the preferred option.

OPTION THREE

25. Key features of Option Three:

- (a) maintaining a road width of nine metres along the entire street, with a slight deviation in the road to permit locating a grass berm outside No. 19;
- (b) along the south east side of the road the footpath will be placed behind the berm between No. 2 and No. 14 Humboldt Street, before returning to the road edge in front of the berm for the remainder of the street. On the north-west side the footpath will remain behind the grass berm between No. 3 and No. 15 Humboldt Street, before returning to the road edge in front of the berm for the remainder of the street;
- (c) the relocation of six power poles, currently located at the kerb edge to ensure they do not end up located within the footway or carriageway;
- (d) this option would require taking land from the garden of No. 15 Humboldt Street and the complete removal of the entire garden in front of No. 19 Humboldt Street, restoring this section to road reserve;
- (e) as proposed as part of the Cameron Street renewal, the bend between Cameron Street and Humboldt Street will be reduced to seven metres, a sufficient width for two vehicles to pass. This width would not be sufficient to accommodate a refuse vehicle alongside a car, although the limited traffic flows along the route mean that this is unlikely to result in operational problems.

15 Cont'd

26. Option Three has not been selected as the preferred option due to fact that No. 19 fence and front garden is sitting on road reserve. If the Council requested the residents at No. 19 to move the boundary fence back onto the legal boundary line in would put the fence onto the front wall of the house.

THE PREFERRED OPTION

27. Option Two has been selected as the preferred option.

16. JORDAN STREET RENEWAL

General Manager responsible:	General Manager City Environment Group DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Anne Cosson, Consultation Leader, Capital Development Unit, DDI 941-6481

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval for the Jordan Street renewal to proceed, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. This project was initiated by the Asset Management Team in 2008/2009 and involves the replacement of existing kerb and deep-dish channel for the length of Jordan Street and full reconstruction of the carriageway.
3. Jordan Street is part of the Sydenham Cluster Renewal. Other streets included in the cluster are Ingoldsby Street, Cameron Street, Hume Street and Humboldt Street.
4. The objectives of this project are met by:
 - (a) Replacing the existing kerb and dish channel with the modern style kerb and flat channel.
 - (b) Enhancing the safety of pedestrians by renewing all footpaths to a minimum existing width of 1.5 and 1.4 metres, installing tactile pavers and upgrading street lighting.
 - (c) Ensuring adequate drainage is provided.
 - (d) Whole of life costs will be minimised by replacing the existing kerb and dish channel, and reconstructing the pavement and carriageway.

FINANCIAL IMPLICATIONS

5. Funding for the proposed kerb and channel renewal works in Jordan Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.
 - (a) 2009/10 \$20,000
 - (b) 2010/11 \$62,000
 - (c) 2011/12 \$161,000

Based on current estimates, there is sufficient funding to complete the installation of this project.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes. Funding for this project is provided in the 2009-19 LTCCP, Street Renewal Programme, page 245.

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

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
8. The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations dated 13 December 2007. The list of delegations for the Community Board includes the resolution of parking restrictions and Traffic Control Devices.

16 Cont'd

9. The installation of any parking restriction signs and/or marking must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Funding for the project is provided in the 2009-19 LTCCP Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Streets and Transport Asset Management Plan.

ALIGNMENT WITH STRATEGIES

11. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

12. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board. A memo to the Board to introduce the proposed design and the project's consultation programme was sent on 19 April 2010. A publicity pamphlet (including concept plan) was distributed to residents and other interested parties in the immediate area on 22 April 2010 with feedback requested by 12 May 2010.
13. The Sydenham Cluster consultation received 25 responses in total, of which 15 (60%) responses were in support of the proposal, two (8%) responses did not support the proposal and eight (32%) did not indicate a position. There are approximately 13 properties in Jordan Street. There were one submission relating to Jordan Street, which did not indicate support.
14. Key issues raised were:
 - (a) The only submission for Jordan Street refers to illegal parking on footpaths in adjoining streets, which is outside the scope of this renewal project. This concern has been referred to the Council Parking Unit.
15. Responses to community consultation and changes to the proposed plan are as below:
 - (a) No changes have been made to the Jordan Street proposed Renewal Plan. Limited feedback is often an indicator of general acceptance or satisfaction with the proposed plan.
16. All respondents in the April/May 2010 consultation has been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the Board for approval to construct. 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 recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the Jordan Street Renewal Project, as shown on plan TP320201 issue 2, (**Attachment 1**).

Parking Restrictions

As the proposed plan for Jordan Street does not make any changes to the road alignment there is no need for any revocation of parking or any new resolutions. The existing no stopping lines will no be affected.

16 Cont'd

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

17. Jordan Street is a 100 metre long local road in the Spreydon/Heathcote ward, running on an approximate north-south alignment, providing a link between Humboldt Street/Hargest Crescent and Hastings Street in the Sydenham area of Christchurch. The adjacent land use along the route is residential. Jordan Street is around 7.2 metres wide along its length, within a 10 metre road reserve. This includes 1.4 metre wide footpaths along either side of the road, power poles/lighting columns and a civil defence warning system pole. No berms are provided along the route.
18. Analysis of the LTNZ Crash Analysis System database indicated that no accidents occurred along the route over the previous five year period.
19. Traffic counts along Jordan Street indicated that four day average, 24 hour, two way flows was 188 vehicles, with the morning peak hour occurring between the hours of 1100-1200 (15 vehicles) and the evening peak hour occurring between the hours of 1700-1800 (17 vehicles).
20. Speed surveys along the route indicated that the 85 percentile speed was 27 kilometres per hour, and the 95 percentile speed was 32.0 kilometres per hour with speeds likely being constrained by the limited length of the route and the existing traffic calming.

THE OBJECTIVES

21. The objectives for the project are to:
 - (a) Replace the existing kerb and dish channel;
 - (b) Enhance the landscape;
 - (c) Maintain or improve safety for all road users by reducing speed and 'short-cutting';
 - (d) Ensure adequate drainage is provided;
 - (e) Complete the project within allocated budget;
 - (f) Complete construction within 2011-12 financial year;
 - (g) Minimise the whole-of-life costs;

THE OPTIONS

22. Only one option was developed due to the limited road width (10 metres boundary to boundary) and to maintain the project scope. Option One was taken to the community for consultation.

OPTION ONE

23. Option One includes maintaining the existing arrangements along the route, replacing the existing kerb and dish channel but maintaining the road on its current alignment.
24. Option One has been selected as the preferred option. It should be noted however that Option One does not comply fully with all objectives. This is because of the limited width of the road reserve which has meant it is not possible to enhance landscaping along the route.

16 Cont'd

THE PREFERRED OPTION

25. Option One has been selected as the preferred option.

KEY FEATURES OF THE PROPOSED PLAN FOR BOARD APPROVAL

26. Key features:

- (a) replacing the existing kerb and dish channel on the existing alignment with kerb and flat channel, maintaining a road width of 7 metres;
- (b) maintaining footpaths at their existing width of 1.5 metres and 1.4 metres;
- (c) maintaining the existing mid-block speed hump;
- (d) street lighting along the route will be upgraded to correspond with current standards.

17. HUME STREET RENEWAL

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Anne Cosson, Consultation Leader Capital Development Unit, DDI 941-6481

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval for the Hume Street renewal to proceed, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. This project was initiated by the Asset Management Team in 2008/2009 and involves the replacement of existing kerb and deep-dish channel for the length of Hume Street (from Austin Street to Rogers Street) and full reconstruction of the carriageway.
3. Hume Street is part of the Sydenham Cluster Renewal. Other streets included in the cluster are Ingoldsby Street, Jordan Street, Cameron Street and Humboldt Street.
4. The objectives of this project are met by:
 - (a) Replacing the existing kerb and dish channel with the modern style kerb and flat channel;
 - (b) Enhancing the safety of pedestrians by renewing all footpaths to a minimum width of 1.5 metres, installing tactile pavers and upgrading street lighting;
 - (c) Ensuring adequate drainage is provided;
 - (d) Whole-of-life costs will be minimised by replacing the existing kerb and channel, and reconstructing the pavement and the carriageway.

FINANCIAL IMPLICATIONS

5. Funding for the proposed kerb and channel renewal works in Hume Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below:
 - (a) 2009/10 \$30,000
 - (b) 2010/11 \$73,000
 - (c) 2011/12 \$589,000

Based on current estimates, there is sufficient funding to complete the installation of this project.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes. Funding for this project is provided in the 2009-19 LTCCP, Street Renewal Programme, page 245.

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

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
8. The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations dated 13 December 2007. The list of delegations for the Community Board includes the resolution of parking restrictions and Traffic Control Devices.

17 Cont'd

9. The installation of any parking restriction signs and/or marking must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Funding for the project is provided in the 2009-19 LTCCP Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Streets and Transport Asset Management Plan.

ALIGNMENT WITH STRATEGIES

11. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

12. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board. A memo was sent to the Board to introduce the proposed design and the project's consultation programme on 19 April 2010. A publicity pamphlet (including concept plan) was distributed to residents and other interested parties in the immediate area on the 22 April 2010 with feedback requested by 12 May 2010.
13. The Sydenham Cluster consultation received 25 responses in total, of which 15 (60%) responses were in support of the proposal, two (8%) responses did not support the proposal and eight (32%) did not indicate a position. There are approximately 50 properties in Hume Street. There were five submissions relating to Hume Street: three in support and two responses which did not indicate support or non support.
14. Key issues raised were:
 - (a) A request to increase planting along the Alto Factory boundary. There is a wide berm area in front of the Alto Factory which has its property boundary line down the middle. Further discussions are required but Alto is happy for the Council to plant more trees and shrubs.
 - (b) A request to relocate the street tree outside 58 Hume Street due to existing trees on the property.
 - (c) Concern was raised about the road width being reduced to nine metres and the affect that would have on trucks turning in and out of the Alto Plastics Factory and the noise generated by the empty trucks driving over the raised platforms.
 - (d) A request for a speed hump in Rogers Street. Unfortunately, this is outside the scope of this project.
15. Responses to community consultation and changes to the proposed plan are:
 - (a) Increase the planting outside the Alto Factory on Hume Street.
 - (b) Street tree outside 58 Hume Street to be removed.
 - (c) Removal of the platform outside No. 28 and its replacement with a flush treatment to limit the possibility of noise nuisance from empty vehicles accessing the Alto Plastics Factory.

17 Cont'd

Staff responses

The platform outside No. 28 is to be removed and will be replaced with a flush treatment to limit the possibility of noise nuisance from empty vehicles accessing the Alto Plastics Factory. The grass area adjacent to the narrowing is to be altered to now have landscaping. Five indented parking spaces outside, 36, 56 and 58 to be included to provide parking while still allowing trucks to access Alto Plastics Factory.

- (d) Changing the adjacent landscaped area to the narrowing to a grass berm.
- (e) The provision of five indented parking spaces outside No. 36, 56 and 58 to provide parking while allowing trucks to access Alto Plastics Factory.
- (d) Directional tactile pavers on the northern arm of the Rogers Street intersection.

16. All respondents in the April/May 2010 consultation have been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the Board for approval to construct. 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 recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the Hume Street Renewal Plan, shown in on plan TP320501- issue 2 (**Attachment 1**);
- (b) Approve the following parking restrictions to take effect following completion of construction:

Revoke Existing Parking Restrictions

- (i) That all existing No Stopping restrictions on Hume Street between its intersection with Austin Street and Rogers Street be revoked;
- (ii) That the stopping of vehicles currently prohibited at any time on the south-east side of Austin Street commencing at its intersection with Hume Street and extending nine metres in a north-east direction be revoked;
- (iii) That the stopping of vehicles currently prohibited at any time on the south-east side of Austin Street commencing at its intersection with Hume Street and extending six metres in a south-west direction be revoked;
- (iv) That the stopping of vehicles currently prohibited at any time on the north-west side of Rogers Street commencing at its intersection with Hume Street and extending 10 metres in a north-east direction be revoked;
- (v) That the stopping of vehicles currently prohibited at any time on the north-west side of Rogers Street commencing at its intersection with Hume Street and extending 14 metres in a south-west direction be revoked.

New No Stopping

- (vi) That the stopping of vehicles be prohibited at any time on the north-east side of Hume Street commencing at its intersection with Austin Street and extending 18 metres in a south-east direction;
- (vii) That the stopping of vehicles be prohibited at any time on the south-west side of Hume Street commencing at its intersection with Austin Street and extending 35 metres in a south-east direction;

17 Cont'd

- (viii) That the stopping of vehicles be prohibited at any time on the south-east side of Austin Street commencing at its intersection with Hume Street and extending nine metres in a north-east direction;
- (ix) That the stopping of vehicles be prohibited at any time on the south-east side of Austin Street commencing at its intersection with Hume Street and extending six metres in a south-west direction;
- (x) That the stopping of vehicles be prohibited at any time on the north-east side of Hume Street commencing at a point 139 metres south east from its intersection with Austin Street and extending 17 metres in a south-east direction;
- (xi) That the stopping of vehicles be prohibited at any time on the north-east side of Hume Street commencing at a point 249 metres south-east from its intersection with Austin Street and extending 27 metres in a south-east direction;
- (xii) That the stopping of vehicles be prohibited at any time on the north-east side of Hume Street commencing at its intersection with Rogers Street and extending 14 metres in a north-west direction;
- (xiii) That the stopping of vehicles be prohibited at any time on the south-west side of Hume Street commencing at a point 137 metres south east from its intersection with Austin Street and extending 23 metres in a south-east direction;
- (xiv) That the stopping of vehicles be prohibited at any time on the south-west side of Hume Street commencing at a point 244 metres south east from its intersection with Austin Street and extending 25 metres in a north-east direction;
- (xv) That the stopping of vehicles be prohibited at any time on the south-west side of Hume Street commencing at its intersection with Rogers Street and extending 13 metres in a north-west direction;
- (xvii) That the stopping of vehicles be prohibited at any time on the north-west side of Rogers Street commencing at its intersection with Hume Street and extending eight metres in a north-east direction;
- (xvii) That the stopping of vehicles be prohibited at any time on the north-west side of Rogers Street commencing at its intersection with Hume Street and extending 25 metres in a south-east direction.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

- 17. Hume Street is a 540 metre long local road, running on an approximate north west-south east alignment, providing a link between Austin Street and Eastern Terrace in the Sydenham area of Christchurch in the Spreydon/Heathcote ward. The section of Hume Street being upgraded within this project is between Austin Street and Rogers Street, a length of approximately 355 metres.
- 18. The adjacent land use along the route is predominantly residential (L3), although there is also a large factory unit and a plant nursery located towards the south east end of the street. Hume Street varies considerably in width over its length, between 8.1 metres and 12.3 metres, within a road reserve which varies in width between 15.7 metres and 17.5 metres. Hume Street widens to the southeast close to the Alto Plastics factory, widening further closer to Rogers Street. Footpaths are provided along either side of the road, varying around 1.5 metres - 1.8 metres in width.

17 Cont'd

19. Analysis of the LTNZ Crash Analysis System database indicated that a total of two accidents occurred within the vicinity of the route over the previous five year period, one involving a vehicle leaving a driveway causing a collision with a vehicle on Hume Street, and the other occurring when an inexperienced driver lost control at the intersection with Austin Street.
19. Traffic counts undertaken in October 2009 along Hume Street indicated that four day, 24 hour, two way traffic flows were 240 vehicles, with the morning peak period occurring between 8am and 9am (15 vehicles) and the evening peak hour occurring between 3pm and 4pm (20 vehicles). Speed surveys along the route indicated that the 85 percentile speed was 48.6 kilometres per hour.

THE OBJECTIVES

20. The objectives for the project are to:
 - (a) Replace the existing kerb and dish channel;
 - (b) Enhance the landscape;
 - (c) Maintain or improve safety for all road users by reducing speed and 'short-cutting';
 - (d) Ensure adequate drainage is provided;
 - (e) Complete the project within allocated budget;
 - (f) Complete construction with in 2011/12 financial year;
 - (g) Minimise the whole-of-life costs.

THE OPTIONS

21. Three options were developed for comparison.

Option One

22. Key features of Option One:
 - (a) maintaining the existing arrangements along the route, simply replacing the existing kerb and dish channel with kerb and flat channel along the existing alignment, and not providing any additional form of transportation infrastructure;
 - (b) tactile paving will be placed at the intersections with both Austin and Rogers Streets.
23. Option One has not been selected as the preferred option as it does not meet all the objectives.

Option Two

24. Key features of Option Two:
 - (a) maintain a carriageway width of nine metres through the entire length of Hume Street, centred within the road reserve, effectively meaning that the majority of the street is narrowed, with only a short section widened;
 - (b) traffic calming is provided in the form of two narrowed 75 millimetres humps at intervals of approximately 100 metres along the street in order to ensure that anti-social driving behaviour does not transfer to this street from other streets in the area which will be traffic calmed;

17 Cont'd

- (c) the footpath varies in location in relation to the road and boundary, but achieve Infrastructure Design Standard minimums of 1.5 metres when adjacent to grass/landscaping, and 1.65 metres adjacent to the boundary;
- (d) tactile paving will be placed at the intersections with both Austin and Rogers Streets;
- (e) power poles are located within the service strip or berms. Three power poles will be relocated as part of this option;
- (f) parking restrictions will be necessary at the humps, reducing on-street parking capacity by eight vehicles. The existing intersection treatment at Austin Street will be maintained;
- (g) the removal of six existing street trees and their replacement with a number of Paper Bark Maple, and Ash trees along the route; and extension of the "No Stopping" lines adjacent to the Austin Street intersection.

25. Option Two has been selected as the preferred option.

Option Three

26. Key features of Option Three:

- (a) maintaining the existing 8.3 metre road width on existing alignment between the intersection with Austin Street, up to No. 17 Hume Street before increasing the road width to nine metres and centring the road within the road reserve between No. 17 Hume Street and Rodger Street. Given the change to the alignment of the road reserve outside No. 32 Hume Street this will also result in a deviation in the road at this point;
- (b) traffic calming is provided in the form of three narrowed 75 millimetres humps;
- (c) the footpath width is to be 1.5 metres when adjacent to grass service strip/grass berm or landscaping, and 1.65 metres adjacent to the boundary;
- (d) tactile paving will be placed at the intersections with both Austin and Rogers Streets. While it is recognised that these will be out of the scope of the scheme they would still be required to meet current best practice;
- (e) parking restrictions will be necessary at the humps, reducing on-street parking capacity by eight vehicles. The existing intersection treatment at Austin Street will be maintained. This option will not require the removal of any power poles.

27. Option Three has not been selected because of the change to the alignment of the road reserve outside No. 32 Hume Street this would result is a deviation in the road at this point.

THE PREFERRED OPTION

28. Option Two is the preferred option as it meets all the project objectives.

Key Features Of The Proposed Plan For Board Approval

29. Key features include:

- (a) replacement of the existing kerb and dish channel along the route with kerb and flat channel;
- (b) narrowing Hume Street down to nine metres over the majority of its lengths;
- (c) footpaths complying with IDS standards, which set minimum footpath widths of 1.5 metres, or 1.65 metres adjacent to property boundaries;

17 Cont'd

- (d) berms and service strips provided at a width of up to 1.7 metres and 1.6 metres respectively on the south side of the road, and two metre berms on the north side of the road;
- (e) traffic calming in the form of a 75 millimetre mid-block speed platforms and a flush platform are provided to further reduce vehicle speeds and to discourage "boy racer" behaviour, and associated "No Stopping" markings will also be provided;
- (f) street lighting along the route will be upgraded to correspond with current standards;
- (g) the relocation of five power poles;
- (h) parking restrictions will be required along Hume Street, at the intersection with Austin Street and Rogers Street and at the platforms;
- (i) the removal of six existing street trees and their replacement with a number of Paper Bark Maple, and Ash trees along the route; and extension of the "No Stopping" lines adjacent to the Austin Street intersection.

18. GRANGE STREET RENEWAL

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Anne Cosson, Consultation Leader Capital Development Unit, DDI 941-6481

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval for the Grange Street renewal to proceed, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. The Grange Street renewal project is to replace the existing kerb and dish channel, reconstruct the carriageway and undertake other street improvements in Grange Street.
3. This project was initiated by the Transport and Greenspace Unit as part of the Asset Management Team and has been included in the 2009-2019 Long Term Council Community Plan. Council has allocated funding in the street renewal section of the Transport and Greenspace Capital Works Budget.
4. Grange Street is a local road approximately 560 metre long and a carriageway width of seven to eight metres. It runs between Aynsley Terrace and Opawa Road and intersects Bishopsworth Street midblock.
5. In addition to replacing the kerb and channel, key objectives are to maintain and improve safety for all users and to ensure that additional assts such as signage, footpaths and drainage are upgraded to current standards. The proposed street tree and landscaping improvements are consistent with Council strategies.
6. The objectives of this project are met by:
 - (a) Replacing the existing kerb and dish channel with the modern style kerb and flat channel.
 - (b) Enhancing the safety of pedestrians by renewing all footpaths to a minimum width of 1.5 metres, installing tactile pavers and upgrading street lighting.
 - (c) Ensuring adequate drainage is provided.
 - (d) Whole-of-life costs will be minimised by replacing the existing kerb and channel, and reconstructing the pavement and the carriageway.

FINANCIAL IMPLICATIONS

7. The funding for the proposed kerb and channel renewal works in Grange Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.
 - (a) 2009/10 \$20,000
 - (b) 2010/11 \$52,000
 - (c) 2011/12 \$1,125,000

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

8. Yes. Funding for this project is provided in the 2009/19 LTCCP, Street Renewal Programme, page 245.

18 Cont'd

LEGAL CONSIDERATIONS

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

9. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
10. The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations dated 13 December 2007. The list of delegations for the Community Board includes the resolution of parking restrictions and Traffic Control Devices.
11. The installation of any parking restriction signs and/or marking must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Funding for the project is provided in the 2009-2019 LTCCP Street renewal Programme and is consistent with Activity 10.0: Road Network in the Streets and Transport Asset Management Plan.

ALIGNMENT WITH STRATEGIES

13. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

14. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board. A further Seminar was held to introduce the proposed design and the project's consultation programme in 5 March 2010. The feedback period was from 12 March 2010 to 7 April 2010. The publicity pamphlet (including concept plan) was distributed to residents and other interested parties in the immediate area.
15. There are approximately 105 properties in Grange Street. Forty-two responses were received, of which 34 (81%) responses were in support of the proposal; one (2%) responses did not support the proposal and seven (17%) did not indicate a position.
16. Key issues raised were:
 - (a) That the directional pavers at Bishopsworth Street are shown going into the grass and planting line and a request for tactiles at the Opawa intersection with Grange Street. The directional tactiles at Bishopsworth Street have been trimmed and tactile pavers have been added to the crossing point at Opawa Road.
 - (b) Request to widen the shared driveway at 22a and 32b Grange Street. The shared driveway has been widened.
 - (c) Request to change the colour of the proposed street trees. Seven of flowering Hawthorne (*Crataegus 'Pauls Scarlet'*) tree species have been replaced in kerb build outs to seven Giant Dogwoods (*Cornus controversa*).
 - (d) A request to alter the raised type B treatment at the corner of Grange and Aynsley Terrace to a flat type B treatment. A geotechnical report has identified unsuitable road sub-grade for a platform at this corner, due to the proximity to the Heathcote River.

18 Cont'd

- (e) A request for angled parking bays, with references to the Cholmondeley Avenue parking. Staff advice that, angled parking bays unless done along a long stretch of kerb, do not produce a dramatic addition of parking spaces due to multiple vehicular entrances and are not usually installed in residential streets. They would destroy the residential ambience of this street. In addition angled parking has not been included due to lack of community facilities in Grange Street, unlike Cholmondeley Avenue. Also angled parking here would not meet Council standards (adequate manoeuvring area and stall depth), and would encroach over 1 metre into footpath space.
17. Responses to community consultation and changes to the proposed plan are as below.
- (a) The directional tactiles at Bishopsworth Street have been trimmed and tactile pavers have been added to the crossing point at Opawa Road.
 - (b) The driveway at No. 22a – 32b Grange Street has been widened for easier vehicle access.
 - (c) The seven flowering Hawthorne (*Crataegus 'Pauls Scarlet'*) tree species have been replaced in kerb build outs to seven Giant Dogwoods (*Cornus controversa*).
 - (d) A flush type B threshold treatment at the corner of Aynsley Terrace and Grange Street, as shown in **Attachment 1**).
18. 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.
19. All respondents in the March/April 2010 consultation has been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the Board for approval to construct. 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 recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the Grange Street Renewal Plan, as shown on plan TP 319501 issue 2 (**Attachment 1**);
- (b) Approve the following parking restrictions to take effect following completion of construction:

Revoke Existing No Stopping

- (i) That all existing parking restrictions on the north side of Grange Street commencing at its intersection with Opawa Road and extending in a westerly direction to its intersection with Aynsley Terrace be revoked.
- (ii) That all existing parking restrictions on the south side of Grange Street commencing at its intersection with Opawa Road and extending in a westerly direction to its intersection with Aynsley Terrace be revoked.
- (iii) That the stopping of vehicles currently prohibited at any time on the east side of Bishopsworth Street commencing at its intersection with Grange Street and extending in a southerly direction for a distance of 16 metres be revoked.
- (iv) That the stopping of vehicles currently prohibited at any time on the west side of Bishopsworth Street commencing at its intersection with Grange Street and extending in a southerly direction for a distance of 16 metres be revoked.

18 Cont'd

- (v) That the stopping of vehicles currently prohibited at any time on the east side of Aynsley Terrace commencing at its intersection with Grange Street and extending in a southerly direction for a distance of 12 metres be revoked.
- (vi) That the stopping of vehicles currently prohibited on the east side of Aynsley Terrace commencing at intersection with Grange Street and extending in a northerly direction for a distance of 26 metres be revoked.

New No Stopping

- (vii) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at its intersection with Opawa Road and extending for a distance of 32 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at a point 45 metres west of its intersection with Opawa Road and extending for a distance of 13 metres in a westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at a point 91 metres west of its intersection with Opawa Road and extending for a distance of 32 metres in a westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at a point 181 metres west of its intersection with Opawa Road and extending for a distance of 54 metres in a westerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at a point 297 metres west of its intersection with Opawa Road and extending for a distance of 37 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at a point 387 metres west of its intersection with Opawa Road and extending for a distance of 34 metres in a westerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at its intersection with Aynsley Terrace and extending for a distance of 23 metres in an easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the east side of Aynsley Terrace commencing at its intersection with Grange Street and extending for a distance of 35 metres in a northerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at its intersection with Opawa Road and extending for a distance of 31 metres in a westerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at a point 89 metres west of its intersection with Opawa Road and extending for a distance of 25 metres in a westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at its intersection with Bishopsworth Street and extending for a distance of 16 metres in an easterly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the east side of Bishopsworth Street commencing at its intersection with Grange Street and extending for a distance of 16 metres in a southerly direction.

18 Cont'd

- (xix) That the stopping of vehicles be prohibited at any time on the west side of Bishopsworth Street commencing at its intersection with Grange Street and extending for a distance of 16 metres in a southerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at its intersection with Bishopsworth Street and extending for a distance of 17 metres in a westerly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at a point 79 metres west of its intersection with Bishopsworth Street and extending for a distance of 23 metres in a westerly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at a point 175 metres west of its intersection with Bishopsworth Street and extending for a distance of 25 metres in a westerly direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at its intersection with Aynsley Terrace and extending for a distance of 22 metres in an easterly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on the east side of Aynsley Terrace commencing at its intersection with Grange Street and extending for a distance of 18 metres in a southerly direction.

New Parking Restriction

- (xxv) That the parking of vehicles be restricted to a maximum period of 10 minutes (at any time) on the north side of Grange Street commencing at a point 32 metres west of its intersection with Opawa Road and extending in a westerly direction for a distance of 13 metres.

Revoke Existing Traffic Control

- (xxvi) That the existing stop control on Grange Street at the western approach to the intersection with Opawa Road be revoked.
- (xxvii) That the existing give-way control on Grange Street at the approach to the intersection with Aynsley Terrace be revoked.

New Traffic Control

- (xxviii) That a stop control be placed against Grange Street on the western approach to its intersection with Opawa Road.
- (xxxviii) That a give way control be placed against Grange Street on the approach to its intersection with Aynsley Terrace.

CHAIRPERSONS RECOMMENDATION

For discussion.

18 Cont'd

BACKGROUND (THE ISSUES)

20. Grange Street runs between Aynsley Terrace and Opawa Road and intersects Bishopsworth Street midblock. The street has been selected for renewal due to old style kerb and dish channel, as well as the declining state of the streetscape. The street is primarily residential, with a dairy at the Opawa Road intersection. There are no bus routes along Grange Street, the closest being the No. 28 Lyttelton bus on Opawa Road.
21. In the past five years (2005-2009) there have been two crashes on Grange Street, one of which was at the Grange/Aynsley intersection (loss of control, speeding) and the other at the Grange/Bishopsworth intersection (failure to give way when turning). These were both non-injury crashes.
22. Traffic counts, carried out in October 2009 found there were 1,047 vehicles per day east of Aynsley Terrace and 666 vehicles per day west of Opawa Road. The 85th percentile speed recorded was 55 kilometres per hour, exceeding the posted 50 kilometres per hour limit.

THE OBJECTIVES

23. The objectives for the project are to:
 - (a) Replace the existing kerb and dish channel;
 - (b) Enhance the landscape;
 - (c) Maintain or improve safety for all road users by reducing speed and 'short-cutting';
 - (d) Ensure adequate drainage is provided;
 - (e) Complete the project within allocated budget;
 - (f) Complete construction within 2011/2012 financial year;
 - (g) Minimise the whole-of-life costs.

THE OPTIONS

24. Three options were developed for comparison. Option two has been selected as the preferred option and was taken to the community for consultation.

Option One

25. Key features of option one:
 - (a) this option is to do minimum, and is to replace the kerb and dish channel on the existing alignment without replacing any other street assets. This option was not selected as the preferred option because as it does not meet all the objectives.

Option Two

26. Key features of option two:
 - (a) replacement of the existing kerb and dish channel with new kerb and flat channel at nine metres road width. This allows for parallel parking on both sides of the carriageway, leaving the legal lane width requirement for through traffic;
 - (b) installing three six metre-wide road narrowings with raised platforms, spaced 90-100 metres, so as not to interfere with driveways;

18 Cont'd

- (c) building a raised intersection platform at the Grange/Bishopsworth intersection. This will include seven metres narrowings at each approach;
- (d) building a type B threshold treatment at the Aynsley Terrace approach, narrowing the pedestrian crossing distance to seven metres (currently it is 10 metres);
- (e) replacement of existing street trees (except for those at the Aynsley Terrace intersection). New trees will be planted in three metres wide grass berms, which widen to 3.5 metres where the road narrows to seven metres, possibly providing space for storm water treatment where there is sufficient width;
- (f) replacement of old drainage pipes and sumps and extension of the existing storm water network where necessary;
- (g) street lighting upgrades to current council standards.
- (h) building a P10 parking bay outside the dairy at No. 254 Opawa Road for two cars.

27. Option two is the preferred option as it meets all the objectives.

Option Three

28. Option three is the same as Option two except:

- (a) instead of three six metre-wide narrowings and platforms. Three chicanes spaced approximately 80 metres apart are built between Aynsley Terrace and Bishopsworth Street, where the carriageway will narrow to seven metres.
- (b) one six metre-wide narrowing with raised platform is constructed midblock between Bishopsworth Street and Opawa Road.

29. Option three has not been selected as a preferred option.

THE PREFERRED OPTION

30. Option two is the preferred option as it meets all the project key objectives.

Key Features Of The Proposed Plan For Board Approval

31. Key features:

- (a) replacement of the existing kerb and dish channel with new kerb and flat channel at nine metres road width. This allows for parallel parking on both sides of the carriageway, leaving the legal lane width requirement for through traffic;
- (b) installing three six metre-wide road narrowings with raised platforms, spaced 90-100 metres, so as not to interfere with driveways;
- (c) building a raised intersection platform at the Grange/Bishopsworth intersection. This will include 7 metre build outs at each approach;
- (d) building a flat type B threshold treatment at the Aynsley Terrace approach, narrowing the pedestrian crossing distance to approximately seven metres (currently it is approximately 7.5 metres);

18 Cont'd

- (e) replacement of existing street trees (except for those at the Aynsley Terrace and Opawa Road intersection) that are in a poor condition. New trees will be planted in 2.36 metres and 4.06 metres wide grass berms, which widen to 3.36 metres and 5.06 metres where the road narrows to seven metres, providing space for storm water treatment where there is sufficient width;
- (f) replacement of old drainage pipes and sumps and extension of the existing storm water network, especially at the Opawa Road end;
- (g) street lighting upgrades to current council standards;
- (h) building a P10 parking bay outside the dairy at No. 254 Opawa Road for two cars.

19. KEEP NEW ZEALAND BEAUTIFUL CONFERENCE 2010 – BOARD MEMBER ATTENDANCE

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

PURPOSE OF REPORT

1. The purpose of this report is for the Board to consider appointing a Board member to attend the Keep New Zealand Beautiful Conference 2009 and Annual General Meeting in Gisborne from Friday 17 to Sunday 19 September 2010.

EXECUTIVE SUMMARY

2. The Board currently does not have a representative on the Keep Christchurch Beautiful Committee.
3. The Committee is a voluntary organisation, which aims to promote a cleaner, more beautiful environment within Christchurch, and to raise the level of awareness of what the individual can do to improve his or her community and reduce litter. Notice of the national conference has been received. Christchurch has a member on the Keep New Zealand Beautiful Board.

FINANCIAL IMPLICATIONS

4. The cost for one member to attend the conference is approximately \$1,198 per member (totalling \$2,396) which would be met from the Board's 2010/11 operational budget. This covers travel, accommodation and the conference registration.
5. The Board's 2010/11 operational budget for conferences, travel and training is \$4,550. The balance of that budget is currently \$4,550, as nothing has been expended year to date.

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

6. Yes.

LEGAL CONSIDERATIONS

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

7. There are no legal considerations involved.

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?

8. Yes, clause 4 above refers.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

9. Yes, page 61 of the LTCCP, Strategic Direction - Healthy Environment.

CONSULTATION FULFILMENT

10. Not applicable.

19 Cont'd

STAFF RECOMMENDATION

It is recommended that the Board consider approving the attendance of any Board member who wishes to attend the Keep New Zealand Beautiful Conference and Annual General Meeting in Gisborne from Friday 17 to Sunday 19 September 2010.

CHAIRPERSONS RECOMMENDATION

The Chairperson has not sighted this report.

30. 7. 2010

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- 20. COMMUNITY BOARD ADVISERS UPDATE**
- 21. ELECTED MEMBERS INFORMATION EXCHANGE**
- 22. MEMBERS QUESTIONS UNDER STANDING ORDERS**