

14. 8. 2008

FENDALTON/WAIMAIRI COMMUNITY BOARD
2 JULY 2008

A meeting of the Fendalton/Waimairi Community Board
was held on Wednesday 2 July 2008 at 8am
in the Board Room, Fendalton Service Centre

PRESENT: Val Carter (Chairperson), Sally Buck, Faimeh Burke, Jamie Gough
Mike Wall and Andrew Yoon.

APOLOGIES: Cheryl Colley.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. WAIRAKEI ROAD/AORANGI ROAD INTERSECTION KERB AND DISH CHANNEL RENEWAL



General Manager responsible:	General Manager City Environment Group, DDI 941 6401
Officer responsible:	Acting Transport and Greenspace Manager,
Author:	David Pinkney, Project Manager

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Respond to the four resolutions made by the Council when it considered the Wairakei Road - Stage 1 report of July 2007.
 - (b) Seek Council approval for the proposed works at the Wairakei/Aorangi Roads intersection, to proceed to implementation and construction.
 - (c) Seek Council approval for the new parking and traffic resolutions.
2. This report was considered by the Fendalton/Waimairi Works, Traffic & Environment Committee on 23 June 2008 and was forwarded to the 2 July 2008 Community Board meeting, separate from the rest of that Committee report, to minimise further delays with the project.

EXECUTIVE SUMMARY

3. The Wairakei/Aorangi Roads intersection was part of a set of integrated projects covering Blighs and Wairakei Roads in the Christchurch City Council's Capital Works Program in the 2006/07, 2007/08, and 2008/09 financial years. This section of Wairakei Road is classified as a minor arterial road and as such requires a Council decision.
4. The original concept for Wairakei Road Stage 1 (including the Aorangi Road intersection) was developed from community and technical objectives and included flush medians, pedestrian islands, traffic and cycle lanes, and parking spaces. Landscaping and trees were included where opportunities allowed. The Council meeting on the 5 July 2007 resolved:
 - "a) To approve the proposal shown on **attachment 1** for construction, with the exception of the proposed redesign of the Aorangi Road/Wairakei Road intersection.
 - b) That no changes be made at the present time to the existing layout of the Aorangi Road/Wairakei Road intersection and that staff are requested to report back on other measures which could be taken to improve traffic safety at this intersection.

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1. Cont'd

- c) *That a 40 kilometre per hour school slow zone be installed outside Wairakei Road School at the same time that the upgrading work is implemented, and that staff investigate the possibility of extending this zone to the Aorangi Road intersection.*
- d) *That the traffic restrictions recommended in the staff report be approved, with the exception of the restrictions proposed in respect of Right Turn or Straight Through Movements at the Aorangi Road/Wairakei Road intersection."*
5. This report responds to the request that staff "report back on other measures which could be taken to improve traffic safety at this intersection" *note 3b and 3c above.*
6. With respect to 3(c) above, a 40 kilometre per hour speed zone cannot be supported for Wairakei School, or extended to Aorangi intersection for the following reasons:
- The bulk of school children use the crossing point at Greers/Wairakei intersection to access the south side of Wairakei Road. The number of children using the secondary entrance near Manor Place is not sufficient to warrant a 40 kilometre per hour speed zone under guidelines set down by Land Transport New Zealand.
 - These guidelines also specify the total length of carriageway over which temporary speed restrictions can be enforced. The distance from the school to the Aorangi intersection greatly exceeds these guidelines.
 - In reference to paragraph 3(b) above, slight changes have been made to the south-east and south-west kerb alignments to allow the inclusion of cycle lanes through this intersection. Additional pedestrian barriers will be added at all islands along with tactile pavers.
 - The two trees on the north-east corner will need to be removed due to sightline issues.

FINANCIAL IMPLICATIONS

7. None, this work is within the previously approved project budget.

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

8. The option recommended in this report aligns with the 2006-16 LTCCP budgets (see above details).

LEGAL CONSIDERATIONS

9. A Council resolution is required to implement the parking restriction changes to the Wairakei/Aorangi intersection. This resolution is item (vi) in "Staff Recommendations" below.

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

10. There are no legal implications other than the required parking resolutions as noted in clause 9. This report's recommendations support the project objectives as outlined in the 2006-16 LTCCP.

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?

11. Yes, this report's recommendations align with the Transport and Greenspace Unit's Asset Management Plan and the Street Renewals Projects section of the Capital Works Programme, page 85.

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ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. The option reported does not align with Council strategies including the Christchurch Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

CONSULTATION FULFILMENT

13. Extensive consultation involving surveys, newsletters, site meetings, property visits and public meetings identified there is significant support for the proposed layout of the intersection from the community. Many Aorangi Road and Colwyn Street residents objected strongly to proposals involving the loss of the through traffic movement along Aorangi Road; and right turn onto Wairakei Road from Aorangi Road on the grounds of cost in terms of time and extra mileage on their vehicles. These residents feel the safety benefits, which would result if the staff proposal was accepted, are not justified.

STAFF RECOMMENDATION

Other than options already presented to and rejected by Council, only minimal improvements to the existing layout can be made to improve safety for straight through and right turners from Aorangi Road, so the existing alignment should remain as per Plan TP 172707, shown as **attachment 1** to this report.

It is therefore recommended that the Council:

- (a) Approve the proposal, as shown on **attachment 2**, for construction.
(b) Approve the following traffic restrictions for installation:

Removal of existing "No Stopping":

- (i) That the existing no stopping be revoked on both sides of Wairakei Road from 50 metres west of Aorangi Road to 50 metres east of Aorangi Road.

New "No Stopping": Wairakei Road

- (ii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Aorangi Road and extending 18 metres in a westerly direction.
(iii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Aorangi Road and extending 27 metres in an easterly direction.
(iv) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Aorangi Road and extending 17 metres in a westerly direction.
(v) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Aorangi Road and extending 35 metres in an easterly direction.
(vi) That the existing single car park on the south side of Wairakei Road, outside number 169, is retained as is.

BOARD RECOMMENDATION

That the staff recommendations be adopted.

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PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

2. CONFIRMATION OF MEETING REPORT 17 JUNE 2008

The Board **resolved** that the report of the Board's ordinary meeting of 17 June 2008 be confirmed as a true and accurate record of that meeting, subject to the amendment detailed below.

Following discussion of the Board's decision to leave the 10 Waiwetu Street – Disposal of Surplus Road Land report to lie on the table at the Board, it was agreed that as a Part A item it was more expedient for the Board to resolve that it supports the declaring of the road land surplus for disposal as recommended by staff, but recommend that the Council leave the report to lie on the table at Council until the Council has resolved its policy position on these matters. This issue was highlighted by the earlier Board recommendation to Council regarding the area of road land outside 173 Clyde Road that was deferred at the Council meeting on 12 June 2008.

3. YOUTH IN LOCAL GOVERNMENT CONFERENCE 2008

The Board considered a report seeking a decision on whether or not to approve funding for a Board member or members to attend the Youth in Local Government Conference in Christchurch in October 2008.

The Board **resolved** to approve funding for Jamie Gough to attend the Youth in Local Government Conference in Christchurch from 6 to 8 October 2008.

The meeting concluded at 8.15am.

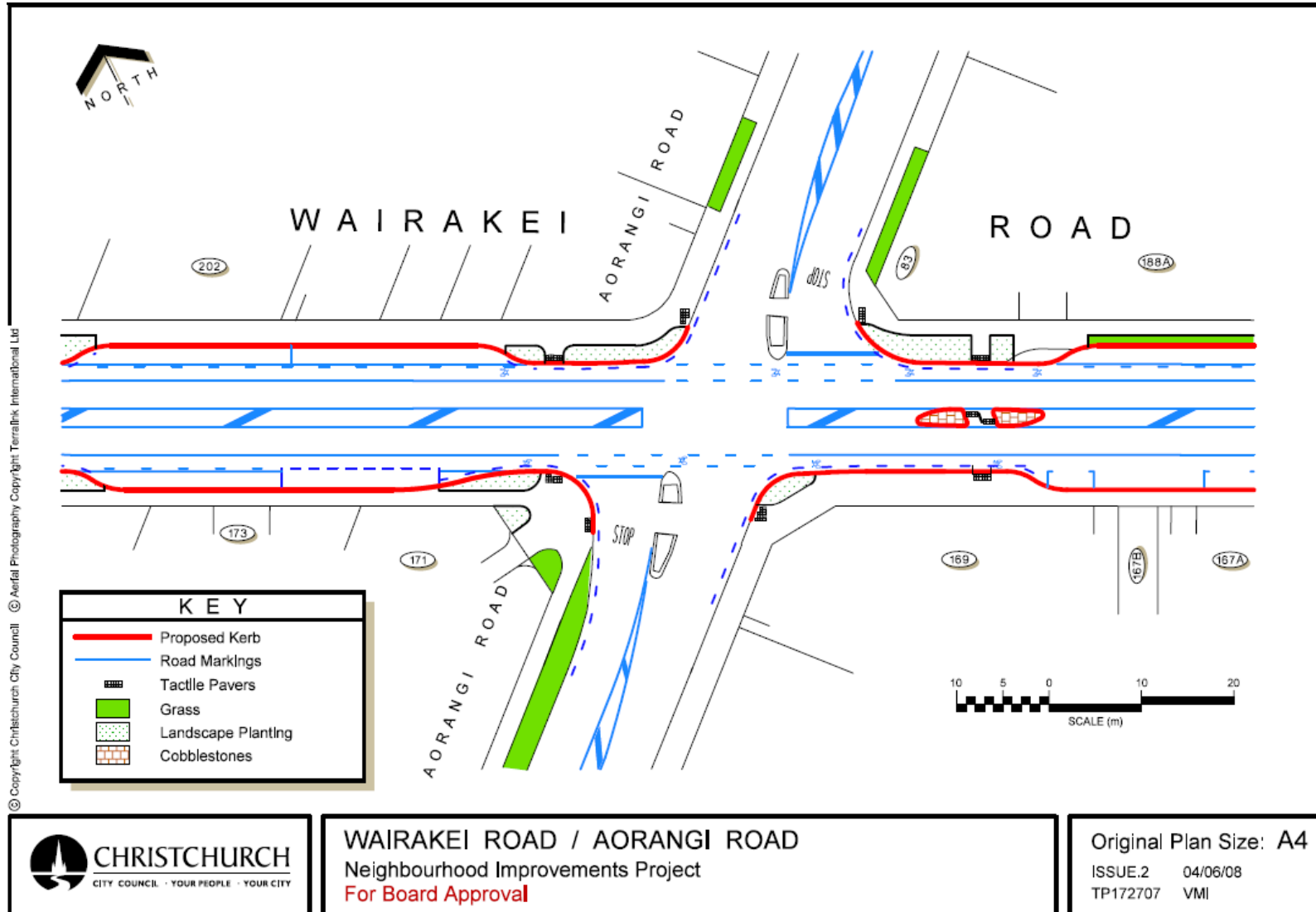
CONFIRMED THIS 15th DAY OF JULY 2008

**VAL CARTER
CHAIRPERSON**

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ATTACHMENT 1 TO CLAUSE 1



4. 10. 2007

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ATTACHMENT 2 TO CLAUSE 1

