

16. 6. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD'S  
GREENSPACE TRAFFIC WORKS COMMITTEE  
19 MAY 2008**

**A meeting of the Greenspace Traffic Works Committee  
was held on Monday 19 May at 4.00 pm  
in the Boardroom, Papanui Service Centre**

- PRESENT:** Matt Morris (Chairperson), Pauline Cotter, Aaron Keown, Yvonne Palmer.
- APOLOGIES:** Apologies for absence were received and accepted from Ngaire Button, Megan Evans and Norm Withers.

The Committee reports that:

**PART B - REPORTS FOR INFORMATION**

**1. DEPUTATIONS BY APPOINTMENT**

**1.1 KATE HEWSON – TRANSITION COMMUNITIES**

Dr. Kate Hewson and Roger Buck of Sustainable Otago Christchurch Incorporated (SOC) spoke on their aim, which was "Recognising Te Tiriti O Waitangi/The Treaty of Waitangi, to actively contribute within Otago/Christchurch to opportunities and means for achievement of long-term sustainability. In doing so, to seek to ensure that all people have their basic needs satisfied, so that they can live in dignity, in healthy communities, while having the minimum adverse impact". Transition Communities is a sub group of SOC based on United Kingdom transition town models and seek to move urban environments to a sustainable footing in the face of climate change and Peak Oil.

It was **agreed** that the Greenspace Traffic Works Committee, on behalf of the Board, endorses the concept of Christchurch transition communities, and agrees to support, as appropriate, transition community initiatives arising in the Shirley/Papanui area.

Transition examples were requested to ensure a cohesive approach (i.e. school gardens, community gardens, farmers' gardens and behaviour). Merit was seen in the presentation also being made to a Zone 5 meeting of Local Government New Zealand.

**1.2 DANNY LEE AND MR HA – STYX MILL BUS ROUTE EXTENSION THROUGH NORTHWOOD – BUS STOPS**

Mr Lee and Mr Ha outlined concerns regarding the proposal to place bus stops between 149 and 151 Hussey Road and these included fears for their personal safety, views to their properties by the public and the dangers of a narrow road with many property entranceways. Their preference was to relocate the bus stop towards the gas installation.

It was **agreed** that staff be asked to comment when the report on the topic was presented later in the meeting. Clause 7 (Part C) of this report refers.

**2. BRIEFINGS**

Nil.

**3. UPDATE FROM CONTRACTS AND MAINTENANCE TEAM**

Nil.

**4. COMMITTEE MEMBERS INFORMATION EXCHANGE**

● **Edgware Road/Colombo Street - Safety Concerns**

It was **agreed** that staff would follow up a previous request from the Board for a public meeting with the nearby residents and business owners to discuss road safety improvements.

● **Northfield Road -Traffic Concerns**

It was **agreed** that a public meeting should proceed to address Mr Peter Tucker's concerns.

● **River Road - Bank and Trees**

An email from Al Crawford was tabled requesting remedial work on a stretch of the river bank in River Road. Members noted this was in the Hagley/Ferrymead Ward and needed to be referred to that Board.

● **Tree Trimming**

It was suggested that members took a proactive role in reporting cases where tree/plant trimming was required for reasons of pedestrian safety and access.

**PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE COMMITTEE**

**5. CONFIRMATION OF REPORT – 14 APRIL 2008**

The Committee **resolved** that the report of the Greenspace Traffic Works Committee meeting of 14 April 2008, be confirmed.

**6. SPENCER BEACH HOLIDAY PARK – PROPOSED INCREASE IN CAMP CHARGES**

The Committee's approval was sought to increase user charges at the Spencer Beach Holiday Park in line with the provisions of the lease.

The Committee **resolved** to approve the submitted schedule of increased charges for the Spencer Beach Holiday Park to apply from 1 June 2008.

**7. PROPOSED ROAD NAMINGS**

The Committee was asked to approve three new road names on two subdivisions, with one of these being a reconsideration of 'Marble Court'.

The Committee **resolved** to approve the proposed names 'Northwater Drive', 'Rosebank Close', and 'Marble Court'.

**8. STYX MILL BUS ROUTE EXTENSION THROUGH NORTHWOOD – BUS STOPS**

The Committee considered a report from staff requesting approval for the installation of the final three bus stops necessary for the extension of the No. 11 Styx Mill bus route through Northwood. The Committee also took into consideration the submissions made by the joint deputation earlier in the meeting (clause 1.2 refers).

Staff explained the safety and operational aspects of bus stop siting including locality, lighting, crime prevention principles and ensuring that bus stops were positioned within a 400 metre catchment area.

**8. Cont'd**

In terms of placing a bus stop by the Northwood gas tank, advice from the Hazardous Waste Officer was tabled which noted the danger of the proximity of bus passengers to the installation when a LPG tanker was on site. Speed threshold improvements for cars entering the built up area from Hussey Road are to be explored.

The Committee **resolved**:

To approve the following bus stops:

(a) **Saracen Avenue - Outbound**

A bus stop on the eastern side of Saracen Avenue commencing at a point 67 metres north from its intersection with Handel Place and extending in a northerly direction for a distance of 18 metres (17/19/21 Saracen Avenue).

(b) **Saracen Avenue - Inbound**

A bus stop on the western side of Saracen Avenue commencing at a point 6 metres north from its intersection with Handel Place and extending in a northerly direction for a distance of 18 metres (next to Christchurch City Council reserve land near 20 Saracen Avenue) Hussey Road.

(c) To revoke the bus stop, as resolved at the 18 February 2008 meeting of the then Traffic Works Committee, on the north side of Beechwood Drive at the property boundary of numbers 50 and 52 Beechwood Drive (this stop was not installed).

(d) **Hussey Road**

A bus stop on the north side of Hussey Road commencing anywhere from a point 59 metres east of the eastern edge of its intersection with Watermill Boulevard (the eastern side of the driveway entrance to 147 Hussey Road) to a point 103 metres east of the eastern edge of its intersection with Watermill Boulevard (just short of the eastern most boundary of 151 Hussey Road) and extending in a westerly direction for a distance of 18 metres (in front of one or two of 147, 149 or 151 Hussey Road – the exact location to be decided by the residents or the Community Board).

**9. NORTHWOOD BUS ROUTE – PROPOSED “NO STOPPING” RESTRICTIONS AT THE INTERSECTION OF BEECHWOOD DRIVE AND SARACEN AVENUE**

The Committee's approval was sought to install no stopping restrictions at the intersection of Beechwood Drive/Saracen Avenue.

The Committee **resolved**:

To approve the stopping of vehicles being prohibited at any time:

(a) On the north side of Beechwood Drive commencing at a point 15 metres west of the western edge of the intersection of Beechwood Drive with Saracen Avenue and extending to a point 18 metres east of the eastern edge of the intersection of Beechwood Drive with Saracen Avenue. (Note that in this case the point of intersection of the two streets has been defined by a line extended from the kerb line in Saracen Avenue).

(b) On the south side of Beechwood Drive commencing at a point 10 metres from the western edge of the intersection of Beechwood Drive with Saracen Avenue and extending around on the west side of Saracen Avenue to a point 28 metres from the point of intersection.

(c) On the south side of Beechwood Drive commencing at a point 30.5 metres from the eastern edge of the intersection of Beechwood Drive with Saracen Avenue and extending around on the east side of Saracen Avenue to a point 21 metres from the point of intersection.

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**10. HERCULES/SABINA STREET – PROPOSED “NO STOPPING” RESTRICTION**

The Committee was asked to approve the installation of four sections of broken yellow no stopping lines on the corner of Hercules Street and Sabina Street.

The Committee **resolved:**

To approve the stopping of vehicles being prohibited at any time:

**Hercules Street**

- (a) On the south side of Hercules Street commencing at its intersection with Sabina Street and extending in an easterly direction for a distance of 15 metres.
- (b) On the south side of Hercules Street commencing at its intersection with Sabina Street and extending in a westerly direction for a distance of 15 metres.
- (c) On the north side of Hercules Street commencing at its intersection with Sabina Street and extending in a westerly direction for a distance of 15 metres.
- (d) On the north side of Hercules Street commencing at its intersection with Sabina Street and extending in an easterly direction for a distance of 15 metres.

**Sabina Street**

- (a) On the east side of Sabina Street commencing at its intersection with Hercules Street and extending in a northerly direction for a distance of 15 metres.
- (b) On the east side of Sabina Street commencing at its intersection with Hercules Street and extending in a southerly direction for a distance of 14.5 metres.
- (c) On the west side of Sabina Street commencing at its intersection with Hercules Street and extending in a northerly direction for a distance of 15 metres.
- (d) On the west side of Sabina Street commencing at its intersection with Hercules Street and extending in a southerly direction for a distance of 15 metres.

**11. MANCHESTER/PURCHAS STREET – PROPOSED “NO STOPPING” RESTRICTION**

The Committee was asked to approve the installation of four sections of broken yellow “no stopping” lines on the corner of Manchester Street and Purchas Street.

The Committee **resolved:**

To approve the stopping of vehicles being prohibited at any time:

**(a) Purchas Street**

- (i) On the southern side of Purchas Street commencing at its intersection with Manchester Street and extending in a westerly direction for 9.0 metres be revoked.
- (ii) On the northern side of Purchas Street commencing at its intersection with Manchester Street and extending in an easterly direction for 10.0 metres be revoked.
- (iii) On the south side of Purchas Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 15 metres.
- (iv) On the south side of Purchas Street commencing at its intersection with Manchester Street and extending in an easterly direction for a distance of 15 metres.

11. Cont'd

- (v) On the north side of Purchas Street commencing at its intersection with Manchester Street and extending in an easterly direction for a distance of 15 metres.
- (vi) On the north side of Purchas Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 15 metres.

(b) **Manchester Street**

- (i) On the east side of Manchester Street commencing at its intersection with Purchas Street and extending in a southerly direction for a distance of 15 metres.
- (ii) On the east side of Manchester Street commencing at its intersection with Purchas Street and extending in a northerly direction for a distance of 15 metres.
- (iii) On the west side of Manchester Street commencing at its intersection with Purchas Street and extending in a southerly direction for a distance of 15 metres.
- (iv) On the west side of Manchester Street commencing at its intersection with Purchas Street and extending in a northerly direction for a distance of 15 metres.

12. **RISELAW STREET – PROPOSED “NO STOPPING” RESTRICTION**

The Committee was asked to approve the installation of a section of broken yellow “no stopping” lines on the north side of Riselaw Street.

The Committee **resolved** to approve the stopping of vehicles being prohibited at all times on the north side of Riselaw Street commencing from the east boundary of 16 Riselaw Street and extending in a easterly direction for a distance of 30 metres.

13. **WATERFORD AVENUE – PROPOSED “NO STOPPING” RESTRICTION**

The Committee was asked to approve the installation of a section of broken yellow “no stopping” lines on Waterford Avenue.

The Committee **resolved** to approve the stopping of vehicles being prohibited at all times on the east side of Waterford Avenue commencing at a point 96 metres south of its intersection with Northwood Boulevard and extending in a counter clockwise direction for a distance of 125 metres around the bend.

The meeting concluded at 6.02 pm.

**CONFIRMED THIS 16TH DAY OF JUNE 2008**

**MATT MORRIS  
CHAIRPERSON**