

9. 4. 2009

**SPREYDON/HEATHCOTE COMMUNITY BOARD
17 MARCH 2009**

**Minutes of a meeting of the Spreydon/Heathcote Community Board
held on Tuesday 17 March 2009 at 5.08pm
in the Boardroom, Beckenham Service Centre**

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

APOLOGY An apology was received and accepted from Chris Mene for early departure, who retired at 5.50pm and was absent for part of clause 15, and all of clauses 7, 8, 9,10, 12, 13, 14, and 16.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. COLOMBO BUS PRIORITY PROJECT – COLOMBO STREET BUS STOP AT THORRINGTON ROAD



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

PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council revoke the relocation of the bus stop to outside 2B Thorrington Road and 37 Colombo Street as part of the Colombo Bus Priority Project, and resolve the current location of the bus stop outside 31 Colombo Street, along with the amendment of the associated no stopping restrictions.

EXECUTIVE SUMMARY

2. The owners of 2B Thorrington Road and 37 Colombo Street contacted Kirsten Mahoney by letter dated 17 December 2008 and by phone on 22 December 2008 with concerns about the relocation of the bus stop on Colombo Street from south of the intersection with Thorrington Road to north of the intersection with Thorrington Road outside their properties, as part of the Colombo Bus Priority Project.
3. The owners of these properties were not happy with this decision and requested an on-site meeting with the project team leaders in early 2009. Council staff Greg Barnard and Tom Howkins met with the residents on site on 6 January 2009 to investigate and discuss their concerns. Whilst the residents have no problem with the bus lanes, they are concerned about an increase in broken bottles and discarded rubbish in their front gardens with the relocation of the bus stop. The residents are also concerned that a bus shelter may be built outside their property contributing to the litter problem they already experience. However, at this time there is no bus shelter proposed as part of this bus stop location.
4. The main reason for the relocation of this bus stop under the bus priority project relates to the removal of parking on the eastern side of Colombo Street. In order to minimise the effect on on-street parking for the businesses on the west side of Colombo Street, additional parking through the relocation of the bus stop was proposed.

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5. The owners at 2B Thorrington Road and 37 Colombo Street say they were not consulted as part of the bus priority project consultation phase in October – December 2007 and did not receive a consultation brochure. Details of the consultation undertaken as part of the bus priority project are outlined below.
6. Mr Barnard has advised the bus priority project team that there are no safety implications with retention of the existing bus stop in its current location; however, he would encourage the project team to monitor this bus stop and report back on any issues as part of the 12 month review requested by the Council as part of the bus priority project.
7. There were no specific submissions from the public relating to the removal or retention of the existing bus stop, during the consultation phase undertaken in October – December 2007.

FINANCIAL IMPLICATIONS

8. There are no financial implications with the retention of the existing bus stop.
9. The relocation of this bus stop is included within the estimated costs for the Colombo Bus Priority Project, which is included in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 and 2009/2010 financial years. Removal an existing bus stop including signage and markings typically costs \$200, and the installation of a new bus stop including signage and markings typically costs \$500.

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

10. As above.

LEGAL CONSIDERATIONS

11. The installation of any bus stop signage and/or markings must comply with the Land Transport Rule - Traffic Control Devices 2004 – Rule 54002.
12. The retention of the existing bus stop will require recommendation by the Spreydon/Heathcote Community Board to the Council, as this was revoked by the Council at its meeting held on 15 May 2008.

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. The Colombo Bus Priority Project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Bus Priority Routes Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

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

15. As above.

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ALIGNMENT WITH STRATEGIES

16. The Colombo Bus Priority Project is consistent with the National Land Transport Strategy, as well as key regional and local Council strategies, including the Regional Land Transport Strategy, Metropolitan Christchurch Transport Statement, Public Passenger Transport Strategy, Pedestrian Strategy, Parking Strategy, Cycling Strategy, Road Safety Strategy, Citywide Public Transport Priority Plan, Metro Strategy 2006-2012 and the Greater Christchurch Urban Development Strategy.
17. The bus stop rationalisation aspect of the bus priority project has been developed in line with the Council's Bus Stop Location Policy 1999.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Public consultation for the Colombo Bus Priority Project was undertaken from 15 October – 17 December 2007. The Colombo Route specific consultation brochure was distributed to approximately 1,932 households along the route and side streets (residents and absentee landowners), as well as stakeholders and other interested groups. A total of 9,500 route specific brochures were printed and distributed.
20. As a result of the consultation phase, a total of 136 responses were received on the Colombo route, through a variety of media including emails, feedback forms (included with the brochure), Have Your Say on the Council's website, letters and phone calls. In addition, there were four route specific seminars held, as well as three meetings with representatives of the Sydenham businesses and Sydenham Heritage Trust.
21. The consultation process was reported to Community Board Members and Councillors in a report dated 18 January 2008 *Bus Priority Record of Consultation, Communication and Marketing*. The issues raised during the consultation phase were reported to the Community Board at its meeting held on 15 April 2008 and to Council at its meeting held on 15 May 2008.
22. Following the letter and phone call received from the residents at 2B Thorrington Street and 37 Colombo Street in December 2008, an on-site meeting was held with Greg Barnard and Tom Howkins to investigate the concerns raised by these residents and establish if these concerns could be accommodated.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) (i) Revoke the resolution passed by Council at its meeting held on 15 May 2008, which read:
(d)(xiii) That a bus stop be installed on the west side of Colombo Street commencing 12 metres north of its intersection with Thorrington Road and extending 15 metres in a northerly direction.
- (ii) Approve the following:
That the bus stop be installed on the west side of Colombo Street commencing 12 metres north of its intersection with Thorrington Road and extending 15 metres in a northerly direction be revoked.

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- (b) (i) Reinststate the resolution revoked at its meeting held on 15 May 2008, which read:

(d)(vii) That the existing bus stop be revoked from the west side of Colombo Street commencing ten metres south of its intersection with Thorrington Road and extending 17 metres in a northerly direction.

- (ii) Approve the following:

That the existing bus stop remain on the west side of Colombo Street commencing 10 metres south of its intersection with Thorrington Road and extending 17 metres in a southerly direction.

- (c) (i) Amend the resolution passed at its meeting held on 15 May 2008, which reads:

(f)(lxii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 27 metres north of its intersection with Thorrington Road and extending 99 metres in a northerly direction.

- (ii) Approve the following:

That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 12 metres north of its intersection with Thorrington Road and extending 114 metres in a northerly direction.

- (d) Review the location of the bus stop on Colombo Street near the Thorrington Road intersection as part of the Council's resolution adopted at its meeting held on 15 May 2008, which states: "That staff report to the Council twelve months after the implementation on the effectiveness of the bus priority measures on Colombo Street, with any recommended changes".

BOARD RECOMMENDATION

That the staff recommendation be adopted.

BOARD NOTE

The outcome of this decision is the status quo.

PART B – REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

Nil.

3. PETITIONS

Nil.

4. NOTICE OF MOTION

Nil.

5. CORRESPONDENCE

Nil.

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6. BRIEFINGS



Kirsten Mahoney, Project Manager, updated the Board on the Bus Priority Implementation Programme in relation to the Colombo Street Bus Priority Project, outlining time frames, liaison with affected business owners, the education programme, and the enforcement process.

The Board requested that the Board, the engagement team staff and any businesses affected by the shop canopy/signage renewal aspect of the programme be notified early of the planned changes and that the introduction of the programme should be done in liaison with the local residents associations. Further the introduction should be targeted at areas which have been assessed as high risk in relation to the introduction of the programme.

7. ROAD STOPPING POLICY

The Board considered a report on the proposed Road Stopping Policy. A report with recommendations from all eight Community Boards will be submitted to a later Council meeting in 2009.

The Board requested that feedback be provided to Council on the following matters:

- (i) The Board seeks the inclusion of the following as a criteria for non-approval, that the land has a landscape amenity value. (section 5).
- (ii) In relation to point (b) of the staff recommendation the following additional criteria be added:
That the area of stopped road will not create, or have the potential to create, an additional Lot from the amalgamated property.
- (iii) In relation to page 24 of the report under the heading Market Value of the Road that the following words be added "to require the valuation to be based on the highest and best use principles and that consideration be given to the added value it creates for the property that it is being amalgamated to".
- (iv) To ensure that the policy makes it clear that the Council will not carry costs arising from hearings (including the costs of staff time, and any hearing costs).
- (v) That staff advise Community Boards via informal email or memo of any road stopping applications proposed to be dealt with by staff within its ward, allowing one week to gather any elected members input.
- (vi) That the Council note that the experience of the Spreydon/Heathcote Board in relation to hill area land is different to the experiences of Boards dealing with flat land.

8. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** updates from the Community Board Adviser on forthcoming Board related activity over the coming weeks. Mention was made of the following matters:

- LTCCP consultation, submissions and future workshops. Residents Associations will be well informed of the process.
- New Zealand Community Board Conference
- Open Drains in the ward

(Note: The matter of Open Drains is further considered under clause 12).

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9. ELECTED MEMBERS' INFORMATION EXCHANGE

Mention was made of the following matters:

- Traffic safety in relation to the Centaurus Road intersection and in the hill areas of the ward given residents reports of a number of vehicle accidents and in particular vehicles crashing through properties front fences.

The Board **requested** that a verbal report be presented to the Spreydon/Heathcote Community Board on 31 March 2009 meeting on the subject of traffic safety in relation to the Aynsley Terrace/Centaurus Road/Rapaki Road/Vernon Terrace area and generally in the Port Hills area, including traffic black spots and injury/accidents reports and any other relevant traffic safety information in relation to the area.

- The Board discussed the hanging of the gifted Tapa cloth in the Boardroom of the Beckenham Service Centre.

The Board **decided** that in order for the Spreydon/Heathcote Community Board to reflect the many and diverse communities in the ward, initially it would arrange to hang a framed copy of the Treaty of Waitangi (both versions) and then the Tapa cloth generously donated by Chris Mene, followed by representation of other cultures in the Boardroom/foyer of the Beckenham Service Centre.

- Issues had been raised with staff regarding the new shopping complex between Colombo Street and Tennyson Street concerning traffic safety and access into the new carpark.
- The Board **decided** that staff should forward a letter to both the Cashmere Garden Club and the Addington Bush Society Inc, congratulating them on their outstanding efforts at the recent Eilerslie International Flower Show. The letters should also be copied to the local residents associations.
- The cricket pitch in Somerfield Park in relation to the Cashmere Wanders Soccer playing fields.
- Board members attendance at The Old Stone House committee meeting.

10. MEMBERS QUESTIONS UNDER STANDING ORDERS

Nil.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

11. CONFIRMATION OF MEETING REPORT – 27 FEBRUARY 2009

The Board **resolved** that the Minutes of the ordinary meeting of the Board held on 27 February 2009 be confirmed.

12. SPREYDON/HEATHCOTE LINED DRAINS – OPEN DRAIN RE-LINING

Further to clause 8 of these minutes the Board **resolved** that matters in relation to lined drains and open drain re-lining projects within the Spreydon/Heathcote ward be discussed at the Spreydon/Heathcote Community Board meeting on 31 March 2009.

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13. BYRON STREET – PROPOSED P30 PARKING RESTRICTION

The Board considered a report seeking approval to install a P30 parking restriction on the north side of Byron Street outside number 83.

The Board **resolved** that the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Byron Street commencing at a point 50 metres west of its intersection with Brisbane Street and extending in a westerly direction for a distance of seven metres.

14. BRICKWORKS LANE/WOODLAU RISE – PROPOSED NO STOPPING RESTRICTIONS

The Board considered a report seeking approval for the stopping of vehicles be prohibited at any time on either side of the Brickworks Lane/Woodlau Rise intersection.

The Board **resolved**:

- (a) That the stopping of vehicles be prohibited at any time on the east side of Brickworks Lane commencing at its intersection with Woodlau Rise and extending in a southerly direction for a distance of 23 metres.
- (b) That the stopping of vehicles be prohibited at any time on the west side of Brickworks Lane commencing at its intersection with Woodlau Rise and extending in a southerly direction for a distance of 17 metres.
- (c) That the stopping of vehicles be prohibited at any time on the south side of Woodlau Rise commencing at its intersection with Brickworks Lane and extending in an easterly direction for a distance of seven metres.
- (d) That the stopping of vehicles be prohibited at any time on the south side of Woodlau Rise commencing at its intersection with Brickworks Lane and extending in a westerly direction for a distance of 17 metres.

15. CASHMERE VIEW STREET RENEWAL

The Board considered a report seeking approval for the Cashmere View Street Kerb and Channel Renewal project to proceed to final design, tender and construction.

The Board **resolved**:

- (a) That the plan for Cashmere View Street kerb and channel renewal proceed to final design, tender and construction;
- (b) The following parking restrictions:

New No Stopping:

- (i) That the stopping of vehicles be prohibited at any time on the west side of Rose Street commencing at a point two metres north of its intersection with Cashmere View Street and extending in a northerly direction for a distance of 3.5 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Rose Street commencing at a point three metres south of its intersection with Cashmere View Street and extending in a southerly direction for a distance of 2.5 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Cashmere View Street commencing at its intersection with Ashgrove Terrace and extending in a westerly direction for a distance of 14 metres.

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- (iv) That the stopping of vehicles be prohibited at any time on the south side of Cashmere View Street commencing at its intersection with Ashgrove Terrace and extending in a westerly direction for a distance of 13 metres.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Ashgrove Terrace commencing at the intersection of Cashmere View Street and extending in a northerly direction for a distance of 12 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Ashgrove Terrace commencing at the intersection Cashmere View Street kerb line, on the south side, and extending 12 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Cashmere View Street commencing at a point 71 metres from its intersection with Ashgrove Terrace and extending in a westerly direction for a distance of 12.5 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Cashmere View Street commencing at a point 70 metres from its intersection with Ashgrove Terrace and extending in a westerly direction for a distance of 13 metres.

In addition to adopting the staff recommendation the Board request that staff report back to the Board via memorandum regarding the possible strategy to improve storm water quality entering the Heathcote River at the Heathcote River end of Cashmere View Street (Rain Garden Proposal).

16. MOLTEN MEDIA TRUST PROJECT

The Board considered a report requesting funding from the Boards' 2008/09 Discretionary Response Fund.

The Board **resolved** to grant \$5,000 from its 2008/09 Discretionary Response Fund to the Molten Media Trust towards the cost of developing sound financial systems, preparing and auditing the Trust's accounts as a contribution to the groups capacity building.

The Board requested that appropriate staff attend the Board meeting on 31 March 2009 to discuss the recommendation in clause B of the report.

The meeting concluded at 7.42pm

CONSIDERED THIS 31ST DAY OF MARCH 2009

**PHIL CLEARWATER
CHAIRPERSON**