

11. 3. 2010

**HAGLEY/FERRYMEAD COMMUNITY BOARD
3 FEBRUARY 2010**

**Minutes of a meeting of the Hagley/Ferrymead Community Board
held on Wednesday 3 February 2010 at 3.02pm in the Boardroom,
Linwood Service Centre, 180 Smith Street, Linwood.**

PRESENT: Bob Todd (Chairperson), Rod Cameron, Tim Carter, John Freeman,
Brenda Lowe-Johnson and Yani Johanson.

APOLOGIES: David Cox.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

**1. ALDWINS ROAD AND HARROW STREET SIGNALISED INTERSECTION AND THE EXTENSION
TO THE SHARED PEDESTRIAN/CYCLE PATHWAY**



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

PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council approve the Aldwins Road crossing signals at Harrow Street and the extension to the shared pedestrian/cycle pathway on Aldwins Road (refer **Attachments 1 and 2**).

EXECUTIVE SUMMARY

2. The Linwood College Cycle Bubble project is being carried out as part of the Christchurch City Council's road safety programme for cyclists. As part of the project, a travel survey was carried out with the students and staff of Linwood College in 2008. From the survey, six areas of concern were identified: problems crossing Aldwins Road, a request to extend the median barrier fence on Aldwins Road, extension to the shared pedestrian/cycle pathway on the east side of Aldwins Road and the installation of cycle lanes on Aldwins Road and Harrow Street.
3. Based on the identified areas of concern from the survey, the objectives for this stage of the project were set, as follows:
 - (a) Upgrading of the traffic signals to provide a crossing facility for cyclists and pedestrians at the Harrow Street and Aldwins Road intersection.
 - (b) Extension of the northern section of the median barrier fence between the existing Aldwins Road signalised pedestrian crossing facility and the signals at Aldwins/Harrow intersection.
 - (c) Installing a zebra crossing at the Harrow Street Island, to allow pedestrians to access or exit from the island across the Harrow Street left turn slip lane into Aldwins Road.

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- (d) Installing a shared pedestrian/cycle pathway on the East side of Aldwins Road from Linwood Park to Marcroft Street and the upgrading of existing shared pedestrian/cycle pathway from Marcroft Street to Bass Street.
- (e) To stay within the available budget for the project.

FINANCIAL IMPLICATIONS

- 4. The funding for the proposed works in Aldwins Road is provided in the 2009-19 LTCCP as Pedestrian Safety Initiatives page 247 and Cycleways Improvements Programme page 243. Pricing information is included in the public excluded section of this agenda.

LEGAL CONSIDERATIONS

- 5. Cycleways are established by the authority of the Council under section 332 of the Local Government Act 1974. Under Section 332 a cycle track is also a cycle path, defined as:
 - (a) Means part of the road that is physically separated from the roadway that is intended for the use of cyclists, but which may be used also by pedestrians; and
 - (b) Includes a cycle track formed under section 332 of the Local Government Act 1974.
- 6. Signage will be provided as required in the Traffic Control Devices Rule under Schedule 1.
- 7. The Council has the delegated authority to approve the installation of additional signalised pedestrian crossing facilities on Aldwins Road and the extension to the shared pedestrian/cycle pathway on Aldwins Road.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

- 8. This project aligns with the Transport and Greenspace Unit's Asset Activity Management Plan. The funding for the proposed works in Aldwins Road is provided in the 2009-19 LTCCP as Pedestrian Safety Initiatives page 247 and Cycleways Improvements Programme page 243.

ALIGNMENT WITH STRATEGIES

- 9. 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

- 10. A seminar was held with the Hagley/Ferrymead Community Board on Wednesday 4 November 2009 to advise the Board of the proposed consultation plan. Community consultation was undertaken in December 2009.
- 11. Approximately 510 Project information leaflets were distributed to stakeholder groups, residents and landowners in the community in hard copy or in email form. Sixteen responses were received, of which fourteen (88 per cent) were in support of the project, one (six per cent) did not support the project, and one (six per cent) did not specify a preference.
- 12. The key issues raised related to request for extra seating; removing the bus stop outside 116 Aldwins Road; the control of traffic turning left into Aldwins Road; synchronised traffic signals; maintenance issues; the need for pedestrian signals; request for bus lanes and cycle lanes on Aldwins Road and Harrow Street.

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13. Responses to community consultation and changes to the proposed plan are as follows:

- (a) The seat from outside Linwood Park (opposite 159A Aldwins Road) will be removed and placed into the entrance of Linwood Park. A new seat for Bass Street has been requested, this will be installed if funds are available.
- (b) Widening the pedestrian crossing area at the signals to incorporate a larger space for cyclist and pedestrians.
- (c) The signal lanterns will include a cycle and pedestrian symbols for crossing.
- (d) The bus stop will remain outside 116 Aldwins Road. The next bus stop in a southerly direction is 335 metres away. The next stop in a northerly direction is 294 metres away. To take the bus stop away would create an unacceptable distance between stops and would disadvantage some passengers, especially those with mobility impairments.
- (e) Traffic lights controlling the left turn out of Harrow Street into Aldwins Road are not recommended. The installation of lights at this point would cause traffic to build up and cause delays. The Give Way controls for the left turn out of Harrow Street allow traffic to "filter" into the traffic heading north on Aldwins Road.
- (f) The new signals will not be synchronised with the existing pedestrian crossing outside Linwood College. They, as with the ones outside the College, will be on call demand signals. The person must stand on the signal calling pad for the signals to activate. This is to stop people walking past and pushing the calling button and then not waiting to cross, resulting in a needless interruption to traffic along the major arterial roadway of Aldwins Road.
- (g) On road bus lanes are outside the scope of this project.

STAFF RECOMMENDATION

That the Council:

- (a) Approve the concept plan as shown in **Attachment 1** TP318102.
- (b) Approve the concept plan as shown in **Attachment 2** TP318101.
- (c) Approve the following:

Install new signalised pedestrian crossing:

- (i) That a pedestrian crossing, controlled by traffic signals be installed across Aldwins Road on the north side of the Harrow Street intersection.

Install new zebra pedestrian crossing:

- (ii) That a zebra pedestrian crossing be installed between the north-west corner of Aldwins Road and Harrow Street and the pedestrian refuge island.

Install new shared pedestrian/cycle path:

- (iii) That the pathway on the east side of Aldwins Road between Marcroft Street and the first entrance to Linwood Park be resolved as a shared pedestrian/cycle pathway.

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BOARD RECOMMENDATION

It was **resolved** on the motion of Tim Carter, seconded by Bob Todd, that the staff recommendation be adopted.

Note: Rod Cameron voted against the motion.

BACKGROUND (THE ISSUES)

14. Aldwins Road is a major arterial road and Harrow Street is a minor arterial road. The area is zoned L2 with a school zone and a business zone. The main entrances to Linwood College are located on Aldwins Road.
15. The Land Transport Safety Crash Analysis System shows there have been in excess of 121 crashes recorded for the five year period between 2003 and 2008, for the full length of Aldwins Road. However, in the area close to the intersection with Harrow Street, 19 accidents were recorded between 2004 and 2009. The cause of these crashes varies greatly, although rear end/obstruction represents the largest proportion of incidents. Twelve pedestrian related crashes occurred in this time, with two at the location of the proposed extension to the Aldwins Road barrier fence site.
16. A traffic count undertaken in June 2007 shows Aldwins Road carries on average 25,679 vehicles per day. This count was taken midblock of the intersection of Aldwins Road and Marlborough Street. The speed survey revealed that the 85th percentile speed was 59.8 kilometres per hour. There is a 60 kilometres per hour speed limit on this section of road.

THE OBJECTIVES

17. The aims and objectives of this project are met by:
 - (a) Upgrading and installation of the traffic signals to provide a crossing facility for cyclists and pedestrians at the Harrow Street and Aldwins Road intersection.
 - (b) Installation of a fence extension of the northern section of the median barrier fence between the Aldwins Road school traffic signal and the proposed signal at Aldwins Road and Harrow Street intersection.
 - (c) Installation of a zebra pedestrian crossing at Harrow Street island, east.
 - (d) Installation of a shared pedestrian/cycle pathway on the east of Aldwins Road from Linwood Park to Marcroft Street and upgrading the existing shared facility from Marcroft Street to Bass Street.
 - (e) Work to be completed within budget.

THE OPTIONS

18. Two options were developed for comparison. Option One has been selected as the preferred option and was circulated to the community for consultation.

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Option One

19. Option One includes:

- (a) Upgrading of the traffic signals to provide a crossing facility for cyclists and pedestrians at the Harrow Street and Aldwins Road intersection. The upgraded signals would operate in two phases with pedestrians and cyclists crossing from Harrow Street to the island in conjunction with the right turning phase from Harrow. The pedestrians can proceed with an on-call from the island across the southbound lanes of Aldwins Road.
- (b) A fence extension of the northern section of the median barrier fence between the Aldwins Road Linwood College traffic signal and the proposed signal at Aldwins/Harrow intersection.
- (c) Zebra crossing at Harrow Street island, east.
- (d) A shared cycle/walk path on the east of Aldwins Road from Linwood Park to Marcroft Street and upgrading the existing shared facility from Marcroft Street to Bass Street

20. Option one is the preferred option it meets all the project key objectives and meets the current budget for the projects.

Option Two

21. Option Two includes the following:

- (a) Upgrading of the traffic signals to provide a crossing facility for cyclists and pedestrians at the Harrow Street and Aldwins Road intersection. The upgraded signals would operate in two phases with pedestrians and cyclists crossing from Harrow Street to the island in conjunction with the right turning phase from Harrow Street. The pedestrians can proceed with an on-call from the island across the southbound lanes of Aldwins Road.
- (b) A fence extension of the northern section of the median barrier fence between the Aldwins Road school traffic signal and the proposed signal at Aldwins/Harrow Streets intersection.
- (c) Zebra crossing at Harrow Street island, east.
- (d) A shared cycle/walk path on the east of Aldwins Road from Linwood Park to Marcroft Street and upgrading the existing shared facility from Marcroft Street to Bass Street.
- (e) On road cycle lanes for Harrow Street from Tuam Street to Aldwins Road.
- (f) On-road cycle lanes for Aldwins Road from Linwood Avenue to Ferry Road.

22. Option two has not been selected as the preferred option because there was insufficient funding to fund the on-road cycle lanes.

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PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

2.1 IRINKA BRITNELL AND ROBYN KILTY – ENGLEFIELD RESIDENTS ASSOCIATION INC

Irinka Britnell and Robyn Kilty, representing the Englefield Residents Association, addressed the Board raising concerns relating to a proposal to remove two cherry trees in the Beverly Park entrance way, to allow for the construction of an access lane to a new development on Te Orewai Place/Avonside Drive.

The Chairperson thanked Irinka Britnell and Robyn Kilty for their deputation to the Board.

3. PRESENTATION OF PETITIONS

The Board received a petition signed by 157 residents of Redcliffs, Sumner and Mt Pleasant supporting the establishment of a skate facility at Barnett Park.

It was **decided** on the motion of Yani Johanson, seconded by Brenda Lowe-Johnson, that the petition be received and referred to the relevant staff.

4. NOTICE OF MOTION

Nil.

5. CORRESPONDENCE

5.1 GREG WEST AND RICHARD BLUETT

The Board received correspondence from Greg West and Richard Bluett relating to overnight camping in Cranmer Square and the surrounding areas.

It was **decided** on the motion of Tim Carter, seconded by Yani Johanson, that the correspondence from Greg West and Richard Bluett be referred to the Council, to be considered with the Board's recommendations to the Council on 11 February 2010.

5.2 LIZ WHITEFORD

The Board received correspondence from Liz Whiteford relating to overnight camping in Cranmer Square and the surrounding areas.

It was **decided** on the motion of Tim Carter, seconded by Yani Johanson, that the correspondence from Liz Whiteford be referred to the Council, to be considered with the Board's recommendations to the Council on 11 February 2010.

5.3 RICHARD BALL, ACTING GENERAL MANAGER OF STRATEGY AND PLANNING

The Board received correspondence from Richard Ball in response to the Board's letter to the Chief executive dated 24 November regarding the District Planning Work Programme.

It was **decided** on the motion of Yani Johanson, seconded by Tim Carter, that the correspondence be received, and a letter be written outlining the Boards view in response to the issues raised.

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6. BRIEFINGS

Mark Christison, Unit Manager City Water and Waste briefed the Board on the responsibilities of his unit.

7. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** updates from the Community Board Adviser on Board related activities. Specific mention was made to upcoming dates for meetings, upcoming council consultations, the Council Update for December 2009 and the Customer Service Requests statistics for November 2009 to January 2010.

The Board **received** and **endorsed**, subject to amendments discussed, its submission to the Draft Public Open Spaces Strategy 2010-2040.

The Board **received** memorandums from staff in response to Board requests on the following matters:

- The Aldwins Road mid block Crossing (Linwood College).
- Community Safety in Latimer Square and King Park.
- Undergrounding of overhead services on a section of Cambridge Terrace.
- Lockable gate at Barnett Park.

8. BOARD MEMBERS' QUESTIONS

Nil.

9. BOARD MEMBERS' INFORMATION EXCHANGE

Rod Cameron updated the Board as its representative on Keep Christchurch Beautiful, and advised Board members of the upcoming Christchurch Beautifying Association Street Awards.

Board members raised concerns relating to the safety of cyclists using the cycle lanes on Ferry Road. The Board **decided** to request information outlining what can be done to improve the safety of cyclists in this area, including the implications of removing the cycle lanes, reducing vehicle speed limits and the integration of urban design solutions in traffic planning.

The Board **decided** to request information on how the Board will be involved in decisions relating to the Central City as a result of the amendment to Board's delegations in the Central City.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MINUTES – 16 DECEMBER 2009

It was **resolved** on the motion of Tim Carter, seconded by Rod Cameron, that the minutes of the Board's ordinary meeting of 16 December 2009 be confirmed.

11. EASEMENT OVER FERRYMEAD RESERVE

The Board considered a report seeking the approval to the granting of an easement for the right to convey water in gross over part of Ferrymead Reserve.

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It was **resolved** on the motion of Tim Carter, seconded by Brenda Lowe-Johnson that the Board approve the granting of an Easement (shown as option 1 in **Attachment 1** in the agenda) in Gross to convey water over Lot 3 DP 21139, Rural Section 38196 and Rural Section 871, also known as Ferrymead Reserve, subject to the following conditions:

- (a) The consent of the Department of Conservation being sought.
- (b) The restoration of the Reserve to the condition it is in prior to the commencement of the works.
- (c) The Unit Manager Corporate Support being authorised to finalise and conclude the granting of the easement.

12. BARNETT PARK BIKE AND SKATE AREA

The Board considered a report is to seeking approval for the concept plan for the Barnett Park bike and skate area amended as a result of consultation with the local community, and to install no stopping restrictions along the entire length of the western side of the entrance road into Barnett Park. Staff provided additional advice that they will be seeking a peer review of the Project Information Memorandum obtained for this project.

It was **resolved** on the motion of Bob Todd, seconded by Rod Cameron, that consideration of this item be deferred until a peer review is undertaken on the Project Information Memorandum, and the outcome reported back to the Board.

13. INSTALLATION OF NEW LIGHTING ON MCCORMACKS BAY RESERVE BY SUMNER RUGBY CLUB

The Board considered a report seeking support for an application from the Sumner Rugby Club to install two additional sports field lighting poles on McCormacks Bay Reserve, prior to seeking approval from the Transport and Greenspace Manager under his delegated authority. Staff provided additional information relating to consultation on the lighting application.

It was **resolved** on the motion of Rod Cameron, seconded by John Freeman, that the Board support the approval by the Transport and Greenspace Unit Manager of the application by the Sumner Rugby Club to erect an additional two lighting poles on McCormacks Bay Reserve, as shown in the attached plan, subject to:

- (a) The exact placement of the sports field lighting pole to the west of the present toilet changing shed complex on the park is to be such that possible future extensions to this building in this direction are not compromised by its placement, and is to be to the Transport and Greenspace Unit Managers satisfaction.
- (b) The applicant obtaining the necessary resource consents, and building consents, at their cost before commencing installation of the lighting system upon the park.
- (c) The applicant being responsible for ensuring that they or the contractors they engage are responsible for obtaining plans of all services presently laid underground in the park (electricity, telephonic, sewerage, storm water, high pressure water supply and irrigation).
- (d) The applicant being required to deposit scaled plans, showing the lighting poles and cable layout in the park, as built, within two months of the work being completed.
- (e) The applicant being responsible for all costs associated with the installation and maintenance of the lighting system.

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- (f) The applicant being responsible for ensuring that the lighting system is maintained in a safe and tidy condition at all times.
- (g) That the lights are operated on a maximum of four nights over any weekday period.
- (h) That the lights are not operated after 9pm.
- (i) The applicant is to pay a bond of \$2000 to the Council via the Transport and Greenspace Area Contract Manager (Eastern) at Linwood Service Centre before any construction work commences on the site. The bond less any expenses incurred by the Council will be refunded to the payee upon completion of the development to a standard acceptable to the Transport and Greenspace Manager or his designate.
- (j) That the poles be painted Flax Green (12 B 21) in colour to integrate them into the park environment.
- (k) This approval will lapse if the development is not completed within two years of application.

14. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD DISCRETIONARY RESPONSE FUND - AVEBURY HOUSE COMMUNITY TRUST - COMMUNITY GARDEN

The Board considered a report presenting a request for funding from Avebury House Community Trust from the Hagley/Ferrymead Community Board 2009/10 Discretionary Response Fund.

It was **resolved** on the motion of Rod Cameron, seconded by Tim Carter, that the Board allocate \$500 from its 2009/10 Discretionary Response Fund to Avebury House to assist with costs for the community garden.

15. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD DISCRETIONARY RESPONSE FUND - SUMNER BAYS UNION TRUST - COMPUTING @ REDCLIFFS

The Board considered a report presenting a request for funding from Sumner Bays Union Trust to the Board from its 2009/10 Discretionary Response Fund.

STAFF RECOMMENDATION

That the Board decline the application from Sumner Bays Union Trust for the Computing @ Redcliffs project, as the Council does not fund educational programmes that are considered to be Central Government responsibility.

BOARD RECOMMENDATION

The staff recommendation was moved by Tim Carter and seconded by Rod Cameron.

The motion was subsequently withdrawn by consent of the majority of the Members present and voting.

It was **resolved** on a motion of Yani Johanson, seconded by John Freeman, that consideration of this request be deferred until the Board has the opportunity to view the report requested by the Council in 2009 on the consequences of the Government decision regarding ACE funding, and request this with urgency.

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16. LOCAL GOVERNMENT “KNOW HOW” TRAINING WORKSHOP – ASSET MANAGEMENT

The Board considered a report seeking approval for interested members to attend a Local Government New Zealand “Know How” Training Workshop – Asset Management, to be held in Christchurch on 22 February 2010, and discussed the need for Board members to attend.

It was **resolved** on a motion of Bob Todd, seconded by Tim Carter, that no members of the Board attend the Local Government New Zealand “Know How” Training Workshop – Asset Management.

17. RESOLUTION TO EXCLUDE THE PUBLIC

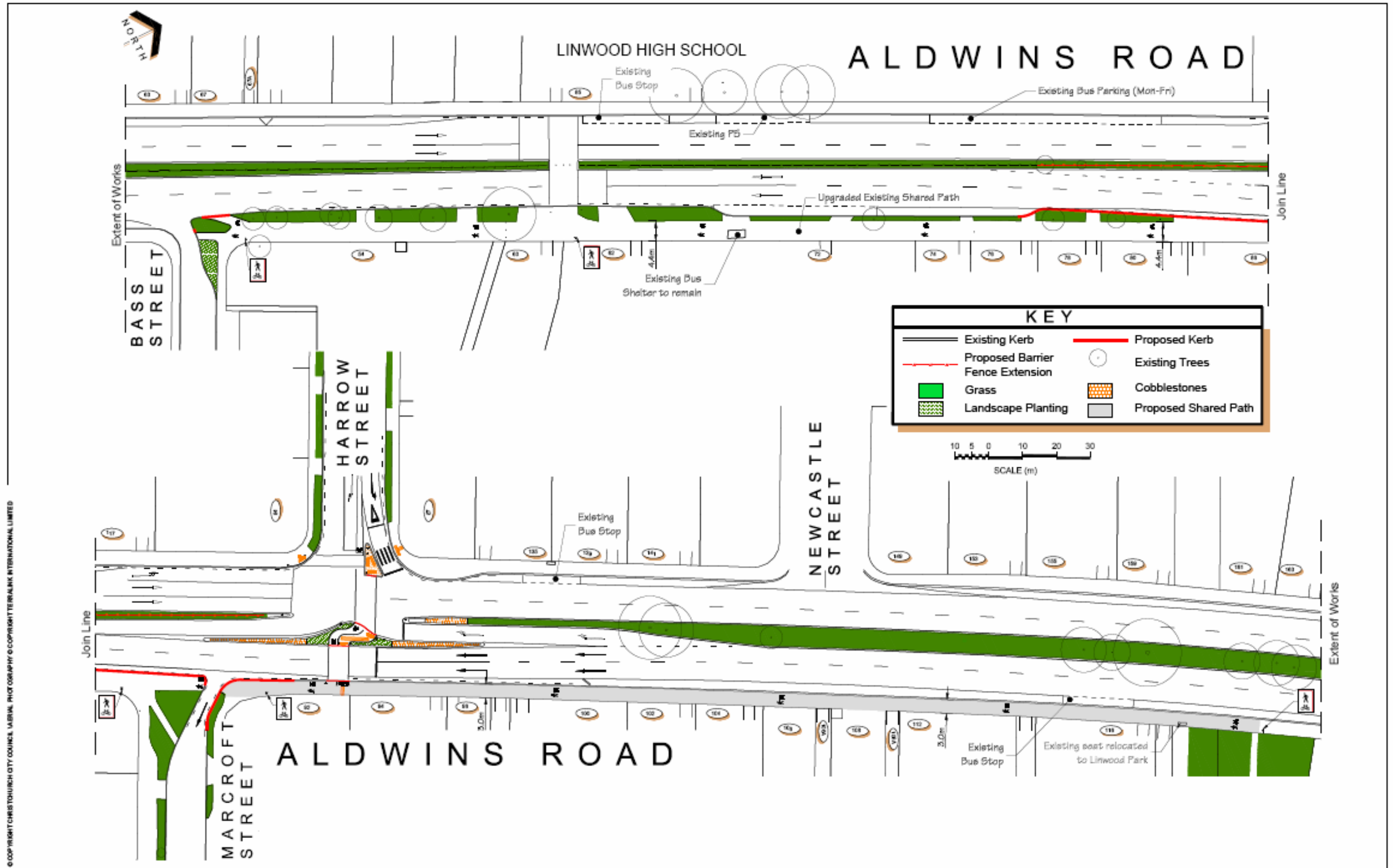
It was **resolved** on a motion of Bob Todd, seconded by Rod Cameron, that the public be excluded from the following parts of the proceedings of the meeting, namely item 19.

Note: Yani Johanson and Brenda Lowe-Johnson voted against the motion.

The Chairperson thanked Board members and staff for their attendance and contributions, and declared the meeting closed at 5.50pm.

CONFIRMED ON THIS 17TH DAY OF FEBRUARY 2010

**BOB TODD
CHAIRPERSON**



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ALDWINS ROAD EXTENSION TO SHARED PEDESTRIAN/CYCLE PATHWAY
 Aldwins / Harrow Traffic Signal Upgrade
 For Approval

Original Plan Size: A3
 ISSUE. 2 11/01/10
 TP318102 RAH

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ATTACHMENT 2 TO CLAUSE 1



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