

**SHIRLEY/PAPANUI COMMUNITY BOARD
AGENDA**

WEDNESDAY 16 APRIL 2014

AT 4PM

**IN THE BOARD ROOM, PAPANUI SERVICE CENTRE
CORNER LANGDONS ROAD AND RESTELL STREET, PAPANUI**

Community Board: Mike Davidson (Chairperson), Pauline Cotter, Ali Jones, Aaron Keown, Gemma Maslin, Emma Norrish and Barbara Watson.

Community Board Adviser
Siân Daly
DDI: 941 5415
Email: sian.daly@ccc.govt.nz

- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
- PART C - DELEGATED DECISIONS**

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1. **APOLOGIES**

2. **DECLARATION OF INTEREST**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member of any private or other external interest they might have.

3. **CONFIRMATION OF MINUTES – 2 APRIL 2014**

The minutes of the Board's ordinary meeting of Wednesday 2 April 2014 are **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's ordinary meeting of Wednesday 2 April 2014 be confirmed.

**SHIRLEY/PAPANUI COMMUNITY BOARD
2 APRIL 2014**

**Minutes of the meeting of the Shirley/Papanui Community Board
held on Wednesday 2 April 2014 at 4pm in the Board Room
Papanui Service Centre, corner Langdons Road and Restell Street, Papanui**

PRESENT: Mike Davidson (Chairperson), Pauline Cotter, Ali Jones, Aaron Keown, Emma Norrish and Barbara Watson.

APOLOGIES: An apology was received and accepted from Gemma Maslin. Ali Jones retired from the meeting at 5.47pm, returning at 5.48pm and was absent for part of clause 7.

The Board reports that:

PART B – REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 POSITIVE YOUTH DEVELOPMENT SCHEME REPORT – BELFAST PRIMARY SCHOOL

The Prefects and House Leaders from Belfast Primary School reported back to the Board on their participation in the Papanui Youth Development Trust Student Leadership Development Course in March 2014.

The Chairperson thanked the students of Belfast Primary School for their report.

1.2 POSITIVE YOUTH DEVELOPMENT SCHEME REPORT – TOMO DORRANCE

Tomo Dorrance reported back to the Board on his attendance at the Scout Jamboree in Fielding from 28 December 2013 to 6 January 2014.

The Chairperson thanked Tomo for his report.

1.3 STYX LIVING LABORATORY TRUST

Dr Chris Phillips – Chair, Cynthia Cripps – Board Secretary/Treasurer, Hugh Thorpe and Antony Shadbolt – Board Members of the Styx Living Laboratory Trust attended to provide the Board with an overview of the Trust and its initiatives.

1.4 COMMUNITY ENERGY ACTION

Jess Feibig from Community Energy Action attended to provide the Board with an overview of the work that the Community Energy Action charitable trust carries out in the Canterbury community.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

ATTACHMENT TO CLAUSE 3 Cont'd

4. BRIEFINGS

4.1 SHIRLEY/PAPANUI COMMUNITY BOARD LEADERSHIP DAY

Christine Lane, Strengthening Communities Adviser, updated the Board on progress with arrangements for the Leadership Day on 9 May 2014.

4.2 AQUATICS FACILITIES PLAN

John Filsell, Unit Manager Recreation and Sports, updated the Board on the Aquatics Facilities Plan.

5. CORRESPONDENCE

5.1 EARTHQUAKE COMMISSION

The Board **received** a letter from Ian Simpson, Chief Executive of the Earthquake Commission.

5.2 FLOODING AROUND AYLESFORD STREET

The Board **received** a letter from Ian and Wendy Thresh about the flooding around Aylesford Street in Mairehau.

5.3 CHRISTCHURCH CITY COUNCIL – NIGHT TIME ROAD ACCESS RESTRICTIONS ON ANTISOCIAL ROAD USERS

The Board **received** a tabled memorandum from Christchurch City Council Staff notifying them of the upcoming consultation on proposed new night time road access restrictions targeted at antisocial road users under Clause 15 of the Traffic and Parking Bylaw 2008 'Prohibited Times on Roads'.

5.4 CHRISTCHURCH WEST MELTON ZONE COMMITTEE – ENVIRONMENT CANTERBURY

The Board **received** a tabled letter from the Chairperson of the Christchurch West Melton Zone Committee providing a background on the Committee's establishment and aims.

6. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser on Board-related activities, including upcoming meetings and events.

6.1 CHRISTCHURCH WEST MELTON ZONE COMMITTEE

In the letter tabled in clause 8.4 above, the Chairperson of the Christchurch West Melton Zone Committee suggested a meeting with the Board to discuss water management issues the Board members consider to be priorities for local people.

The Board **decided** to request that staff arrange a workshop meeting with the Christchurch West Melton Zone Committee in June 2014.

6.2 BOARD SUBMISSION ON DRAFT ANNUAL PLAN

Board members were provided with the Draft Annual Plan early in March 2014. Methods of submission were discussed with the Board.

6 Cont'd

The Board **decided** to provide suggestions or issues to the Community Board Adviser by 5pm Wednesday 9 April that can be incorporated into a draft submission to be finalised at the Board meeting on 16 April.

6.3 **SITE VISIT TO THE GROYNES**

The Board **decided** to request that staff arrange a site visit to the Groynes with Park Ranger Arthur Adcock and his team, preferably on Wednesday 28 May 2014.

7. **ELECTED MEMBERS' INFORMATION EXCHANGE**

The Board **decided** to request that:

- Key staff involved with the Cycleways Project provide an update to the Board at their next meeting on the proposed time frame for delivery of the new cycle ways in Christchurch.
- Board support staff provide information received from Graeme Mitchell including the amended 'Map of Community Facilities' to the Board and Housing New Zealand.
- Appropriate Staff provide an update to the Board on the proposed renewal of Courtenay Street, Saint Albans.

8. **QUESTIONS UNDER STANDING ORDERS**

Nil.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

9. **DECLARATION OF INTEREST**

There were no declarations of interest.

10. **CONFIRMATION OF MEETING MINUTES – 19 MARCH 2014**

The Board **resolved** that the minutes of the Board's ordinary meeting of Wednesday 19 March 2014 be confirmed.

11. **808 MAIN NORTH ROAD - BUS SHELTER**

The Board considered a report seeking its approval to install a new bus shelter at an existing bus stop on Main North Road.

The Board **resolved** to approve the installation of a bus shelter at the bus stop outside 808 Main North Road.

12. **DANIELS ROAD – PROPOSED NO STOPPING RESTRICTION**

The Board considered a report seeking its approval to install a No Stopping Restriction to replace one P60 parking space in front of the Redwood shops, on the north side of Daniels Road following requests from motorists using the right of way adjacent to the shops.

12 Cont'd

The Board **resolved** to approve:

- 12.1 That all existing parking restrictions on the north side of Daniels Road from its intersection with Main North Road and extending in an easterly direction for a distance of 69 metres be revoked.
- 12.2 That the stopping of vehicles be prohibited at any time on the north side of Daniels Road commencing at its intersection with Main North Road and extending in an easterly direction for a distance of 11 metres.
- 12.3 That the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Daniels Road commencing at a point 11 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 30 metres.
- 12.4 That the parking of vehicles be prohibited at any time on the north side of Daniels Road commencing at a point 41 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 13 metres.
- 12.5 That a bus stop box be installed (retained) on the north side of Daniels Road commencing at a point 54 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 15 metres.

13. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD'S POSITIVE YOUTH DEVELOPMENT SCHEME – BILLIE LEIATAUA AND SARAH COSGROVE

The Board considered a report seeking its approval of an application for funding from the Shirley/Papanui Community Board's 2013/14 Positive Youth Development Scheme from Billie Leiataua and Sarah Cosgrove.

The Board **resolved** to approve a grant of \$250 each (a total of \$500) to Billie Leiataua and Sarah Cosgrove from the Positive Youth Development Scheme to assist with the costs of their attendance at the International Future Problem Solving Finals to be held in Iowa, U.S.A. from 12 to 15 June 2014.

The meeting concluded at 5.45pm.

CONFIRMED THIS 16TH DAY OF APRIL 2014

**MIKE DAVIDSON
CHAIRPERSON**

4. DEPUTATIONS BY APPOINTMENT

4.1 NORTHGATE COMMUNITY TRUST

Karen Watson from the Northgate Community Trust will attend to update the Board on the Trust's work in the community.

5. PRESENTATION OF PETITIONS

6. NOTICES OF MOTION

7. BRIEFINGS

7.1 MAJOR CYCLEWAYS PROGRAMME

John Hannah, Project Manager and Gemma Dioni, Senior Traffic Engineer, Capital Programme Group, will attend the meeting with an update on the Major Cycleways Programme as requested by the Board at their meeting on 2 April 2014.

8. CORRESPONDENCE

8.1 CHRISTCHURCH CITY COUNCIL – GROYNES – GRANTING OF EASEMENTS AS BUILT

Refer to memorandum **attached**.

8.2 CHRISTCHURCH CITY COUNCIL – PAPANUI-REDWOOD ASSOCIATION FOOTBALL CLUB

Refer to memorandum **attached**.

Christchurch City Council City Environment Group

Memorandum

Date: 31 March 2014

From: John Allen - Policy & Leasing Administrator

To: SHIRLEY/PAPANUI COMMUNITY BOARD

cc: Sian Daly – Community Board Advocate
Terry Howes – Acting City Environment General Manager
John Mackie – Unit Manager Transport and Greenspace
Ross Campbell – Parks Operations Manager
Kay Holder – Team Leader Regional Parks Operations
Rodney Chambers – Coastal Head Ranger
Arthur Adcock – Ranger, Project Manager

Attachments: 1. Plan showing realignment of sewage pipeline (TRIM 14330649)
2. Plan showing entrance to The Groynes (TRIM 14/330467)

GROYNES - GRANTING OF EASEMENTS AS BUILT

Background:

You will be aware that the area of land to the east of the main entrance into the Groynes from Johns Road, which was formally orchard land, is currently being developed/subdivided for housing by Groynes Development Ltd.

As part of this, as with any housing development, there is a need to connect the subdivision sewage network to the existing Council network. This subdivision network is to connect to the Council sewer main, which is laid through the Groynes, this main being laid to remove the sewage from the Clearwater subdivisions.

Council officers are requiring a 150 mm gravity main, and a 200 mm pumping main to be laid from the existing pumping main in the Groynes through to the new subdivision. The alignment of these mains is to be under the access road and bridge from the main entrance into the back of the Groynes (refer **Attachment 1**). The reason this alignment has been chosen is to minimise damage being caused to the trees planted within the Groynes. Digging work required to be undertaken within the drip-line of trees adjacent to the access road, is to be undertaken by air spade to minimise damage being caused to the tree roots.

This work is to be undertaken very shortly to ensure that:

1. The gaining of titles and release of the much needed sections is not unduly held up, this being in line with Gerry Brownlee's vision for the City's recovery/development.
2. The work is completed over the autumn/winter period thereby minimising the impact of the work on Groynes users.

ATTACHMENT 1 TO CLAUSE 8.1 Cont'd

3. The work is to be undertaken in such a way and at times to minimise it's impact upon Groynes users.

The work is to be undertaken by Dormer Construction starting on 14 April with a completion target of 30 June 2014.

Easement Requirements:

Initially it was intended that these sewer lines be laid along the existing route of Groynes Drive, which is legal road. However NZTA are proposing to construct the Western Belfast State Highway 1 Bypass and this will be elevated in this location to allow Groynes Drive to be redirected at right angles beneath it into the Groynes (refer **Attachment 1**). Council officers require the subdividers to lay the sewer mains along the future alignment of Groynes Drive thus ensuring future access to these services.

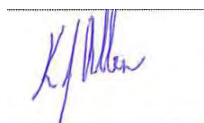
This will mean however that on this new alignment these mains will be required to be laid through one, maybe two small recreation reserves vested in the Council, see **Attachment 2** on which the reserves in question are coloured yellow.

There is a requirement under section 48 (6) of the Reserves Act 1977 for the Council to grant easements unto itself to cover these utilities that the Council will own. The Council has delegated it's powers to grant these easements to Community Boards, this normally occurring before the utilities are laid in the ground. This formal process takes approximately three months to complete.

Contractors are intending to commence work on this particular project shortly, (see above), to ensure that the work is undertaken in such a way to satisfy the three points set out at the end of the preceding section.

It should be noted that with the building of the bypass there will need to be a number of changes made with respect to the entrance into the Groynes, which may include some changes to the way in which some parcels of land in this area are held. Council officers are satisfied that the proposed alignment of the sewer mains will not compromise future planning matters in relation to the new entrance into the Groynes.

After taking into consideration all the matters elaborated upon above Council Officers believe that it is too early to put the required easements in place, and therefore the easements required under the Reserves Act 1977 will be reported to the Council "as built", when detailed planning for this entrance area has been further developed, and refined.

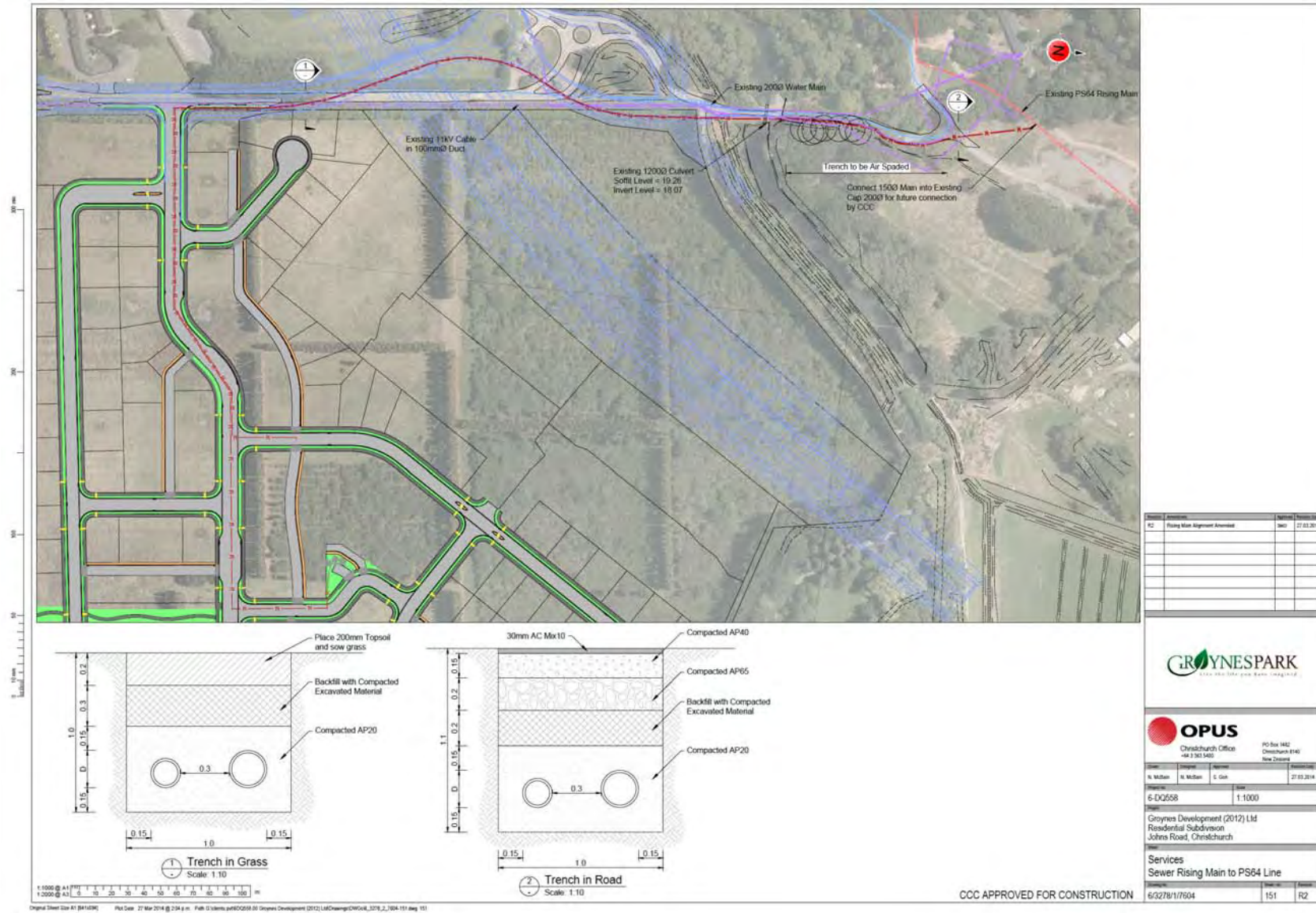


John Allen
Policy & Leasing Administrator
City Environment Group

16. 4. 2014

- 11 -

ATTACHMENT TO CLAUSE 8.1 Cont'd



16. 4. 2014

- 12 -

ATTACHMENT TO CLAUSE 8.1 Cont'd



Christchurch City Council Recreation and Sport

Memorandum

Papanui Redwood Football Club

Date: Tuesday 25 March 2014
From: Helen Miles (Community Recreation Advisor)
To: Sian Daly (Shirley/Papanui Community Board Adviser)

The purpose of this memorandum is to advise the Shirley/Papanui Community Board of the process around locating a facility on a park for club use and best practice options. Papanui Redwood Football club have approached the Shirley/Papanui Community Boards for their endorsement of relocating a House from the Red Zone to Owen Mitchell Park to be available for their use as club rooms.

Currently staff in principle are supportive of clubrooms going on Owen Mitchell park as long as it meets all the appropriate requirements. The park has no clubrooms at present but has two senior playing fields. In principal where there is a senior playing field it is appropriate to have facilities. Best practice however encourages hubbing where groups with similar purposes (sport) can share resources.

The 1st stage of the process the club would need to fulfil is to supply council staff copies of the external design and appearance of new buildings. This building would need to be compatible with the park environment into which they are placed, and to comply with Crime Prevention Through Environmental Design (CPTED) principles.

A resource consent is also required under the rules of the Christchurch City Plan to relocate a building, and the assessment criteria for this also relate to visual amenity.

From there, council staff would invite the Club to submit a formal application for a ground lease which must include:

- Scaled site plan, and elevations and plans of the proposed building, showing the floor layout, vehicle access and parking. Note: Engineering type plans required to obtain a resource or building consent are not required for this.
- The appearance and exterior construction materials of your existing building to be relocated, along with a current photo.
- Reason for making the application, including how the proposal is aligned to the vision, purpose and management objectives for the park, reserve or Council.
- The organisation's financial situation, and how they propose to finance the proposal, including if an application will be made for a low interest loan or other Council controlled funding sources.

ATTACHMENT TO CLAUSE 8.2 Cont'd

- Copy of 5 year strategic plan, and if the club/organisation is a recipient of a Club Mark award.
- 3 to 5 year history of the club/organisations membership.
- Composition including numbers of juniors and seniors.
- Other options investigated, and the reason why they were discounted.

If the proposed location is held under the Reserves Act 1977, the proposal would then go through a statutory one month public advertising process, followed by a hearing if needed, then followed by a report to either the Reserves Hearing Panel or the Shirley Papanui Community Board (council staff are currently seeking clarification from Legal Services as to whether the delegation to approve such occupations now sits with the Reserves Hearing Panel or the Community Board). This is then followed by final approval by full Council (acting under delegation from the Minister of Conservation). Owen Mitchell Park came to Council via a now obsolete Act and council staff are seeking confirmation that it is now held as Recreation Reserve. However if it is instead held under the Local Government Act 2002, a similar advertising and reporting process is followed, but without the need for a hearing, or the final full Council approval.

Please contact me if you require any further details.

Helen Miles
Community Recreation Adviser
Recreation and Sports Unit
DDI: 03 941 5409
Fax: 03 9415415
Email: helen.miles@ccc.govt.nz
Web: www.ccc.govt.nz

9. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD'S 2013/14 POSITIVE YOUTH DEVELOPMENT SCHEME – HANNAH HUDSON

| | | Contact | Contact Details |
|-------------------------------------|--|---------|-----------------------------------|
| General Manager responsible: | General Manager, Community Services | N | |
| Officer responsible: | Unit Manager, Community Support | N | |
| Author: | Trevor Cattermole, Strengthening Communities Adviser | Y | Trevor Cattermole DDI 941 5407 |

1. PURPOSE OF REPORT

1.1 The purpose of this report is to seek approval for an application for funding from the Shirley/Papanui Community Board's 2013/14 Positive Youth Development Scheme.

1.2 There is currently \$2,780 in the 2013/14 Positive Youth Development Scheme.

2. EXECUTIVE SUMMARY

Not applicable

3. BACKGROUND

3.1 The purpose of the Positive Youth Development Scheme is to celebrate and support young people living in the Shirley Papanui ward by providing financial assistance for their development. The Community Board also seeks to acknowledge young people's effort, achievement and potential excellence in the community.

3.2 The Positive Youth Development Scheme will consider applications for the following activities:

- Personal Development and Growth - For example leadership training, career development, Outward Bound, Spirit of Adventure, extra curricular educational opportunities.
- Representation at Events - Applicants can apply for assistance if you have been selected to represent your school, team or community at a local, national or international event or competition. This includes sporting, cultural and community events.

3.3. The following eligibility criteria must be met:

- Age groups 12-21 years.
- Projects must have obvious benefits for the young person and the wider community.
- Only one application per person permitted per year.
- Applicants should be undertaking other fundraising activities and not relying solely on Community Board support.
- Successful applicants will be required to report back on their experiences and benefits to the Community Board.

3.4 Attached is a table summarising the applications for funding via the Positive Youth Development Scheme. The total cost of projects for the two applicants is \$8,920.

4. COMMENT

4.1 The applicant Hannah Hudson is 14 years old and in year 10 at St Andrews College.

4.2 The applicant is seeking funding to assist with the costs of attending the International Future Problem Solving Finals from the 12th through to the 15th of June 2014. Hannah previously competed in the New Zealand National Finals as part of a four person team in 2011 while at Cobham Intermediate. In 2013, while at St Andrews College, Hannah competed individually and her work investigating plastic waste entering the oceans gained first place, thus qualifying her for the International Finals in Iowa.

9 Cont'd

- 4.3 Hannah aspires to become a Civil Engineer. In pursuit of this goal she has competed in the Canterbury Westland Science Fair since 2011 and gained Best exhibit involving an aspect of Civil or Natural Resource Engineering in 2011 and 2013. Hannah also enjoys Ballet, Jazz, and Contemporary Dance and last year earned her Elementary Jazz Diplomas, which qualifies her to teach Jazz under the supervision of an appropriately qualified teacher. Hannah is also a Student Councillor for year 10's at her School.
- 4.4 Hannah is attending St Andrews College by attaining an Academic Scholarship.
- 4.5 The applicant lives with an older sister and younger brother. The applicant has supportive parents; however any financial assistance from the Shirley/Papanui Community Board would be greatly appreciated.
- 4.6 There are no legal considerations. This fund aligns with the Strengthening Communities Strategy and the Three Year Plan and Activity Management Plans, 2013-16, page 227.

5. FINANCIAL IMPLICATIONS

- 5.1 The following table provides a breakdown of the costs of attending the International Problem Solving Finals in Iowa, U.S.A for applicant, Hannah Hudson.

| EXPENSES PER PERSON | Cost (\$) |
|--|------------------|
| Accommodation (New York, Chicago, Iowa State University) | \$1,190 |
| Flights (Inclusive of taxes and Insurance) | \$2,910 |
| Transport (Mini Bus, Shuttles) | \$260 |
| Food / Meals | \$300 |
| Total (Per Individual) | \$4,660 |
| Fundraising (Per Individual) | \$3,115 |
| Amount still owing (Per Individual) | \$1,545 |

- 5.2 The Shirley/Papanui Community Board currently has a balance of \$2,780 remaining in the Positive Youth Development Scheme for allocation. This is the first time an application has been received from the applicant Hannah Hudson.

6. STAFF RECOMMENDATION

- 6.1. It is recommended that the Shirley/Papanui Community Board approve a grant of \$250 to Hannah Hudson from the Positive Youth Development Scheme to assist with the costs of attending the International Future Problem Solving Finals to be held in Iowa, U.S.A. from 12 to 15 June 2014.



10. 2014 CITY WIDE SPEED LIMIT REVIEW – PROPOSED SPEED LIMIT CHANGES SHIRLEY PAPANUI WARD

| | | Contact | Contact Details |
|-------------------------------------|---|---------|----------------------------|
| General Manager responsible: | General Manager, City Environment Group | N | |
| Officer responsible: | Unit Manager, Transport and Greenspace | N | |
| Author: | Ryan Rolston, Traffic Engineer | Y | Ryan Rolston, DDI 941 8516 |

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise the Shirley/Papanui Community Board of proposed changes to speed limits within the ward and to seek that the Board recommends that Council approve the commencement of public consultation on the proposed changes to roads within the ward.
- 1.2 This is a staff initiated report in support of a network wide review of speed limits.

2. BACKGROUND

- 2.1 A city wide review of speed limits has recently been completed. Generally, the Council undertakes a review of speed limits every two years, although the last review was prior to the earthquakes. The latest review is timely as there is growing certainly over post earthquake land-use and a number of new sub-divisions are becoming established.
- 2.2 Enquiries from the public as well as investigations from staff have identified a number of roads where there is sufficient justification for the appropriateness of the speed limit to be reassessed. The speed limits of these roads have been formally reviewed and it is proposed to change speed limits on the following roads:
 - Belfast Road (location of change point only)
 - Cavendish Road (proposed extension of 50 kilometres per hour)
 - Gardiners Road (location of change point only)
 - Marshland Road (proposed 70 kilometres per hour)
 - Wilkinson Road (location of change point only)
- 2.3 Proposed speed limit changes in the northern and eastern areas of the city are shown on **Attachment 1**.
- 2.4 Council undertakes a periodic review of the speed limits of roads within its jurisdiction. The review is undertaken periodically to ensure that speed limits reflect changing environments and land use patterns, particularly around new development areas.
- 2.5 A road controlling authority must review a speed limit when there has been a significant change in adjacent land use or there has been a significant change in the road. A road controlling authority may also review the speed of any road at any time.
- 2.6 The requirements for a road controlling authority to review and change speed limits are set in a clearly prescribed format with the Land Transport Rule: Setting of Speed Limits (2003) (the "Rule") and subsequent amendments. For roads under its jurisdiction, a road controlling authority:
 - (a) must consider the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is in an urban traffic area or a rural area;
 - (b) must review speed limits in accordance with the Rule;
 - (c) must set speed limits in accordance with the Rule.
- 2.7 The calculated speed for the road is based on the development and roadway rating through an assessment process set out in the Rule. Development rating is based on the frequency of driveways and intersections, being high in an urban environment and low in a rural environment. The roadway rating is based on the physical characteristics of the road, such as its width and alignment, but also provisions for parking, cyclists and pedestrians.

10 Cont'd

- 2.8 On completion of a formal review, the Council needs to discuss the results of the speed limit assessments and promote the changes amongst local communities and other stakeholders. Decisions must then be taken on the most appropriate speed limit for the roads being reviewed and changes made to the Register of Speed Limits under the Christchurch City Council Speed Limit Bylaw (2010).

3. COMMENT

Belfast Road (relocation of 50/80 speed limit change point)

- 3.1 The current location of the 50 / 80 change point on Belfast Road is 120 metres east of the railway line, along the frontage to the ex-freezing works site. There are two issues with the present location. Firstly, the proximity of the change point to the railway line creates a conflict with the Level Crossing Ahead signs. Both the speed limit and Level Crossing Ahead signs are regulatory (ie mandatory). Secondly, the alignment of the road and street trees means that the sign on the southern side of the road is not particularly visible for traffic travelling into Belfast.
- 3.2 It is proposed to move the signs some 70 metres to the east. This will place the signs very near the rural / urban road interface. Signs in this location will be significantly more visible for drivers travelling into Belfast. Also, this location is more suitable for the establishment of a threshold type treatment, which would most likely consist of large gates signs.
- 3.3 Although the freezing works site is presently vacant, it retains its Business four zoning and there is nothing to stop business activities occurring on that site presently, for example using the site for industrial storage. Therefore, it is considered that this site should be treated as 'urban' for the purpose of this assessment.
- 3.4 It would not be desirable to move the speed limit to the Belfast side of the railway crossing as avoiding conflict with railway level crossing signage would mean the change point is significantly within the urban area.

Cavendish Road (proposed extension of 50 kilometres per hour speed limit)

- 3.5 The southern two thirds of Cavendish Road is urban and has a 50 kilometres per hour speed limit. The northern third of the road is rural on the western side and has a speed limit of 70 kilometres per hour.
- 3.6 A group of offices has been developed on Cavendish Road near Sturrocks Road. The offices generate large amounts of on street parking in the vicinity, which has significantly changed the character of the northern section of Cavendish Road.
- 3.7 Under the Rule, the calculated speed limit for much of Cavendish Road north of Sturrocks Road is 70 kilometres per hour. However, such a speed limit is considered unreasonable due to the high on-street parking demand creating a very narrow carriageway. Drivers are unable to achieve the speed limit during the day due to the high parking demand. Therefore extending the 50 kilometres per hour speed limit to Styx Mill Road is considered more appropriate than retaining the existing rural 70 kilometres per hour speed limit.
- 3.8 Reducing the speed limit as proposed is consistent with intended further development on the western side of Cavendish Road.

Gardiners Road (relocation of 50/80 speed limit change point)

- 3.9 An electronic speed sign that shows drivers' speed is installed on Gardiners Road at the 50 kilometre per hour change point at Wilkinsons Road. Through a lack of suitable options to locate the electronic sign, it was located exactly on the 50/80 change point location.

10 Cont'd

- 3.10 The purpose of the electronic sign is to reinforce compliance (or otherwise) with the 50 kilometre per hour speed limit for northbound drivers on Gardiners Road. This would be significantly more effective if the sign was located a short distance downstream of the actual speed limit change point. It is proposed to move the speed limit change point 50 metres to the south to achieve this effect. The proposed location is better suited to a threshold speed limit treatment.
- 3.11 The Police have raised concerns with the present location of the speed limit signage, particularly around the visibility of the signs which are partially obscured by vegetation. Because of the need to reposition signs to address this problem, they have been repositioned in the location of the proposed speed limit change point.

Marshland Road north and Main North Road (proposed 70 kilometres per hour speed limit)

- 3.12 The speed limit on Marshland Road increases from 70 kilometres per hour to 80 kilometres per hour north of Prestons Road. The 80 kilometres per hour speed limit continues along Main North Road through to the Waimakariri District.
- 3.13 Recently completed analysis evaluating safety of routes and intersections across the City ranks Marshland Road as the 5th highest risk corridor for fatal and serious injury crashes.
- 3.14 A recent safety assessment specific to Marshland Road recommends reducing the speed limit of the road as a priority to reduce the severity of crashes.
- 3.15 There is very little to distinguish between the road environment of Marshland Road south of Prestons Road (which presently has a 70 kilometres per hour speed limit) and that of Marshland Road north of Prestons Road where 70 kilometres per hour is proposed.
- 3.16 The average speed on Marshland Road at the railway line is 72 kilometres per hour and the 85th percentile speed is 78 kilometres per hour. These existing speeds show that 70 kilometres per hour is a credible speed limit for the road.
- 3.17 It is recommended that the speed limit on Marshland Road is reduced to 70 kilometres per hour from Prestons Road to Main North Road. The most logical position for the new 70/80 change point is at the northern end of the proposed 70 kilometres per hour speed limit is on Main North Road just north of Spencerville Road.
- 3.18 It is noted that the section of Marshland Road from Prestons Road to Lower Styx Road is on the boundary of the Shirley/Papanui and Burwood / Pegasus wards. This section of the road is the subject of a separate report that recommends the reduction of the speed limit to 70 kilometres per hour.

Wilkinsons Road (relocation of 50/80 speed limit change point)

- 3.19 Wilkinsons Road is a short local road the runs between Gardiners Road and Johns Road (SH1). The Harewood Crematorium is accessed from the road along with a number of residential properties. The Gardiners Road end of the road has a speed limit of 50 kilometres per hour and the Johns Road end of the road has a speed limit of 80 kilometres per hour. The speed limit change point is presently around 150 metres from Gardiners Road.
- 3.20 It is considered that the main factor in locating the 50/80 speed limit change point is to distinguish between the 80 kilometres per hour Johns Road and the local road environment of Wilkinsons Road and the surrounding area to the east. To do this effectively it is necessary to relocate the speed limit change point on Wilkinsons Road closer to the Johns Road end of the street. The proposed location is 150 metres east of Johns Road, which has been selected to maximise the visibility of signage for drivers entering Wilkinsons Road from Johns Road.

10 Cont'd

- 3.21 The proposed change will better reflect drivability as the current speed change location 400 metres east of Johns Road does not allow drivers to attain a speed of 80 kilometres per hour in the space available.

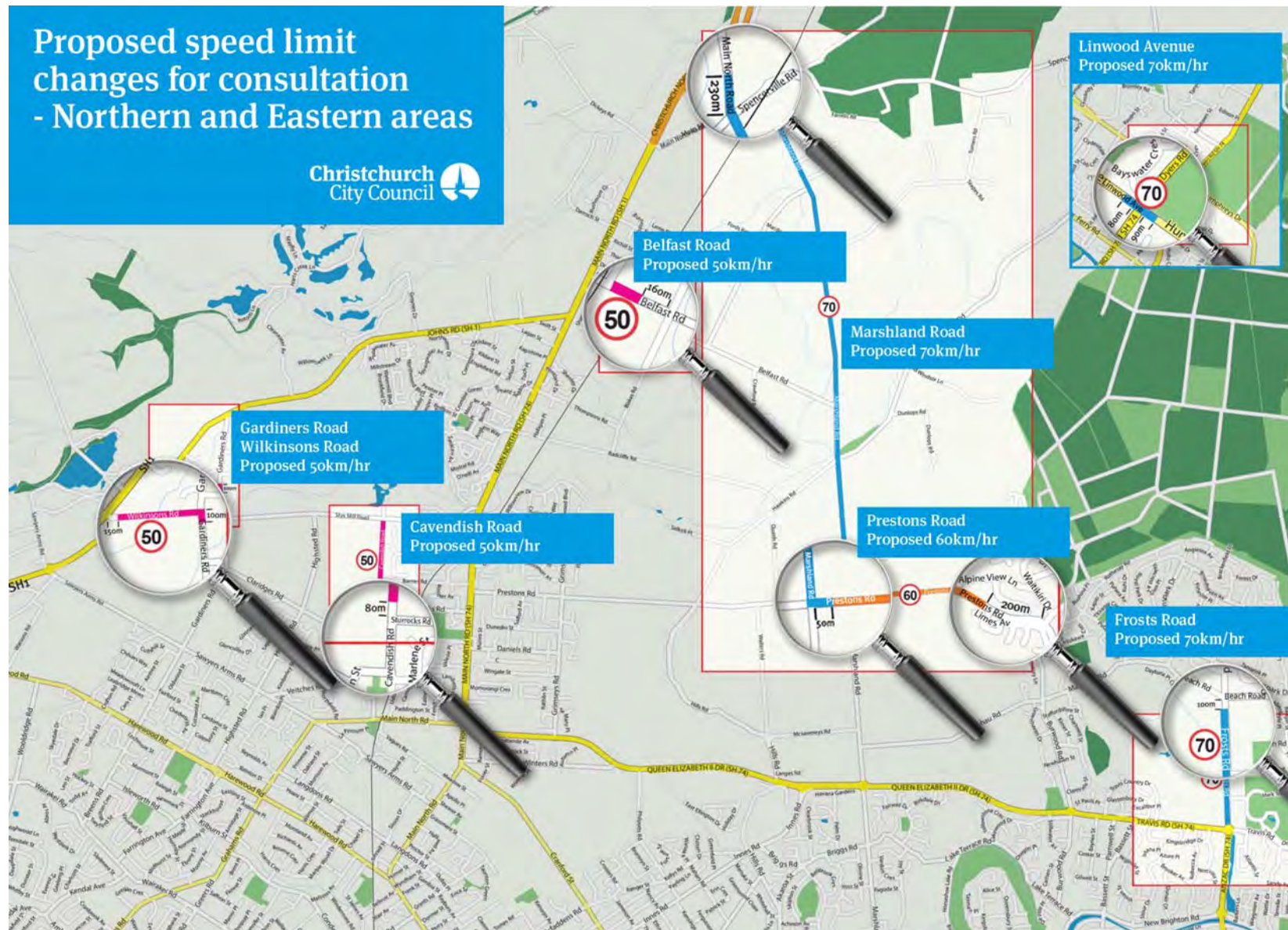
4. FINANCIAL IMPLICATIONS

- 4.1 The estimated implementation cost of revising speed signage for the above speed limits is \$3,000.00.

5. STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board recommend that Council:

- 5.1 Approves the commencement of public consultation on the proposed speed limit changes specified below:
- 5.1.1 Belfast Road, proposed 50 kilometres per hour speed limit commencing at the existing 50/80 change point located 250 metres west of Blakes Road and extending in an easterly direction for a distance of 70 metres.
 - 5.1.2 Cavendish Road, proposed 50 kilometres per hour speed limit commencing at the existing 50/70 change point located 80 metres north of Sturrocks Road and extending in a northerly direction to its intersection Styx Mill Road.
 - 5.1.3 Gardiners Road, proposed 50 kilometres per hour speed limit commencing at the existing 50/80 speed limit change point located 50 metres south of Wilkinsons Road and extending in a southerly direction for a distance of 50 metres.
 - 5.1.4 Marshland Road, proposed 70 kilometres per hour speed limit commencing at its intersection with Lower Styx Road and extending in a northerly direction to its intersection with Main North Road.
 - 5.1.5 Main North Road, proposed 70 kilometres per hour speed limit commencing at its intersection with Marshland Road and extending in a northerly direction for a distance of 230 metres.
 - 5.1.6 Wilkinsons Road, proposed 50 kilometres per hour speed limit commencing at the existing 50/80 change point located 150 metres west of Gardiners Road and extending in a westerly direction to a point 150 metres east of Johns Road.





11. 2014 CITY WIDE SPEED LIMIT REVIEW – PROPOSED SPEED LIMIT CHANGE TO MARSHLAND ROAD

| | | Contact | Contact Details |
|-------------------------------------|---|---------|----------------------------|
| General Manager responsible: | General Manager, City Environment Group | N | |
| Officer responsible: | Unit Manager, Transport and Greenspace | N | |
| Author: | Ryan Rolston, Traffic Engineer | Y | Ryan Rolston, DDI 941 8516 |

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise the joint Burwood/Pegasus and Shirley/Papanui Community Boards of a proposed change to the speed limit on Marshland Road, on the section that forms a Ward boundary (between Prestons Road and Lower Styx Road) and to seek that the Boards recommend that Council approve the commencement of public consultation on the proposed change.
- 1.2 This is a staff initiated report in support of a network wide review of speed limits.

2. BACKGROUND

- 2.1 A city wide review of speed limits has recently been completed. Generally, the Council undertakes a review of speed limits every two years, although the last review was prior to the earthquakes. The latest review is timely as there is growing certainty over post earthquake land-use and a number of new sub-divisions are becoming established.
- 2.2 **Attachment 1** shows the proposed changes to speed limits in the northern and eastern areas of the city for information.
- 2.3 It is proposed to reduce the speed limit of Marshland Road between Prestons Road and Main North Road to 70 kilometres per hour from 80 kilometres per hour. This report relates specifically to the section of Marshland Road between Prestons Road and Lower Styx Road as this section forms the boundary of the Burwood/Pegasus and Shirley/Papanui Community Wards. Marshland Road is fully within the Shirley/Papanui Ward north on Lower Styx Road.

3. COMMENT

- 3.1 The speed limit of Marshland Road increases from 70 kilometres per hour to 80 kilometres per hour north on Prestons Road. The 80 kilometre per hour speed limit continues along Main North Road through to the Waimakariri District.
- 3.2 Recently completed analysis evaluating safety of routes and intersections across the City ranked Marshland Road as the fifth highest risk corridor for fatal and serious injury crashes.
- 3.3 A recent safety assessment specific to Marshland Road recommends reducing the speed limit of the road as a priority to reduce the severity of crashes.
- 3.4 There is very little to distinguish between the road environment of Marshland Road south of Prestons Road (which presently has a 70 kilometres per hour speed limit) and that of Marshland Road north of Prestons Road where 70 kilometres per hour is proposed.
- 3.5 The average speed on Marshland Road at the railway line is 72 kilometres per hour and the 85th percentile speed is 78 kilometres per hour. These speeds indicate that a 70 kilometres per hour speed limit is credible for this road section.
- 3.6 It is recommended that the speed limit of Marshland Road is reduced to 70 kilometres per hour from Prestons Road to Main North Road.

11 Cont'd

4. FINANCIAL IMPLICATIONS

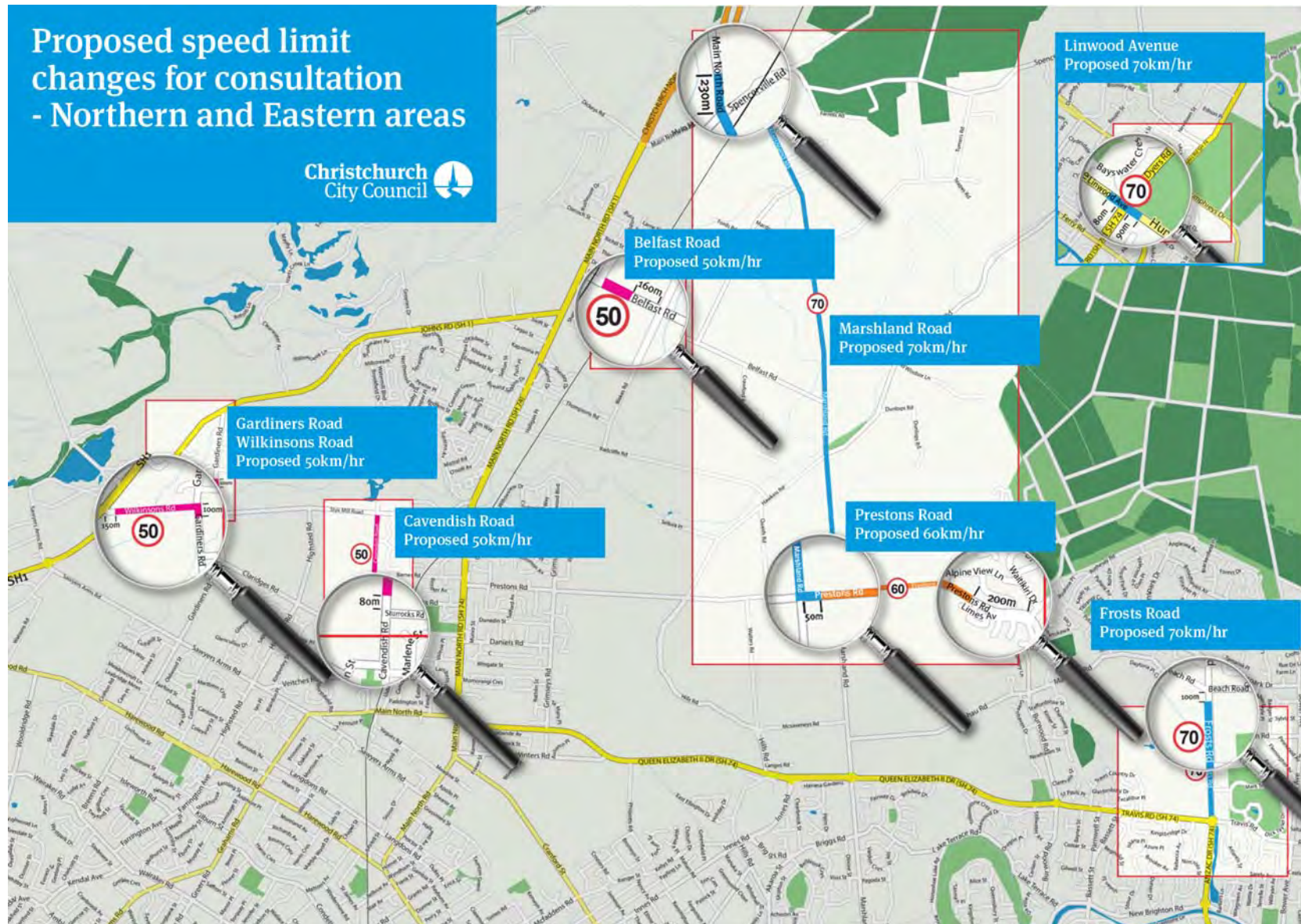
- 4.1 The estimated implementation costs of revising speed signage on Marshland Road is \$500.

5. STAFF RECOMMENDATION

It is recommended that the joint Shirley/Papanui and Burwood/Pegasus Community Boards recommend that Council:

- 5.1 Approves the commencement of public consultation on the proposed speed limit change below:

- 5.1.1 Marshland Road, proposed 70 kilometres per hour speed limit commencing at its intersection with Prestons Road and extending in a northerly direction to its intersection with Lower Styx Road.



12. RAILWAY LEVEL CROSSINGS – PROPOSED NO STOPPING RESTRICIONS

| | | Contact | Contact Details |
|--|---|---------|-----------------------|
| Acting General Manager responsible: | General Manager, City Environment Group | N | |
| Officer responsible: | Transport and Greenspace Unit Manager | Y | John Mackie, 941-8096 |
| Author: | Ryan Rolston – Traffic Engineer | N | |

1. PURPOSE AND ORIGIN OF REPORT

1.1 The purpose of this report is to seek that the Shirley/Papanui Community Board approve No Stopping Restrictions at level crossings at the following locations:

- 1.1.1 Tuckers Road
- 1.1.2 Barnes Road
- 1.1.3 Belfast Road
- 1.1.4 Factory Road
- 1.1.5 Radcliffe Road

1.2 This is a staff initiated report following an internal audit of markings and signage at the Council's railway level crossings.

2. BACKGROUND

2.1 Council staff have audited all level crossings within the Christchurch City Council area against relevant standards (Traffic Control Devices Manual Part 9 – Level Crossings). This audit has identified deficiencies at the level crossings listed above, being that No Stopping restrictions are not installed within 20m of the crossing.

3. COMMENT

3.1 The Traffic Control Devices Manual requires the implementation of No Stopping restrictions within 20 metres of a Level Crossing. This is an essential safety measure that prevents vehicles parking close to a level crossing and obstructing visibility of flashing lights to passing traffic.

3.2 Owners and occupiers of adjacent properties were consulted on the proposed No Stopping restrictions. The owner of 67 Tuckers Road requested a short extension of the No Stopping restriction along their frontage. This has been incorporated in the plan.

4. FINANCIAL IMPLICATIONS

4.1 The estimated cost of this proposal is approximately \$2,500.

5. RECOMMENDATIONS

It is recommended that the Shirley/Papanui Community Board approves:

5.1 Tuckers Road

- 5.1.1 That all existing parking and stopping restrictions on the southern side of Tuckers Road commencing at a point 57 metres west of its intersection with Uxbridge Street and extending in a westerly direction for a distance of 65 metres be revoked.
- 5.1.2 That the stopping of vehicles be prohibited at any time on the southern side of Tuckers Road commencing at a point 57 metres west of its intersection with Uxbridge Street and extending in a westerly direction for a distance of 65 metres.

12 Cont'd

5.1.3 That all existing parking and stopping restrictions on the northern side of Tuckers Road commencing at a point 135 metres west of its intersection with Farnswood Place and extending in a westerly direction for a distance of 49 metres be revoked.

5.1.4 That the stopping of vehicles be prohibited at any time on the northern side of Tuckers Road commencing at a point 135 metres west of its intersection with Farnswood Place and extending in a westerly direction for a distance of 49 metres.

5.2 Barnes Road

5.2.1 That all existing parking and stopping restrictions on the southern side of Barnes Road commencing at a point 52 metres west of its intersection with Rossiter Avenue and extending in a westerly direction for a distance of 45 metres be revoked.

5.2.2 That the stopping of vehicles be prohibited at any time on the southern side of Barnes Road commencing at a point 52 metres west of its intersection with Rossiter Avenue and extending in a westerly direction for a distance of 45 metres.

5.2.3 That all existing parking and stopping restrictions on the northern side of Barnes Road commencing at a point 140 metres west of its intersection with Canberra Place and extending in a westerly direction for a distance of 44 metres be revoked.

5.2.4 That the stopping of vehicles be prohibited at any time on the northern side of Barnes Road commencing at a point 140 metres west of its intersection with Canberra Place and extending in a westerly direction for a distance of 44 metres.

5.3 Belfast Road

5.3.1 That all existing parking and stopping restrictions on the southern side of Belfast Road commencing at a point 79 metres east of its intersection with March Place and extending in an easterly direction for a distance of 45 metres be revoked.

5.3.2 That the stopping of vehicles be prohibited at any time on the southern side of Belfast Road commencing at a point 79 metres east of its intersection with March Place and extending in an easterly direction for a distance of 45 metres.

5.3.3 That all existing parking and stopping restrictions on the northern side of Belfast Road commencing at its intersection with Station Road and extending in a westerly direction for a distance of 44 metres be revoked.

5.3.4 That the stopping of vehicles be prohibited at any time on the northern side of Belfast Road commencing at its intersection with Station Road and extending in a westerly direction for a distance of 44 metres.

5.4 Radcliffe Road

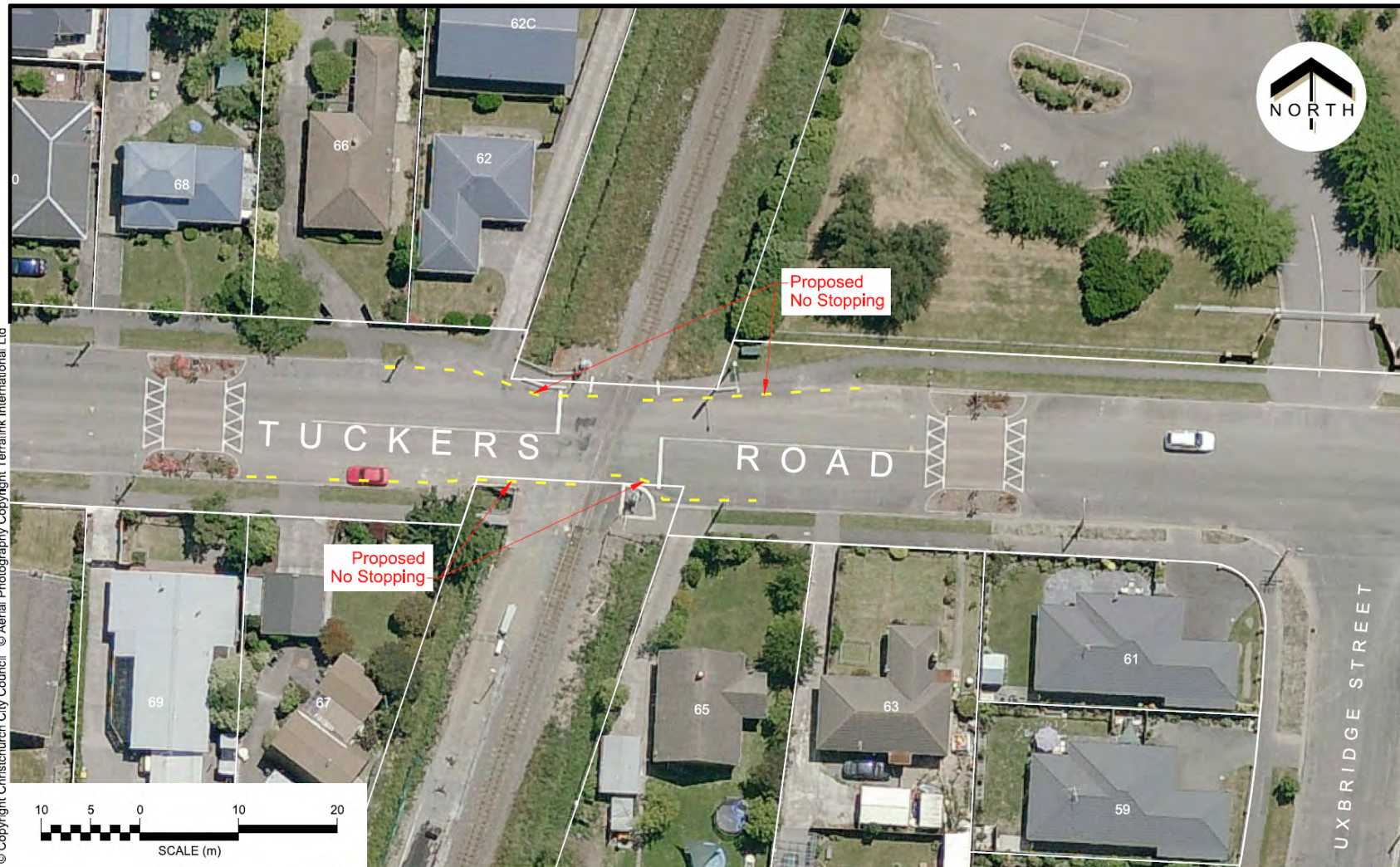
5.4.1 That all existing parking and stopping restrictions on the northern side of Radcliffe Road commencing at a point 176 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 126 metres be revoked.

12 Cont'd

- 5.4.2 That the stopping of vehicles be prohibited at any time on the northern side of Radcliffe Road commencing at a point 176 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 126 metres.
- 5.4.3 That all existing parking and stopping restrictions on the southern side of Radcliffe Road commencing at a point 260 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 44 metres be revoked.
- 5.4.4 That the stopping of vehicles be prohibited at any time on the southern side of Radcliffe Road commencing at a point 259 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 44 metres.

5.5 Factory Road

- 5.5.1 That all existing parking and stopping restrictions on the southern side of Factory Road commencing at a point 209 metres east of its intersection with Tyrone Street and extending in an easterly direction for a distance of 69 metres be revoked.
- 5.5.2 That the stopping of vehicles be prohibited at any time on the southern side of Factory Road commencing at a point 209 metres east of its intersection with Tyrone Street and extending in an easterly direction for a distance of 69 metres.
- 5.5.3 That all existing parking and stopping restrictions on the northern side of Factory Road commencing at a point 208 metres east of its intersection with Tyrone Street and extending in an easterly direction for a distance of 66 metres be revoked.
- 5.5.4 That the stopping of vehicles be prohibited at any time on the northern side of Factory Road commencing at a point 208 metres east of its intersection with Tyrone Street and extending in an easterly direction for a distance of 66 metres.

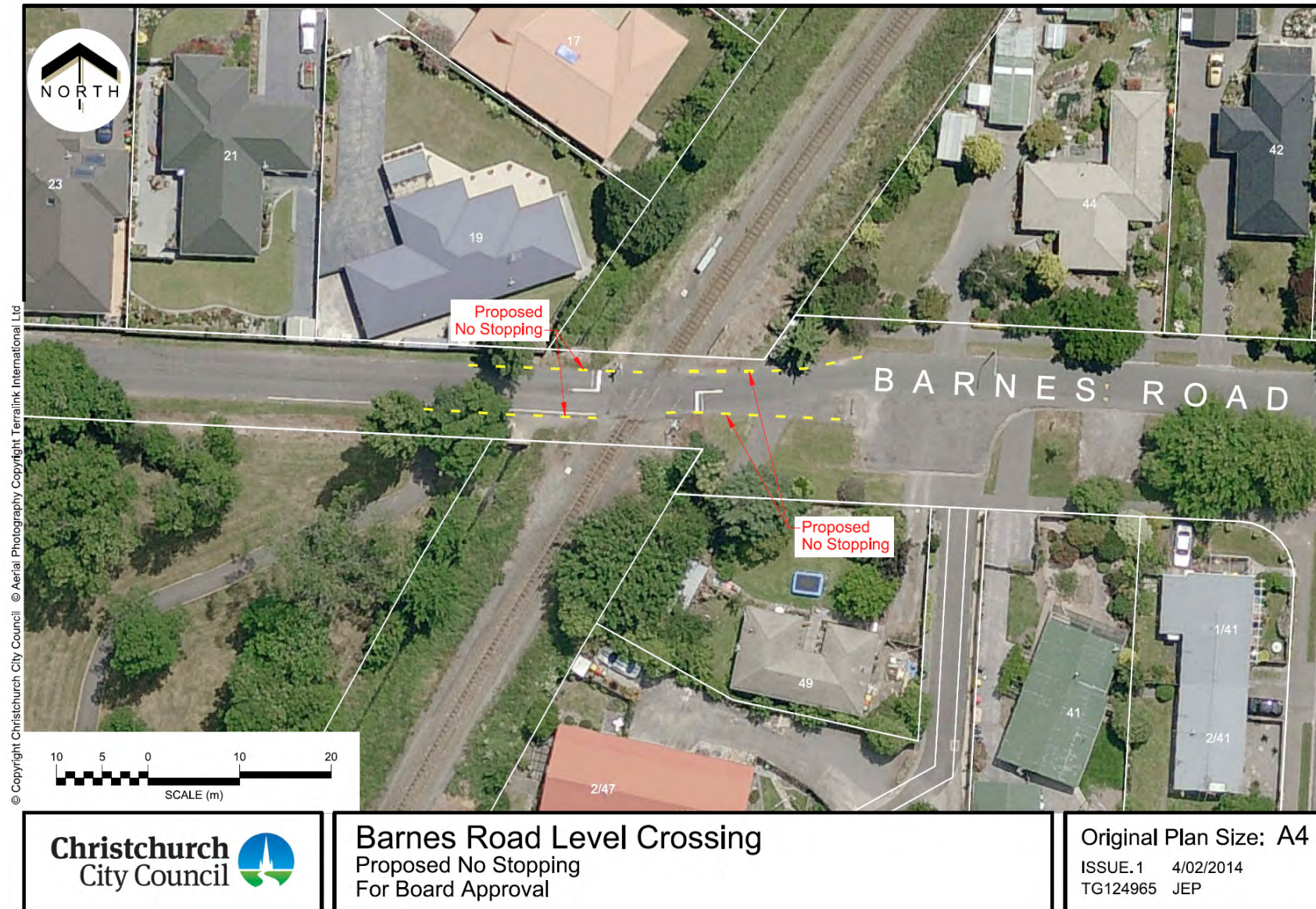


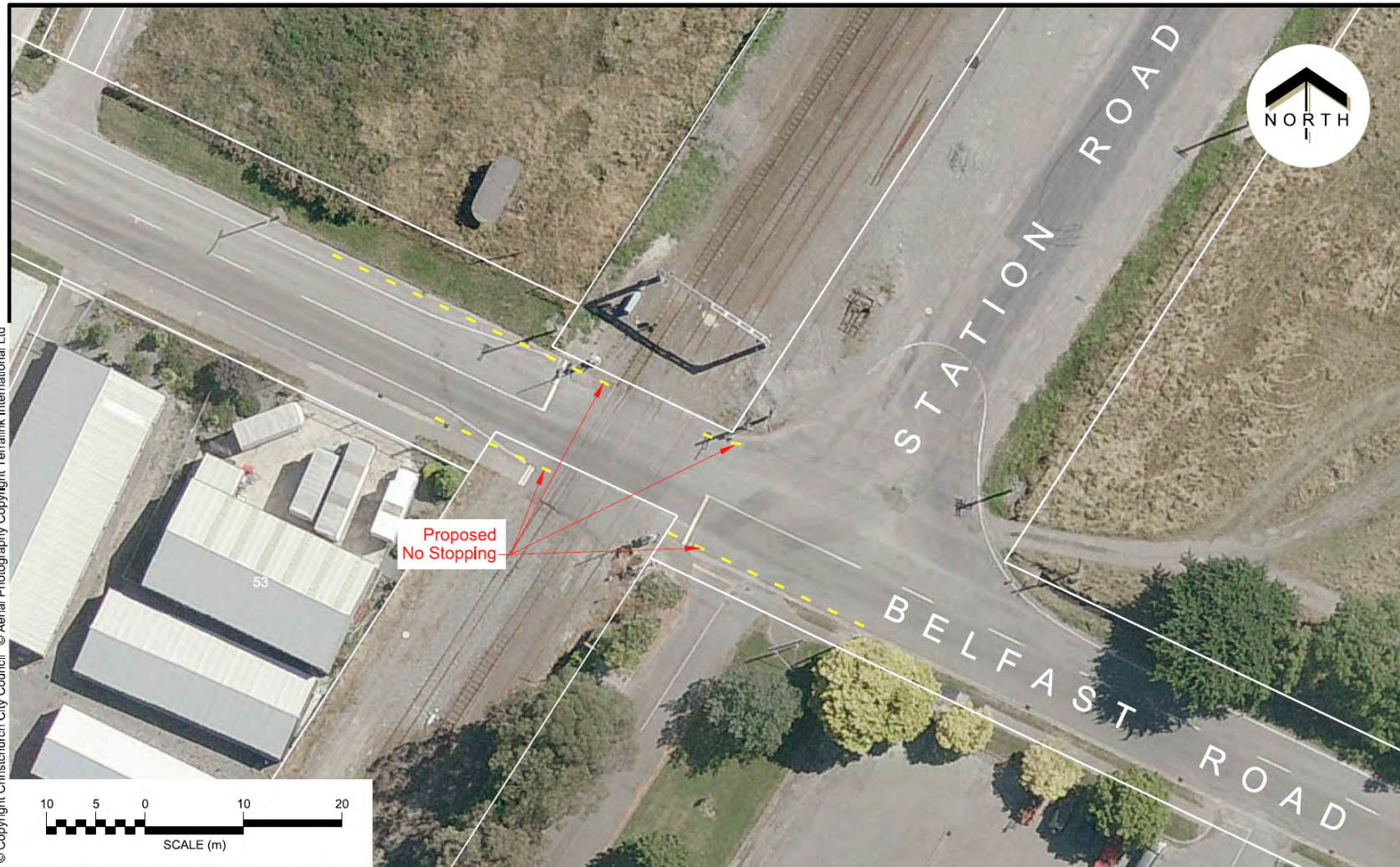
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Tuckers Road Level Crossing
Proposed No Stopping
For Board Approval

Original Plan Size: A4
ISSUE.1 4/02/2014
TG124966 JEP



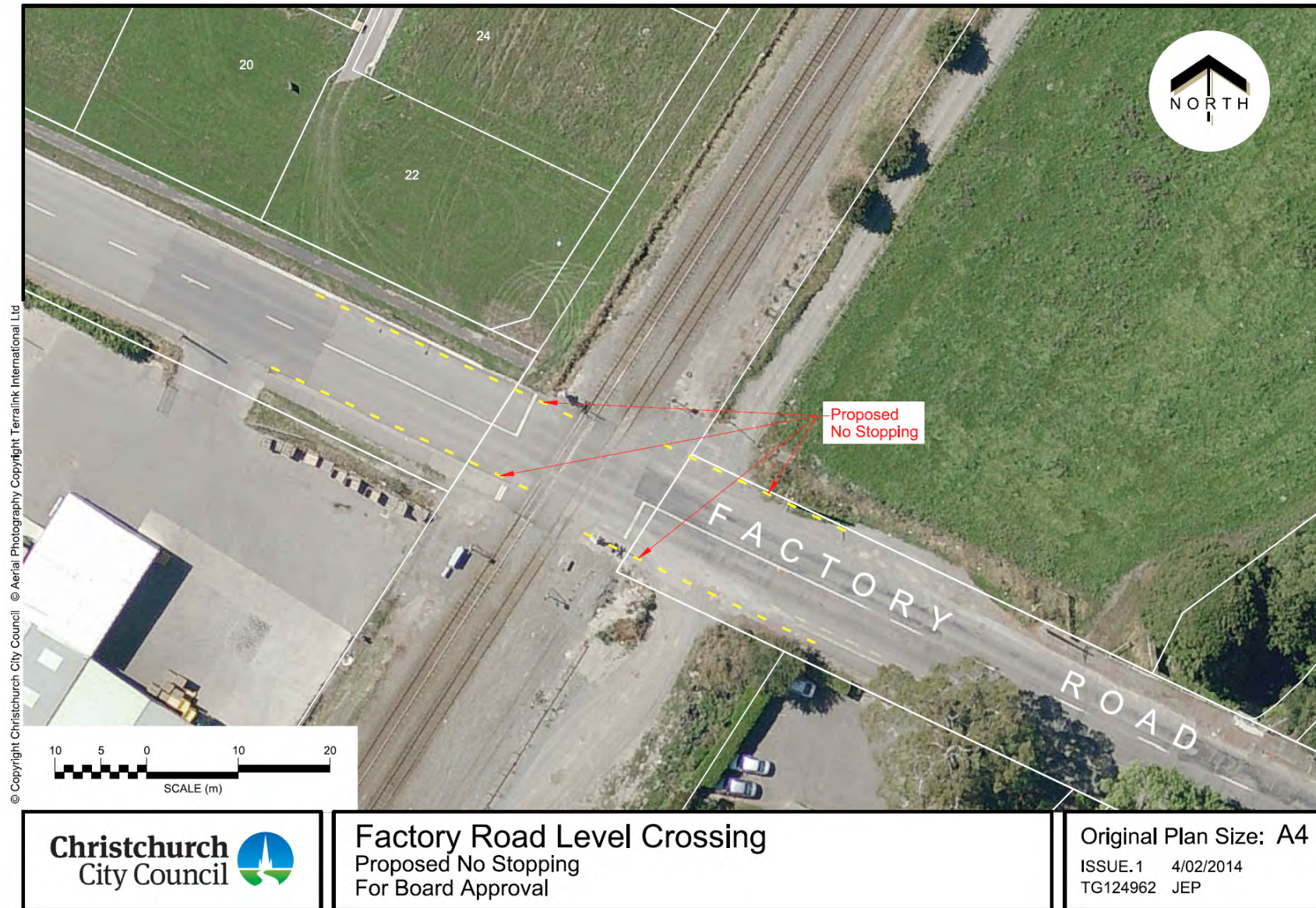


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Belfast Road Level Crossing
Proposed No Stopping
For Board Approval

Original Plan Size: A4
ISSUE.1 18/02/2014
TG124964 JEP



Christchurch
City Council

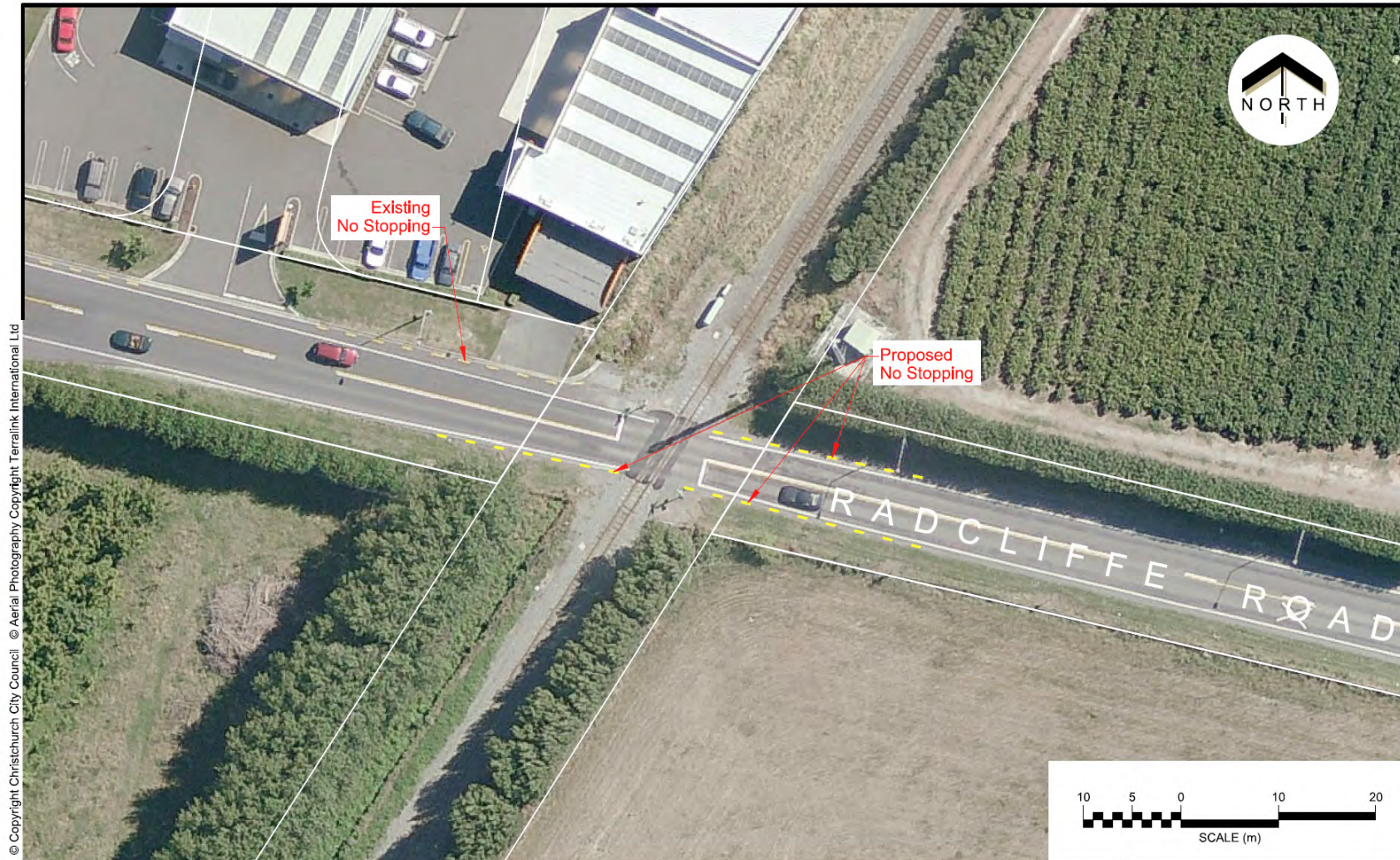


Factory Road Level Crossing

Proposed No Stopping
For Board Approval

Original Plan Size: A4

ISSUE.1 4/02/2014
TG124962 JEP



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Christchurch
City Council 

Radcliffe Road Level Crossing
No Stopping Restrictions
For Board Approval

Original Plan Size: A4
ISSUE.1 4/02/2014
TG124963 JEP

13. KENSINGTON AVENUE BUS STOP MARKINGS

| | | Contact | Contact Details |
|-------------------------------------|---|---------|---------------------------|
| General Manager responsible: | General Manager, City Environment Group | N | |
| Officer responsible: | Unit Manager, Transport and Greenspace | N | |
| Author: | Luke Morley, Passenger Transport Engineer | Y | Luke Morley, DDI 941 8583 |

1. PURPOSE AND ORIGIN OF REPORT

1.1 The purpose of this report is to seek the Shirley/Papanui Community Board's approval to install parking restrictions at two existing bus stops located on Kensington Avenue and add in additional parking restrictions on Innes Road close to its intersection with Kensington Avenue.

1.2 The report has been initiated after investigations by Council staff.

2. EXECUTIVE SUMMARY

2.1 Staff are proposing to upgrade two existing bus stops so that the bus stops are consistent with the Christchurch City Bus Stop Guidelines 2009.

3. BACKGROUND

3.1 The removal and installation of road markings are covered by Transport and Greenspace Operational budgets.

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

3.3 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes jurisdiction in this area for this type of resolution.

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

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

3.6 The recommendations of this report align with Council Strategies including the current Council Transport Strategic Plan 2012 – 2042.

4. COMMENT

4.1 Staff are proposing to upgrade two existing bus stops so that the bus stops are consistent with the Christchurch City Bus Stop Guidelines 2009. The bus stops service the North Shore/City route, which is a half hour service in peak times. One stop is located outside 66 Kensington Avenue and the other stop outside 65 Kensington Avenue, immediately south of Innes Road.

4.2 Investigations by Council staff have shown that when cars are parked on both sides of the road outside house numbers 65 and 66 Kensington Avenue the operation of the intersection with Innes Road is severely compromised. This issue occurs when two buses travelling in different directions meet at this intersection, or in fact any two heavy vehicles. The ability for the buses to pass each other is hindered by the parked cars and the slow process of passing each other causes the intersection to become blocked, causing traffic to back up on both Kensington Avenue and Innes Road. The Orbiter service on Philpotts and Innes Roads can also be affected by this blockage.

13 Cont'd

- 4.3 In addition to this, cars have been observed parking across the bus stops and thereby obstructing buses. This leaves buses to either pull in to the shortened bus stop area leaving the rear of the bus protruding into the road, or stopping in the traffic lane to let passengers disembark or board, both of which are unsafe for other road users and bus passengers.
- 4.4 Although the Road User Rule is clear that motorists should not park their vehicles within six metres of a bus stop sign (if bus stop markings are not present) or within one metre of a driveway access, staff investigations have revealed that attempts are frequently being made to park in locations that are not appropriate. Our Lady of Fatima School is located nearby on Innes Road and parents frequently park at these locations restricting the ability for bus drivers to manoeuvre in and out of the bus stops.
- 4.5 It is therefore necessary to mark out a bus stop box and no stopping lines for both stops to the standard outlined in the Christchurch City Bus Stop Guidelines 2009 (refer **Attachment**). This will further emphasise the bus stops to motorists and should discourage illegal parking which in turn will allow buses to manoeuvre in and out of the bus stops more easily and without blocking the intersection. The parking enforcement team will also be able to issue parking infringement tickets to offenders.
- 4.6 In this case it is necessary to mark a longer no stopping lead out for the bus stop outside 65 Kensington Avenue as this will help create a clearway all the way to the Innes Road intersection for the bus to easily manoeuvre back into traffic. Similarly it is necessary to mark a longer no stopping lead in on the opposite side of the road outside 66 Kensington Avenue to ensure there are no obstructions for buses turning in from Innes Road to access the bus stop. (refer **Attachment**).
- 4.7 To further improve the operation of this intersection and the visibility of people turning onto Innes Road we also propose to install no stopping lines on Innes Road in the area of the edgeline taper to prevent parking in this area. This is common practice now and no stopping is already installed on the eastern (opposite) side of the intersection for the same reason. (refer **Attachment**).
- 4.8 Consultation letters were sent to nine affected property owners and tenants with one response being received. This response was in favour of the proposal.

5. **FINANCIAL IMPLICATIONS**

- 5.1 The estimated financial cost of this proposal is \$650.

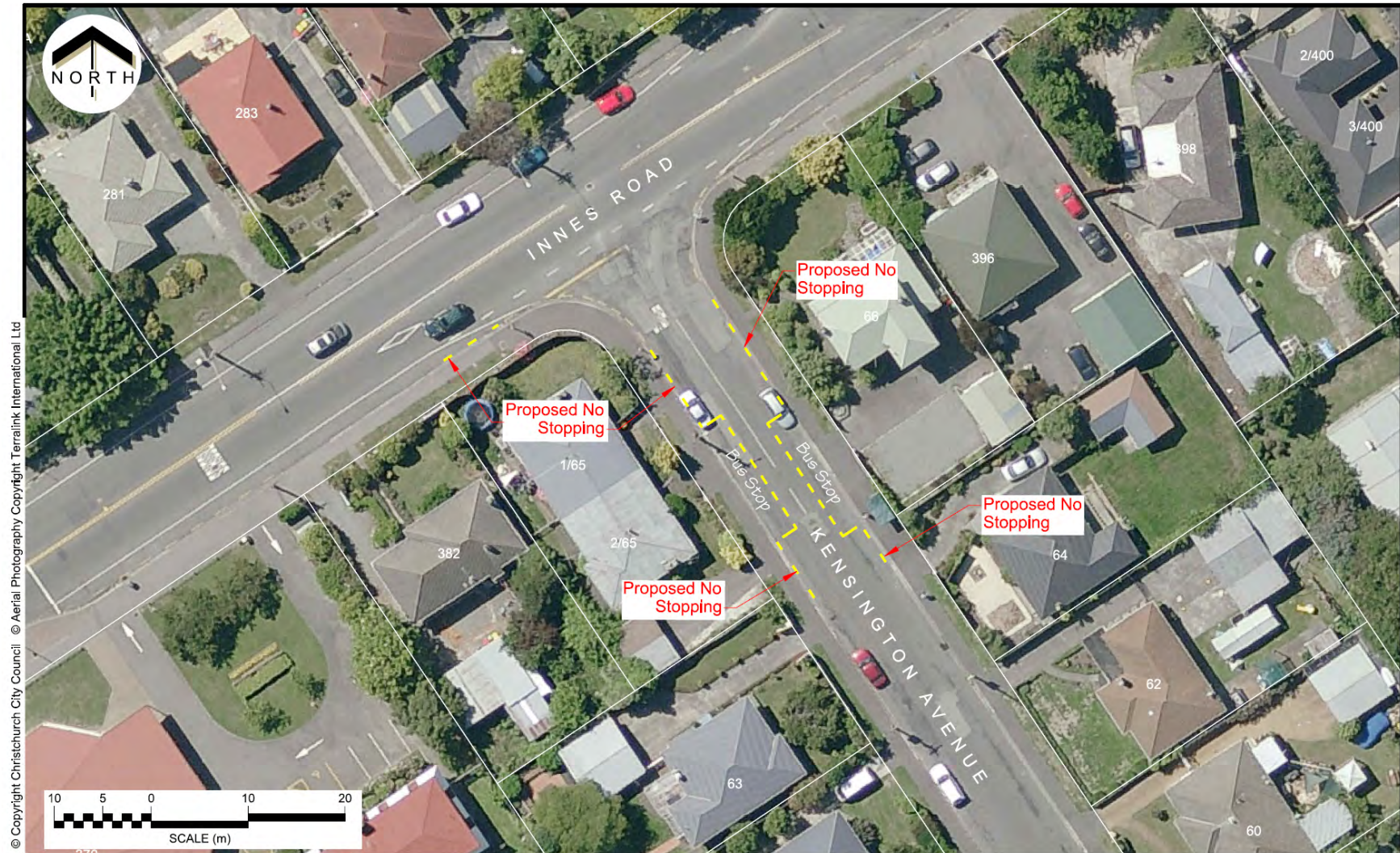
6. **STAFF RECOMMENDATION**

It is recommended that the Shirley/Papanui Community Board:

- 6.1 Approve that all existing parking and stopping restrictions on the south western side of Kensington Avenue commencing at its intersection with Innes Road and extending in a south easterly direction for a distance of 43 metres be revoked.
- 6.2 Approve that the stopping of vehicles be prohibited at any time on the south western side of Kensington Avenue commencing at its intersection with Innes Road and extending in a south easterly direction for a distance of 20 metres.
- 6.3 Approve that a marked bus stop be installed on the south western side of Kensington Avenue commencing at a point 20 metres south east from its intersection with Innes Road and extending in a south easterly direction for a distance of 14 metres.
- 6.4 Approve that the stopping of vehicles be prohibited at any time on the south western side of Kensington Avenue commencing at a point 34 metres south east from its intersection with Innes Road and extending in a south easterly direction for a distance of nine metres.

13 Cont'd

- 6.5 Approve that all existing parking and stopping restrictions on the north eastern side of Kensington Avenue commencing at its intersection with Innes Road and extending in a south easterly direction for a distance of 43 metres be revoked.
- 6.6 Approve that the stopping of vehicles be prohibited at any time on the north eastern side of Kensington Avenue commencing at its intersection with Innes Road and extending in a south easterly direction for a distance of 24 metres.
- 6.7 Approve that a marked bus stop be provided on the north eastern side of Kensington Avenue commencing at a point 24 metres south east of its intersection with Innes Road and extending in a south easterly direction for a distance of 14 metres.
- 6.8 Approve that the stopping of vehicles be prohibited at any time on the north eastern side of Kensington Avenue commencing at a point 38 metres south east of its intersection with Innes Road and extending in a south easterly direction for a distance of five metres.
- 6.9 Approve that all existing parking and stopping restrictions on the south eastern side of Innes Road commencing at its intersection with Kensington Avenue and extending in a south westerly direction for a distance of 18 metres be revoked.
- 6.10 Approve that the stopping of vehicles be prohibited at any time on the south eastern side of Innes Road commencing at its intersection with Kensington Avenue and extending in a south westerly direction for a distance of 18 metres.



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Kensington Avenue - Proposed Bus Stop Markings
Innes Road - Proposed No Stopping Markings
For Board Approval

Original Plan Size: A4
ISSUE.1 10/03/2014
TG124997 VMI

14. FOOTPATH EXTENSION BARNES ROAD

| | | Contact | Contact Details |
|-------------------------------------|--|---------|-----------------------------|
| General Manager responsible: | (Acting) General Manager, City Environment Group | N | |
| Officer responsible: | Unit Manager, Transport and Greenspace | N | |
| Author: | Bill Homewood – Traffic Engineer | Y | Bill Homewood, DDI 941 8346 |

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to inform the board of the construction of a shared path on Barnes Road, adjacent to the railway crossing.
- 1.2 This report seeks the approval of the Shirley / Papanui Community Board for the scheme, as illustrated in **Attachment 1**, which includes the removal of three trees along Barnes Road.

2. EXECUTIVE SUMMARY

- 2.1 Staff are proposing safety improvements to pedestrian facilities along Barnes Road where it crosses the railway line. In order to facilitate the proposed improvements three trees are required to be removed. Staff are recommending that the Community Board approve the removal of these trees, as part of this pedestrian & cycle upgrade project.

3. BACKGROUND

- 3.1 There is an existing footpath along Barnes Road extending from the intersection with Main Road North to approximately 40 metres before the intersection with the railway line.
- 3.2 At the location where Barnes Road crosses the railway line the road narrows to approximately five metres in width, where it becomes a shared surface and is also used by pedestrian and cyclists. There are no barriers in this location, and the crossing is controlled by flashing lights and bell alarms.
- 3.3 There is a footpath on the western side of the railway line through Barnes Reserve that rejoins Barnes Road 138 metres from the intersection of Barnes Road with the railway line. This footpath then continues along Barnes Road until it joins Cavendish Road.

4. COMMENT

- 4.1 It is proposed to install a footpath on the southern side of Barnes Road between the eastern entry of Barnes Reserve and the existing footpath in the residential section of Barnes Road (refer **Attachment**). This footpath will give pedestrians safe access to the reserve and to the Northern Rail Route Cycleway extension in the future.
- 4.2 On the western side of the railway line the footpath will be constructed to a width of 2.5 metres, the minimum width to allow a shared cycleway and footpath, the footpath will then taper to a 2.1 metre pedestrian crossing across the railway line. The footpath will reduce further to 1.65 metres on the eastern side of the railway line to tie in with the existing footpath provision, which will be for pedestrian use only.
- 4.3 This project ranks high enough on the Pedestrian Safety Database to warrant funding from the Pedestrian Safety Initiative budget this financial year.
- 4.4 KiwiRail have been consulted and have agreed to construct the crossing point across the railway.
- 4.5 To facilitate the creation of this path, three street trees will need to be removed as part of this scheme. The trees that are proposed to be removed are two Sycamore trees at the entrance to Barnes Reserve along with a tree near to the railway line. A shrub outside number 49 Barnes Road will also need to be trimmed.

14 Cont'd

- 4.6 An arborist has been consulted who has visited the site and has no objection to the removal of the trees. It was recommended that a replacement tree was provided, which is to be situated within Barnes Reserve.
- 4.7 The Council has delegated to all Community Boards the authority to “determine to plant, maintain and remove trees on reserves, parks and roads under the control of the Council within the policy set by the Council”.
- 4.8 Consultation has been carried out however there was no response from residents.

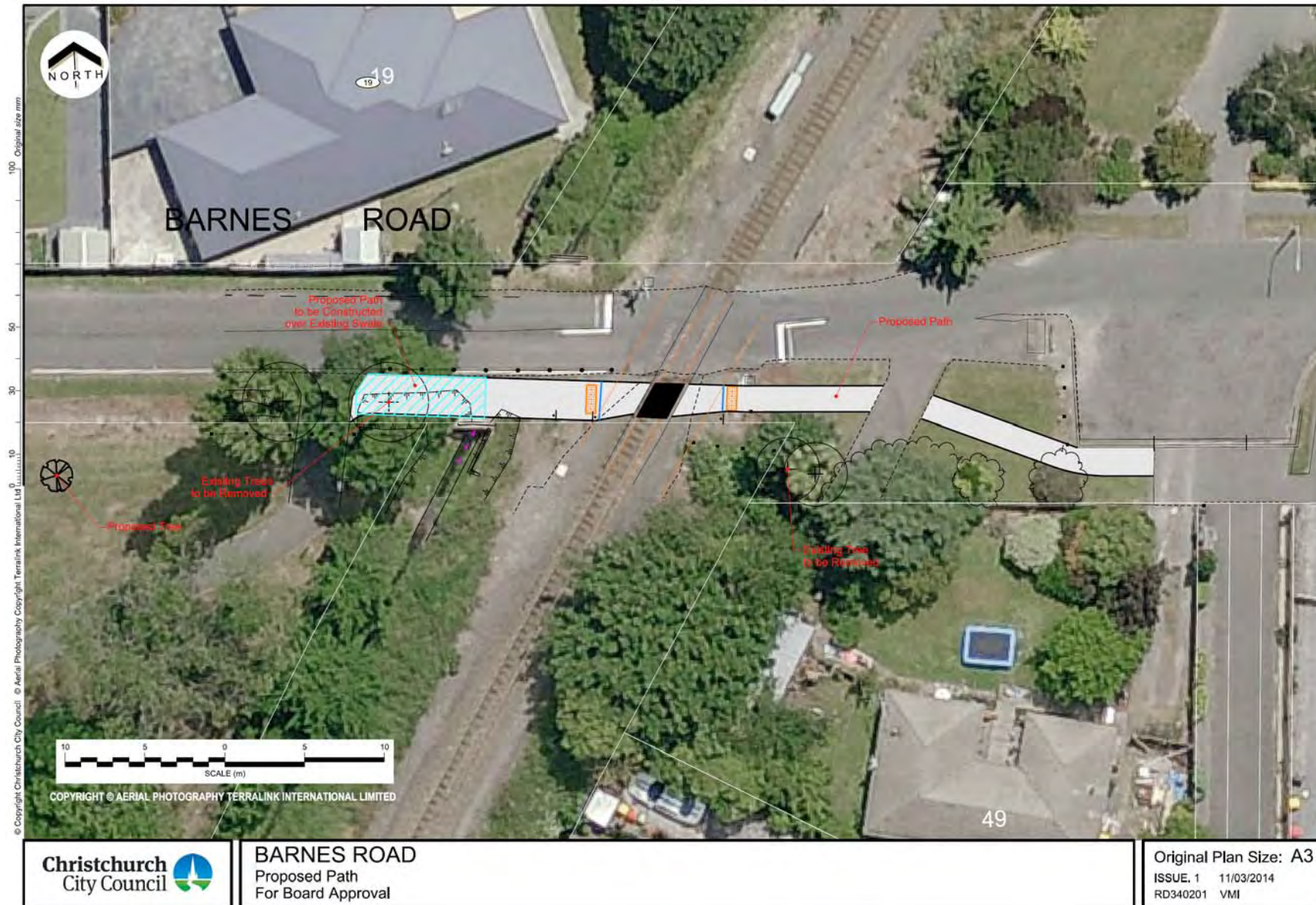
5. FINANCIAL IMPLICATIONS

- 5.1 The project is to be funded from the CAPEX budget for Footpath Extensions.
- 5.2 The overall cost of the pedestrian project is estimated at \$35,648.97, including \$2,041 for the removal of the three trees.

6. STAFF RECOMMENDATION

It is recommended that the Shirley / Papanui Community Board:

- 6.1 Approve the scheme as shown on Attachment 1, including the removal of the three trees.



15. COMMUNITY BOARD ADVISER'S UPDATE

Current issues and information.

15.1 BOARD FUNDING UPDATE 2012/13

Refer to **Attachment**.

16. ELECTED MEMBERS' INFORMATION EXCHANGE

The purpose of this exchange is to:

- provide a short brief to other members on activities that have been attended
- provide information in general that is beneficial to all members
- include key issues and information for communication to residents.

17. QUESTIONS UNDER STANDING ORDERS

Shirley/Papanui Community Board Funds 2013/14

TRIM 13/636702
Updated 3-Apr-14

| Shirley/Papanui Discretionary Response Fund Project/Service/Description/Group | Allocation 2013/14 | Board Approval |
|--|-----------------------|-------------------|
| Discretionary Response Fund Budget 2013/14 | \$ 51,197 | |
| Amount Transferred to Positive Youth Development Scheme | \$ 10,000 | 3-Jul-13 |
| Remainder for Allocation in Discretionary Response Fund | \$ 41,197 | |
| Positive Youth Development Scheme - Opening Balance allocation | \$ 10,000 | |
| Te Amokura Kapa Haka (<i>Rarotonga Pacific Festival 24-Jul to 1-Aug 2013</i>) | \$ 1,200 | 3-Jul-13 |
| Freya Isabella Titheridge (<i>Student Exchange to Italy from 31-Aug-13 to 31-Aug-14</i>) \$400 | \$ 500 | 3-Jul-13 |
| Rose Olivia Oakley (<i>Global Young Leaders Conference in Washington DC & New York 12 to 27-Jul-13</i>) | \$ 300 | 3-Jul-13 |
| Jamie Poole (<i>2013 Boys Brigade National Leadership Development Course Nelson Lakes 14 to 21-Jul-13</i>) \$100 | \$ 250 | 3-Jul-13 |
| Khalib Home (<i>2013 Boys Brigade National Leadership Development Course Nelson Lakes 14 to 21-Jul-13</i>) | \$ 100 | 3-Jul-13 |
| Levings School of Dance for Madison and Olivia Fuller and Joshua Wadley (<i>2013 National Rainbow Showcase Dance Competition in Las Vegas, USA 4 to 16-Jul-13</i>) | \$ 750 | 3-Jul-13 |
| Villa Maria College Con Brio Choir for Brittany Geeves, Anastasia Loeffen, Greta Parker-Dolan, Sarah Warner and Lauren Burtenshaw (<i>Big Sing, Dunedin 30-Aug-2013</i>) | \$ 250 | 7-Aug-13 |
| Courtney Fraser (<i>Wellington Bands and Orchestral Festival 23 to 25-Aug-13</i>) | \$ 200 | 7-Aug-13 |
| Rachel Berry (<i>Human Rights Commission Youth Forum Wellington 23 to 26-Aug-13</i>) \$250 grant not used (insufficient notice) | \$ - | 7-Aug-13 |
| Ella Hutchinson (<i>Touch New Zealand Elite Junior Academy Rotorua 28 Sep to 1 Oct-13</i>) | \$ 150 | 21-Aug-13 |
| Nekholas Nico Khane Thompson (<i>Shakedown HipHop Championships Nelson 22 to 23 Sep-13</i>) \$100 | \$ 120 | 4-Sep-13 |
| Tomo Nathanael Zechariah Dorrance (<i>Scout Jamboree, Feilding 28-Dec-13 to 6-Jan-14</i>) | \$ 200 | 18-Sep-13 |
| John Duono Carreon (<i>Filipino Sports and Cultural Tournament, Rotorua 25-28-Oct-13</i>) | \$ 200 | 18-Sep-13 |
| Honor Nicole Clement (<i>Dance Masters International Summer School 6-18 January 2013 Auckland and Christchurch</i>) | \$ 300 | 20-Nov-13 |
| Satori Hazlett-Black (<i>Auckland Long Course Swimming Championships, Auckland, 13-15 December 2013</i>) | \$ 300 | 20-Nov-13 |
| Rachel Berry (<i>The Spirit of Adventure Five Day Inspiration Voyage for Physically Challenged Young New Zealanders, 28-Jan-13 to 1-Feb-13, Auckland</i>) | \$ 250 | 20-Nov-13 |
| Grace Lee Collett (<i>The Hague Model United Nations Conference 9-Jan to 3-Feb 2013, The Netherlands</i>) | \$ 400 | 11-Dec-13 |
| Min Hyeok Bai (<i>Table Tennis Lessons for 2014</i>) | \$ 100 | 11-Dec-13 |
| Stephanie Louise Watson (<i>NZ School of Dance 2014, Wellington</i>) | \$ 500 | 19-Dec-13 |
| Belfast Primary School (<i>10 Prefects & 4 Sports Captains to attend Leadership Training Camp 4-5 March 2014</i>) | \$ 1,050 | 5-Feb-14 |
| Fern Kadiya Jeffery (<i>Auckland City Football Club Youth Tournament 21-23 Mar 2014</i>) | \$ 100 | 5-Mar-14 |
| Billie Leiatua and Sarah Cosgrove (<i>International Future Problem-Solving Finals, Iowa, USA 12-15 June 2014</i>) (\$250 each) | \$ 500 | 2-Apr-14 |
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| Positive Youth Development Scheme BALANCE | \$ 2,280 | |
| Discretionary Response Fund - Total Allocation | \$ 41,197 | |
| Shirley/Papanui Community Board (<i>for Neighbourhood Week 2013</i>) | \$ 4,000 | 17-Jul-13 |
| Clendon Parish St Elizabeth's (<i>Donation for Presentation by Rev Mark Beale at S/PCB Leadership Symposium 19-Jul-13</i>) | \$ 500 | 17-Jul-13 |
| Avebury House Community Trust (<i>Purchase of Equipment and Furniture</i>) | \$ 1,175 | 18-Sep-13 |
| Papanui Youth Development Trust (<i>towards Te Koru Youth</i>) \$3,500 | Declined | 18-Sep-13 |
| Northwood Residents Association (<i>Hire Cost of Northwood Park for Northwood Village Fair</i>) | \$ 103 | 18-Sep-13 |
| St Albans Amateur Swimming and Life Saving Club (<i>Printing "The History of the St Albans Swim Club and Edgeware Pool"</i>) | \$ 577 | 18-Sep-13 |
| Papanui TOC H Athletics Club Inc (<i>Rent and Equipment for a Winter Gym Project</i>) | \$ 400 | 18-Sep-13 |
| Christchurch North Presbyterian Church (<i>Christmas in the Park Project</i>) | \$ 335 | 20-Nov-13 |
| St Albans Amateur Swimming and Life Saving Club (<i>Summer Learn to Swim Programme</i>) \$1,000 | \$ 1,500 | 20-Nov-13 |
| Santa Claus Workshop Charitable Trust (<i>New machinery</i>) | \$ 1,139 | 11-Dec-13 |
| Papanui Handi-scope Centre (<i>Rent and Volunteer Recognition</i>) \$3,998 | \$ 1,882 | 11-Dec-13 |
| Papanui Youth Development Trust (<i>towards Youth Worker salary</i>) \$9,360 | \$ 6,500 | 11-Dec-13 |
| Family History Society of New Zealand (<i>towards publishing costs of "The Christchurch Districts of Windsor and Shirley" book</i>) | \$ 1,000 | 19-Feb-14 |
| Te Raranga (<i>for "The Neighbourhood Project" printing of "Piece of Cake" postcards for the ward</i>) | \$ 1,000 | 19-Feb-14 |
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| Discretionary Response Fund BALANCE | \$ 21,086 | |
| Total Balance of unallocated DRF / PYDS | \$ 23,366 | |