

Papanui-Innes Community Board AGENDA

Notice of Meeting:

An ordinary meeting of the Papanui-Innes Community Board will be held on:

Date: Friday 24 February 2017
Time: 9.30am
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Membership

Chairperson	Ali Jones
Deputy Chairperson	Emma Norrish
Members	Jo Byrne
	Pauline Cotter
	Mike Davidson
	John Stringer

20 February 2017

Jenny Hughey
Community Governance Manager, Papanui-Innes
941 5412
Jenny.Hughey@ccc.govt.nz
www.ccc.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.
If you require further information relating to any reports, please contact the person named on the report.

To view copies of Agendas and Minutes, visit:
www.ccc.govt.nz/Council/meetingminutes/agendas/index

Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

TABLE OF CONTENTS

C	1.	Apologies.....	4
B	2.	Declarations of Interest.....	4
C	3.	Confirmation of Previous Minutes	4
B	4.	Deputations by Appointment.....	4
B	5.	Presentation of Petitions	4
C	6.	Staff Briefings	13

STAFF REPORTS

C	7.	Courtenay Street, Westminster Street, Roosevelt Avenue Intersection Changes	15
C	8.	Cranford Street Proposed Traffic Island	23
C	9.	Papanui-Innes Community Board Area Report	29
B	10.	Elected Member Information Exchange	36
B	11.	Question Under Standing Orders	36

1. Apologies

At the close of the agenda no apologies had been received.

2. Declarations 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 an elected representative and any private or other external interest they might have.

3. Confirmation of Previous Minutes

That the minutes of the Papanui-Innes Community Board meeting held on [Friday, 10 February 2017](#) be confirmed (refer page 5).

4. Deputations by Appointment

- 4.1** Gary Watts, Project Manager, will speak on behalf of SigJaws Trust regarding project funding issues.

5. Presentation of Petitions

There were no petitions received at the time the agenda was prepared.

Papanui-Innes Community Board OPEN MINUTES

Date: Friday 10 February 2017
Time: 9am
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Present

Chairperson	Ali Jones
Deputy Chairperson	Emma Norrish
Members	Jo Byrne
	Pauline Cotter
	Mike Davidson
	John Stringer

9 February 2017

Jenny Hughey
Community Governance Manager, Papanui-Innes
941 5412
Jenny.Hughey@ccc.govt.nz
www.ccc.govt.nz

- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

The agenda was dealt with in the following order.

1. Apologies

Part C

There were no apologies.

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Community Board Resolved PICB/2017/00052

Community Board Decision

That the minutes of the Papanui-Innes Community Board meeting, both open and closed, held on Friday, 9 December 2016 be confirmed.

Mike Davidson/Emma Norrish

Carried

4. Deputations by Appointment

Part B

- 4.1** Kathleen Crisley spoke to the Board regarding problems with exiting traffic from Northlands Shopping Centre at the traffic light intersection with Halliwell Avenue.

Community Board Resolved PICB/2017/00053

Part B

The Papanui-Innes Community Board:

1. Requested that staff investigate issues raised in the deputation regarding the Halliwell Avenue intersection with Main North Road and report back to the Board by 31 March 2017.
2. Thanked Kathleen Crisley for her deputation.

Mike Davidson/Pauline Cotter

Carried

- 4.2** Caroline Shone, Chief Executive Officer spoke on behalf of Community Energy Action regarding the services provided to residents within the constituencies.

The Board thanked Caroline Shone for her deputation.

5. Presentation of Petitions

Part B

There was no presentation of petitions.

6. Tuckers Road Proposed No Stopping Restriction

Community Board Resolved PICB/2017/00054 (original Staff Recommendation accepted without change)

Part C

That the Papanui-Innes Community Board:

1. Revoke all parking and stopping restrictions on the north side of Tuckers Road commencing at its intersection with Main North Road and extending in a westerly direction for a distance of 46 metres;
2. Approve that the stopping of vehicles be prohibited at any time on the north side of Tuckers Road commencing at its intersection with Main North Road and extending in a westerly direction for a distance of 46 metres.

Emma Norrish/Jo Byrne

Carried

7. Hills Road Proposed No Stopping Restriction

Community Board Resolved PICB/2017/00055 (original Staff Recommendation accepted without change)

Part C

That the Papanui-Innes Community Board:

1. Revoke all parking and stopping restrictions on the west side of Hills Road commencing at its intersection with East Ellington Drive and extending in a northerly direction for a distance of 12.5 metres.
2. Approve that the stopping of vehicles be prohibited at any time on the west side of Hills Road commencing at its intersection with East Ellington Drive and extending in a northerly direction for a distance of 12.5 metres.

Jo Byrne/Ali Jones

Carried

8. Sturrocks Road Proposed No Stopping Restriction

Community Board Resolved PICB/2017/00056 (original Staff Recommendation accepted without change)

Part C

That the Papanui-Innes Community Board:

1. Revoke all parking and stopping restrictions on the south side of Sturrocks Road commencing at its intersection with Main North Road and extending in a westerly direction for a distance of 25 metres;

2. Approve that the stopping of vehicles be prohibited at any time on the south side of Sturrocks Road commencing at its intersection with Main North Road and extending in a westerly direction for a distance of 25 metres.

Emma Norrish/Jo Byrne

Carried

9. Shannon Place Proposed No Stopping Restrictions

Community Board Resolved PICB/2017/00057 (original Staff Recommendation accepted without change)

Part C

That the Papanui-Innes Community Board:

1. Revoke all parking and stopping restrictions on the south-east side of Shannon Place commencing at a point 91 metres south-west of its intersection with Tahi Place and extending in a south-westerly direction, then following the kerblines to a south-easterly direction for a total distance of 29 metres;
2. Approve that the stopping of vehicles be prohibited at any time on the south-east side of Shannon Place commencing at a point 91 metres south-west of its intersection with Tahi Place and extending in a south-westerly direction, then following the kerblines to a south-easterly direction for a total distance of 29 metres;

Emma Norrish/Mike Davidson

Carried

10. Cranford Street Proposed Traffic Island

Board Comment

The report author was unable to attend the meeting.

Staff Recommendation

That the Papanui-Innes Community Board approve that a traffic island be installed on Cranford Street west of its intersection with Fraser Street in general accordance with Attachment A.

Community Board Resolved PICB/2017/00058

Part C

The Board resolved that this report lie on the table and the matter be considered at the next available meeting.

Pauline Cotter/Jo Byrne

Carried

Councillor Cotter left the meeting at 9.42am

11. Application to the Papanui-Innes Community Board's 2016/17 Discretionary Response Fund - Shirley Toy Library Inc

Community Board Resolved PICB/2017/00059 (original Staff Recommendation accepted without change)

Part C

That the Papanui-Innes Community Board approves a grant of \$3,000 to the Shirley Toy Library Inc. towards funding librarian wages.

Ali Jones/Jo Byrne

Carried

12. Application to the Papanui-Innes Community Board's 2016/17 Discretionary Response Fund - Papanui Youth Development

Community Board Resolved PICB/2017/00060 (original Staff Recommendation accepted without change)

Part C

That the Papanui-Innes Community Board declines a grant of \$2,397 to the Papanui Youth Development Trust towards Flip Tables.

John Stringer/Emma Norrish

Carried

13. Papanui-Innes Community Board Meeting Arrangements - 2016/2019 Term

Staff advised that some of the Board 2017 meeting dates have been adjusted as it had been suggested that the Board should not meet during Council's Recess Week if possible. A revised schedule of 2017 meeting dates was tabled. It was noted that these dates were still tentative.

Staff Recommendation

That the Papanui-Innes Community Board resolve to adopt the following Meeting Schedule to December 2017:

Friday 24 February	9.30am
Friday 10 March	9am
Friday 24 March	9am
Friday 21 April	9am (One meeting only as 14 April is Good Friday)
Friday 12 May	9am
Friday 26 May	9am
Friday 9 June	9am
Friday 23 June	9am
Friday 14 July	9am (Council Recess Week)
Friday 28 July	9am
Friday 11 August	9am
Friday 25 August	9am
Friday 15 September	9.30am
Friday 29 September	9am
Friday 13 October	9am
Friday 27 October	9am (Council Recess Week)

Friday 10 November	9am
Friday 24 November	9am
Friday 8 December	9am

Community Board Resolved PICB/2017/00061

Community Board Decision under Delegation

Part C

That the Papanui-Innes Community Board resolve to adopt the following Meeting Schedule to December 2017 unless a more suitable date becomes available. Council Officers are currently investigating exceptions to the current meeting restrictions.

Friday 24 February	9.30am
Friday 10 March	9am
Friday 31 March	9am
Friday 21 April	9am (One meeting only as 14 April is Good Friday)
Tuesday 9 May	4.30pm
Friday 26 May	9am
Friday 9 June	9am
Friday 30 June	9am
Friday 21 July	9am
Friday 11 August	9am
Friday 25 August	9am
Friday 15 September	9.30am
Friday 29 September	9am
Friday 13 October	9am
Monday 30 October	4.30pm
Friday 10 November	9am
Friday 24 November	9am
Friday 8 December	9am

Ali Jones/Emma Norrish

Carried

14. 2017 Community Board Chairpersons and Deputy Chairpersons Workshop

Staff Recommendations

That the Papanui-Innes Community Board:

1. Approves the attendance of either Ali Jones or Emma Norrish, or both, at the Community Board Executive Committee workshop for Chairpersons and their Deputies to be held in Christchurch on 25 February 2017.
2. Notes that the cost of \$100 per attendee will be met from the Board's operational funds.

Community Board Resolved PICB/2017/00062

Part C

That the Papanui-Innes Community Board:

1. Approves the attendance of Emma Norrish at the Community Board Executive Committee workshop for Chairpersons and their Deputies to be held in Christchurch on 25 February 2017.
2. Notes that the cost of \$100 will be met from the Board's operational funds.

Mike Davidson/Jo Byrne

Carried

15. Papanui-Innes Community Board Area Report

Community Board Resolved PICB/2017/00063

Part B

The Papanui-Innes Community Board resolved to receive the report.

Jo Byrne/Emma Norrish

Carried

15.1 Prayer or Waiata to Open Meeting

Community Board Resolved PICB/2017/00064

The Papanui-Innes Community Board resolved to open each Board meeting with an appropriate prayer or Waiata in Te Reo Maori.

Jo Byrne/Emma Norrish

Carried

15.2 National Community Board Conference 2017

All Board members indicated that they would like to attend the Conference which will take place from 12-13 May 2017 in Methven. Staff will bring a funding report back to the Board for its consideration.

15.3 National Community Board Best Practice Awards 2017

The Board suggested the following projects be considered for submission to the Best Practice Awards:

- St Albans Community Centre Rebuild Community engagement
- Cycleway engagement
- Edible Garden Awards
- Sheldon Park

15.4 Youth

Good network channels are already in place between youth organisations and the Board. However the Board considered that further engagement with youth would be desirable during the Community Plan consultations.

15.5 Rutland Street Road Works

Difficulties with access to the Rutland Street shops were noted. Staff agreed to investigate the public engagement undertaken for this project.

15.6 St Albans Park

Remedial work is planned for the buildings and the grass area of St Albans Park. The use of the buildings is to be assessed with the priorities as suggested by the Board being shade, storage and toilets.

It was noted that the petanque court is no longer used and could be redeveloped.

Community Board Resolved PICB/2017/00064

The Papanui-Innes Community Board agreed that staff investigate the possibility of extending the skateboard park in St Albans Park to take in the current gravel area and to provide a memo to the Board at its 31 March 2017 meeting.

Member Byrne/Member Davidson

Carried

16. Elected Member Information Exchange

Part B

The following information was exchanged:

- 16.1 Complaints have been received about the condition of grassed road berms after the completion of undergrounding work by Enable and these are being investigated.

17. Questions Under Standing Orders

Part B

There were no questions under Standing Orders at this meeting.

Meeting concluded at 10.52am.

CONFIRMED THIS 24th DAY OF FEBRUARY 2017

ALI JONES
CHAIRPERSON

6. Staff Briefings

Reference: 17/152230

Contact: Judith Pascoe Judith.pascoe@ccc.govt.nz 941 5414

1. Purpose of Report

The Board will be briefed on the following:

Subject	Presenter(s)	Unit/Organisation
Update on Styx River and Ka Putahi Creek projects	Antony Shadbolt	Landscape Architect, Parks Unit

2. Staff Recommendations

[That the Papanui-Innes Community Board notes the information supplied during the Staff Briefings.](#)

Attachments

There are no attachments to this report.

7. Courtenay Street, Westminster Street, Roosevelt Avenue Intersection Changes

Reference: 16/1214417

Contact: Penny Gray

penny.gray@ccc.govt.nz

941 8999

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Papanui-Innes Community Board to approve the intersection and line marking at the Courtenay Street, Westminster Street and Roosevelt Avenue intersection in accordance with Attachment A.

Origin of Report

- 1.2 This report is staff generated in response to the intersection being built by SCIRT and the final line marking being installed on the road.
- 1.3 Therefore this retrospective report is needed to formalise the intersection traffic and parking controls.

2. Significance

- 2.1 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 2.1.1 The level of significance was determined by assessment of the magnitude of the problem and the number of properties affected by the preferred option.
- 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Papanui-Innes Community Board:

1. Approve the scheme design for the Westminster Street / Courtenay Street / Roosevelt Avenue intersection, in accordance with Attachment A;
2. For the purposes of the following resolutions: (1) An intersection of roadways is defined by the position of kerbs on each intersecting roadway; and (2) If the resolution states "*Note 1 Applies*", any distance specified in the resolution relates to the old kerb line location referenced as exists on the road immediately prior to the physical works; and (3) If the resolution states "*Note 2 Applies*", any distance specified in the resolution relates the new kerb line location on the road.
3. Revokes all traffic controls on Westminster Street from a point 62 metres south-west of its intersection with Cranford Street and extending in a south-westerly direction to its intersection with Courtenay Street. Note 1 applies;
4. Revokes all traffic controls on Westminster Street from its intersection with Courtenay Street and extending in a westerly direction for a distance of 50 metres. Note 1 applies;
5. Revokes all traffic controls on Courtenay Street from its intersection with Westminster Street and extending in a south-west direction for a distance of 15 metres. Note 1 applies;

6. Revokes all traffic controls on Roosevelt Avenue from its intersection with Westminster Street and extending in a northerly direction for a distance of 20 metres. Note 1 applies;
7. Revokes all parking and stopping restrictions on the south-east side of Westminster Street commencing at its intersection with Cranford Street and extending in a south-west direction to its intersection with Courtenay Street;
8. Revokes all parking and stopping restrictions on the south side of Westminster Street commencing at its intersection with Courtenay Street and extending in a westerly direction for a distance of 50 metres. Note 1 applies;
9. Revokes all parking and stopping restrictions on the north-west side of Westminster Street commencing at its intersection with Cranford Street and extending in a south-westerly direction to its intersection with Roosevelt Avenue. Note 1 applies;
10. Revokes all parking and stopping restrictions on the north side of Westminster Street commencing at its intersection with Roosevelt Avenue and extending in a westerly direction for a distance of 50 metres. Note 1 applies;
11. Revokes all parking and stopping restrictions on both sides of Roosevelt Avenue commencing at its intersection with Westminster Street and extending in a northerly direction for a distance of 25 metres. Note 1 applies;
12. Revokes all parking and stopping restrictions on both sides of Courtenay Street commencing at its intersection with Westminster Street and extending in a south-westerly direction for a distance of 15 metres. Note 1 applies;
13. Approve the line marking changes, kerb alignment changes and traffic islands on Westminster Street from its intersection with Cranford Street and extending in a south-westerly and then westerly direction for a distance of 200 metres. Note 2 applies;
14. Approve that a stop control be placed against Courtenay Street approach at its intersection with Westminster Street;
15. Approve that a stop control be placed against Roosevelt Avenue approach at its intersection with Westminster Street;
16. Approve that the stopping of vehicles be prohibited at any time on the south-east side of Westminster Street commencing at its intersection with Cranford Street and extending in a south-westerly direction for a distance of 16 metres. Note 2 applies;
17. Approve that the stopping of vehicles be prohibited at any time on the south-east side of Westminster Street commencing at a point 62 metres south-west of its intersection with Cranford Street and extending in a south-westerly direction for a distance of 24.5 metres. Note 2 applies;
18. Approve that the parking of vehicles be restricted to a maximum period of three minutes on the south-east side of Westminster Street commencing at a point 86.5 metres south-west of its intersection with Cranford Street and extending in a south-westerly direction for a distance of 24.5 metres. This restriction is to apply between the hours of 8.15am to 9.15am and 2.30pm to 3.30pm on school days only. Note 2 applies;
19. Approve that the stopping of vehicles be prohibited at any time on the south side of Westminster Street commencing at a point 111 metres south-west of its intersection with Cranford Street and extending in a westerly direction to its intersection with Courtenay Street. Note 2 applies;
20. Approve that the stopping of vehicles be prohibited at any time on the south-east side of Courtenay Street commencing at its intersection with Westminster Street and extending in a south-westerly direction for a distance of 15 metres. Note 2 applies;

21. Approve that the stopping of vehicles be prohibited at any time on the north-west side of Courtenay Street commencing at its intersection with Westminster Street and extending in a south-westerly direction for a distance of 13.5 metres. Note 2 applies;
22. Approve that the stopping of vehicles be prohibited at any time on the southern side of Westminster Street commencing at its intersection with Courtenay Street and extending in a westerly direction for a distance of 50 metres. Note 2 applies;
23. Approve that the stopping of vehicles be prohibited at any time on the northern side of Westminster Street commencing at its intersection with Roosevelt Avenue and extending in a westerly direction for a distance of 28 metres. Note 2 applies;
24. Approve that the stopping of vehicles be prohibited at any time on the western side of Roosevelt Avenue commencing at its intersection with Westminster Street and extending in a northerly direction for a distance of 12 metres. Note 2 applies;
25. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Roosevelt Avenue commencing at its intersection with Westminster Street and extending in a northerly direction for a distance of 31 metres. Note 2 applies;
26. Approve that the stopping of vehicles be prohibited at any time on the northern side of Westminster Street commencing at its intersection with Roosevelt Avenue and extending in a easterly and then north-easterly direction for a distance of 89 metres. Note 2 applies;
27. Approve that the stopping of vehicles be prohibited at any time on the north-west side of Westminster Street commencing at a point 130 metres east and then north-east of its intersection with Roosevelt Avenue and extending to its intersection with Cranford Street. Note 2 applies.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
 - 4.1.1 Activity: Road Operations
 - Level of Service: 10.0.6 Improve Road Safety: Reduce the number of reported crashes on the network
- 4.2 The following feasible options have been considered:
 - Option 1 – Approve Intersection changes (preferred option)
 - Option 2 – Do not approve the civil works for this intersection change.
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Improves the pedestrian environment through narrow roads and specific crossing points;
 - Provides traffic calming through the use of raised features and narrowing;
 - Provides an enhanced streetscape; wider footpaths and paved areas;
 - Addresses the dilapidated pavement, footpath and kerb and channel;
 - 4.3.2 The disadvantages of this option include:
 - Removal of car parking;
 - Change of priority to Westminster Street which is a lower hierarchy road than Courtenay Street in the CCC roading hierarchy.

5. Context/Background

Site

- 5.1 As part of the earthquake road repair works the intersection of Courtenay Street, Westminster Street and Roosevelt Avenue was redesigned from a roundabout to a staggered T-intersection. This design also included a speed hump, a raised intersection platform and a pedestrian refuge island. These works were approved through consultation with the community board.
- 5.2 Previous to the earthquakes, in October 2008, a board report was approved by the community board for the traffic and parking restrictions for this staggered T-intersection and also additional works that Council were proposing along Courtenay Street. These additional works on Courtenay Street have not been built and there have been subtle changes to the staggered T-intersection.
- 5.3 The intersection design narrows the carriageway width which will reduce the crossing distance for pedestrians, thus improving pedestrian crossing safety. The inclusion of the parking bay on Westminster Street and lengthening the no stopping lines will improve visibility for people crossing Westminster Street adjacent to the St Albans School entrance. The installation of a pedestrian refuge, just west of Roosevelt Avenue intersection, will also improve pedestrian safety in this location.
- 5.4 Narrowing the street encourages lower vehicle speeds and is enforced by the speed hump and raised platform.
- 5.5 This report is therefore, for the approval of the traffic controls and parking restrictions that have been installed at the intersection of Courtenay Street, Westminster Street and Roosevelt Avenue.

6. Option 1 – Approve intersection changes (preferred)

Option Description

- 6.1 Approve the intersection changes, as constructed on site, and in accordance with Attachment A.
- 6.2 The key features of the intersection changes include:
 - Priority change from a roundabout to a staggered T-intersection, which gives Westminster Street priority over Courtenay Street and Roosevelt Avenue;
 - Improved pedestrian environment through the narrow eight metre wide carriageway, a pedestrian refuge island west of Courtenay Street, extended no stopping restrictions and street calming features;
 - Dedicated P3 drop off/pick up school parking bay on Westminster Street for St Albans School;
 - Vertical traffic calming features to encourage slow traffic including a speed hump east of Courtenay Street and a raised platform at the Courtenay/Westminster Street intersection;
 - Widened footpaths especially around the St Albans School entrance and Courtenay Street intersection;
 - Replacement of covered deep dish kerb and channel to standard full height kerb and channel;
- 6.3 The intersection changes seek to improve pedestrian facilities in the area. St Albans school has seen an increase in their school roll and the existing intersection layout was not pedestrian friendly. A P3 parking bay has also been provided to assist parents picking up and dropping off their children.

- 6.4 The changes tried to minimise the parking loss for residents, however there is still some loss. All residents in this area have off street car parking.

Significance

- 6.5 The level of significance of this option is low and is consistent with section 2 of this report.
- 6.6 Engagement requirements for this level of significance are consistent with this level.

Impact on Mana Whenua

- 6.7 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.8 The scheme was discussed with the Shirley/Papanui community board, local residents groups and St Albans School, but no official consultation was undertaken for this specific scheme. Consultation was undertaken back in 2008 for the change in intersection and other works proposed then.

Alignment with Council Plans and Policies

- 6.9 This option is consistent with Council's Plans and Policies

Financial Implications

- 6.10 Cost of Implementation - \$0 (works were undertaken by SCIRT as earthquake repairs)
- 6.11 Maintenance / Ongoing Costs – covered under the area maintenance contract and effect will be minimal to the overall asset.
- 6.12 Funding source – not applicable

Legal Implications

- 6.13 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 6.14 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 the resolution of stopping restrictions and traffic control devices.
- 6.15 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.16 None identified

Implementation

- 6.17 Implementation dependencies - community board approval
- 6.18 Implementation timeframe – n/a

Option Summary - Advantages and Disadvantages

- 6.19 The advantages of this option include:
- Improves the pedestrian environment through narrow roads and specific crossing points ;
 - Provides traffic calming through the use of raised features and narrowing;
 - Provides an enhanced streetscape; wider footpaths and paved areas;
 - Addresses the dilapidated pavement, footpath and kerb and channel;
- 6.20 The disadvantages of this option include:

- Removal of car parking;
- Change of priority to Westminster Street which is a lower hierarchy road than Courtenay Street in the CCC roading hierarchy.

7. Option 2 – Do Not approve intersection changes

Option Description

- 7.1 The civil works at this intersection will remain as is but the traffic controls and parking restrictions will not be approved.

Significance

- 7.2 The level of significance of this option is low and is consistent with section 2 of this report.
- 7.3 Engagement requirements for this level of significance are consistent with this option.

Impact on Mana Whenua

- 7.4 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.5 See section 6.8.

Alignment with Council Plans and Policies

- 7.6 This option is inconsistent with Council's Plans and Policies

Financial Implications

- 7.7 Cost of Implementation - \$0
- 7.8 Maintenance / Ongoing Costs – Not applicable
- 7.9 Funding source – Not applicable

Legal Implications

- 7.10 The traffic controls and parking restrictions are not enforceable at this intersection.

Risks and Mitigations

- 7.11 Not applicable



Implementation

- 7.12 Implementation dependencies - Not applicable
- 7.13 Implementation timeframe – Not applicable

Option Summary - Advantages and Disadvantages

- 7.14 The advantages of this option include:
- None
- 7.15 The disadvantages of this option include:
- It does not address the changes to the intersection, including the traffic controls, which have been constructed on site.

Attachments

No.	Title	Page
A  	Papanui-Innes Community Board - Courtenay/Westminster/Roosevelt Intersection Changes Plan	22

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

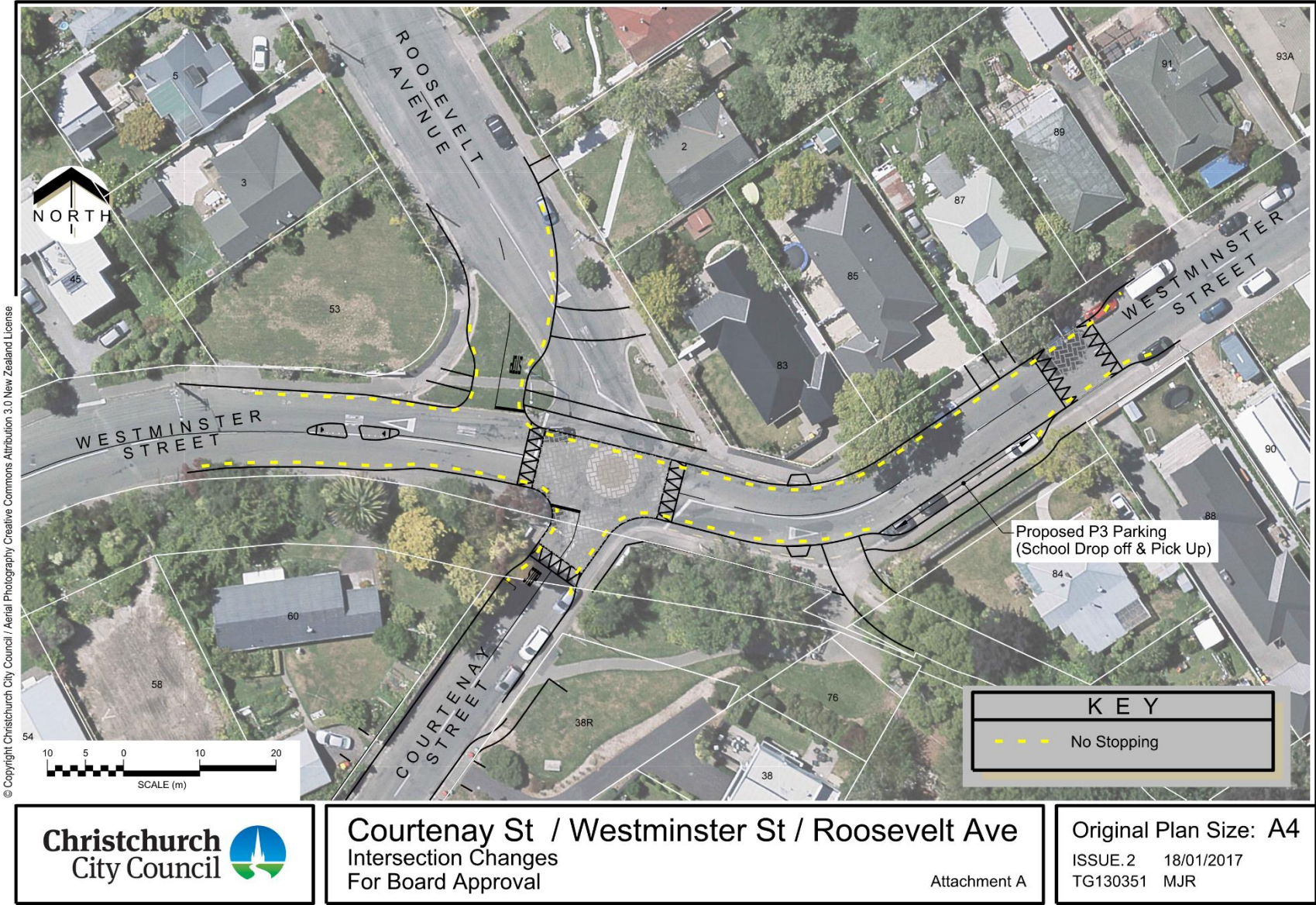
(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Penny Gray - Traffic Engineer
Approved By	Ryan Rolston - Manager Traffic Operations Aaron Haymes - Manager Operations (Transport)



8. Cranford Street Proposed Traffic Island

Reference: 17/79970

Contact: Penny Gray penny.gray@ccc.govt.nz 9418999

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Papanui-Innes Community Board to approve the installation of a traffic island on Cranford Street in accordance with Attachment A.

Origin of Report

- 1.2 This report is staff generated in response to the closure of Winters Road as part of the Christchurch Northern Corridor (CNC) works. The line marking changes have already been installed by CNC in advance of the closure of Winters Road. This report is just for the approval of the traffic island.

2. Significance

- 2.1 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by assessment of the magnitude of the problem and the number of properties affected by the preferred option.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendation

That the Papanui-Innes Community Board approve that a traffic island be installed on Cranford Street west of its intersection with Fraser Street in general accordance with Attachment A.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
 - 4.1.1 Activity: Road Operations
 - Level of Service: 10.0.6 Improve Road Safety: Reduce the number of reported crashes on the network
- 4.2 The following feasible options have been considered:
 - Option 1 – Approve traffic island (preferred option)
 - Option 2 – Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Reduces the risk of a crash by channelizing motorists;
 - Reduces risk of a crash by improving sightlines;
 - Reduces the risk of a crash by making driving patterns and right of way rules transparent;

4.3.2 The disadvantages of this option include:

- Limited physical works, motorists will need to obey line marking;
- Heavy flows of traffic using Cranford Street so delays will still occur on Fraser Street.

5. Context/Background

General

- 5.1 The Christchurch Northern Corridor (CNC) combines the NZTA's Northern Arterial motorway and two Christchurch City Council projects that link QEII Drive to Cranford Street and four lane Cranford Street to Innes Road. Construction of the CNC started in November 2016 and will be ramping up in early 2017. The project will take around four years to complete.
- 5.2 From Tuesday 7 February Winters Road will be closed to all traffic between house numbers 137 and 143. For motor vehicles this road closure is permanent. For pedestrians and cyclists the closure is temporary to allow the construction of the pedestrian/cycle subway.
- 5.3 Motor vehicle access from Winters Road to QEII Drive will be re-established in 2020 via the new QEII Drive off ramp on the western side of the new motorway.
- 5.4 Residents and businesses from 137 Winters Road to Fraser Street will need to enter and exit Winters Road from Cranford Street/Fraser Street intersection or enter from Main North Road. Pedestrians and cyclists can use the existing QEII Drive shared path to enter Winters Road via Grimseys Road.

Cranford/Fraser Street Intersection

- 5.5 The Cranford/Fraser Street intersection will see an increase in traffic due to these CNC works. Due to the road network in the area, motorists seeking to travel north and west will generally turn right out of Fraser Street.
- 5.6 The existing layout of the intersection has an urban seagull treatment. Seagull intersections usually work well where right-turning traffic from the minor road would be delayed for extended periods due to the small number of gaps on the major road. This intersection differs from the standard seagull treatment because Cranford Street expands to two lanes at this intersection. So right turners from Fraser Street effectively have their own lane to turn into.
- 5.7 The existing layout relies on motorists staying in their lanes until they are past the intersection and then manoeuvring into the lane they require. On site observations have shown that traffic northbound on Cranford Street merges into the right turning lane at the intersection which causes a conflict point.
- 5.8 The existing layout of Fraser Street is only one lane and there is no dedicated left turning lane from Cranford Street into Fraser Street.
- 5.9 The proposed layout aims to optimise the intersections performance, through minor alterations, to attempt to allow for the increase in traffic. The clearer channelization aims to improve safety by separating traffic flows, improving sight lines and making driving patterns and right of way rules transparent.
- 5.10 The proposed changes at the intersection do not change the fundamental way motorists are using the intersection at present. There are no changes to access for private properties and no additional parking restrictions. The changes are solely aimed to increasing safety at the intersection through lane delineation.
- 5.11 The key features of the intersection changes include:
 - Providing a narrow 1 metre wide median for approximately 80 metres for right turning traffic exiting Fraser Street;

- Installing flexi posts inside this median to reinforce the lane separation;
- Installing a traffic island on Cranford Street west of Fraser Street to channel the right turners onto the correct side of the road and physically separate them from the opposing traffic;
- Installing a left turning lane from Cranford Street into Fraser Street to separate the left turning traffic from the through traffic and increase visibility for traffic turning out of Fraser Street;
- Installing two lanes on Fraser Street, one for right turners and one for left turners.

5.12 There is existing no stopping around this intersection which the Shirley/Papanui community board approved last year. This no stopping may need to be extended on Fraser Street to allow for the queue of traffic. Staff will monitor the queues once the changes are installed.

5.13 Staff will also monitor the existing right turning bay on Cranford Street. This bay is approximately 41 metres long which would hold five to six cars before the cars would start to queue back into the through traffic on Cranford Street.

6. Option 1 – Approve traffic island (preferred)

Option Description

6.1 Approve traffic island as shown on Attachment A. There is no change to access for private properties and no additional parking restrictions.

Significance

6.2 The level of significance of this option is low and is consistent with section 2 of this report.

6.3 Engagement requirements for this level of significance are consistent with this level.

Impact on Mana Whenua

6.4 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

6.5 There has been no direct consultation to residents of this change. CNC issued a Work Notice to residents in the Winters Road area about the approaching closure of Winters Road. A number of residents responded back to this consultation about changes to Fraser Street, including creating two exit lanes on Fraser Street.

6.6 CNC will issue a further notice on Tuesday 31 January informing residents in the Winters Road area and within a 100 metre radius of the Fraser Street/Cranford Street intersection of the line marking changes.

6.7 There is no change to access for private properties and no additional parking restrictions.

Alignment with Council Plans and Policies

6.8 This option is consistent with Council's Plans and Policies

Financial Implications

6.9 Cost of Implementation - \$0 (covered under the CNC contract)

6.10 Maintenance / Ongoing Costs – covered under the area maintenance contract and effect will be minimal to the overall asset.

6.11 Funding source – CNC contract

Legal Implications

- 6.12 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 6.13 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 the resolution of stopping restrictions and traffic control devices.
- 6.14 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.15 None identified.

Implementation

- 6.16 Implementation dependencies - Community board approval
- 6.17 Implementation timeframe – as soon as approval is achieved

Option Summary - Advantages and Disadvantages

- 6.18 The advantages of this option include:
- Reduces the risk of a crash by channelizing motorists;
 - Reduces risk of a crash by improving sightlines;
 - Reduces the risk of a crash by making driving patterns and right of way rules transparent;
- 6.19 The disadvantages of this option include:
- Limited physical works, motorists will need to obey line marking;
 - Heavy flows of traffic using Cranford Street so delays will still occur on Fraser Street.

7. Option 2 – Do Nothing

Option Description

- 7.1 Cranford/Fraser Street intersection will remain as is (with additional line marking changes).

Significance

- 7.2 The level of significance of this option is low and is consistent with section 2 of this report.
- 7.3 Engagement requirements for this level of significance are consistent with this level.

Impact on Mana Whenua

- 7.4 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.5 See section 6.5-6.7.

Alignment with Council Plans and Policies

- 7.6 This option is consistent with Council's Plans and Policies

Financial Implications

- 7.7 Cost of Implementation – not applicable
- 7.8 Maintenance / Ongoing Costs – Not applicable
- 7.9 Funding source – Not applicable

Legal Implications

7.10 Not applicable

Risks and Mitigations

7.11 Not applicable

Implementation

7.12 Implementation dependencies - Not applicable

7.13 Implementation timeframe – Not applicable

Option Summary - Advantages and Disadvantages


7.14 The advantages of this option include:

- None.

7.15 The disadvantages of this option include:

- Does not channelize traffic through the intersection as effectively and intuitively as Option 1;

Attachments

No.	Title	Page
A 	Papanui-Innes Community Board - Fraser Street and Cranford Street Proposed Changes Plan	28

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

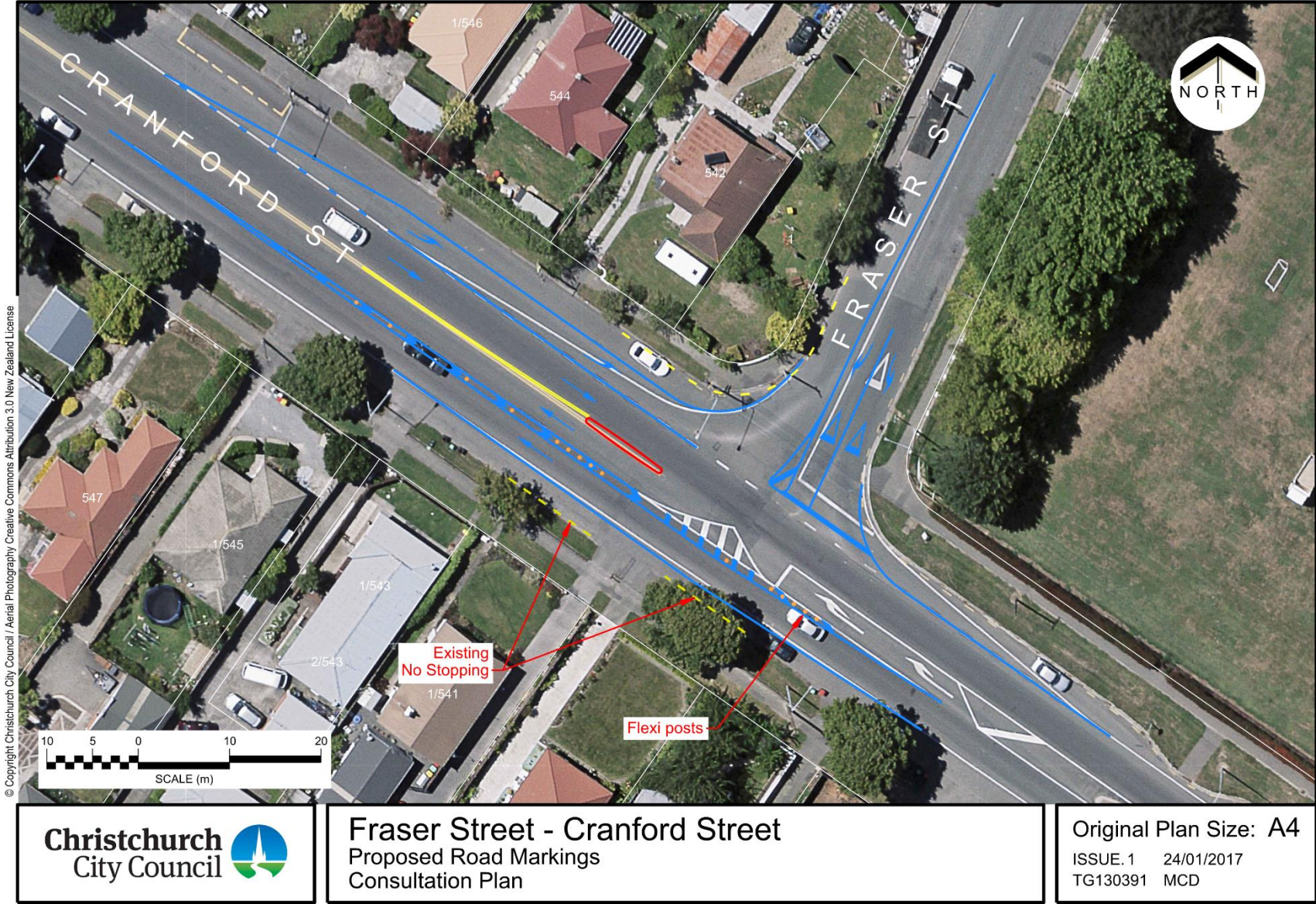
(a) This report contains:

- sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Penny Gray - Traffic Engineer
Approved By	Ryan Rolston - Manager Traffic Operations Aaron Haymes - Manager Operations (Transport)



9. Papanui-Innes Community Board Area Report

Reference: 17/144268

Contact: Jenny Hughey Jenny.hughey@ccc.govt.nz 941 5412

1. Purpose of Report

The purpose of this report is to resource the Community Board to promote a pro-active partnership approach to decision-making between the Council and Community Boards working together to achieve the best outcomes for the city with decisions being made with a good understanding of community views.

2. Staff Recommendations

[That the Papanui-Innes Community Board:](#)

1. [Receive the Area Update.](#)

3. Community Board Activities and Forward Planning

3.1 Community Board Plan update against outcomes

3.1.1 The Community Board Plan will be updated at a March Community Board meeting.

3.2 Memos/Information reporting back on Community Board matters

3.2.1 Information

Information sent recently to the Board included:

- Consultation on the changes to the traffic network around the Avon River Precinct and East Frame
- Papanui Parallel Cycleway – Traffic light foundation works
- Papanui Parallel Cycleway – Rutland Street to Papanui Parallel February update
- Marshland Road – Consultation on proposed no stopping restrictions
- SCIRT Update February 2017

3.2.2 Norm Withers Family Park

A proof of the proposed sign has been received and is being considered by the Board.

3.2.3 Papanui Domain Landscape Improvements and Playground Renewal

The Board has received information on the intention to start this development in the 2017 year.

3.2.4 Condition of Road Berms

The Board has received complaints about the condition of road berms after undergrounding work by Enable. Staff have investigated and provided the following information:

- This project has not been handed back to Christchurch City Council.
- The Enable contract states that road berms will be reinstated to their original condition including the sowing of grass.

- This reinstatement work has not yet started and will be done in the autumn when conditions are more conducive to grass germination.

3.2.5 Rutland Street Road Works

Staff have contacted Fulton Hogan to discuss the compromised access to the Rutland Street businesses due to road works in the area. Fulton Hogan is liaising with business owners regularly regarding the effects of the road works.

3.2.6 Palm Drive Palm Planter

This matter came to the Community Board in 2016. Initial scoping for this rebuild project has been completed and projected costs are under consideration.

3.2.7 Stronger Christchurch Infrastructure Rebuild Team (SCIRT) to finish March 2017

In November 2016 it was announced that with only five per cent of its \$2.2 billion horizontal infrastructure repair programme to go, Stronger Christchurch Infrastructure Rebuild Team (SCIRT) and Christchurch City Council were working closely to ensure a smooth transition to the Council.

Spending on the SCIRT programme of work had passed the \$2 billion mark with 95 per cent of the repair of the city's underground pipes and roads physically completed. Repairing underground pipes had been the focus of SCIRT's work with about 80 per cent, or \$1.6 billion, spent on water and waste infrastructure. Fixing the city's sewerage system had been the biggest part of the job. Work to fix Christchurch's bumpy roads will continue after the SCIRT programme finishes.

SCIRT was set up by the Government, Christchurch City Council and five key contractors to make the city's earthquake-damaged infrastructure safe and functional. SCIRT's programme is funded by the Government and the Council.

When SCIRT work finishes in March 2017, the Council, with funding support from the NZ Transport Agency, will carry out the remaining road work as part of its ongoing programme.

3.2.8 Belfast Cemetery

Work to upgrade the cemetery including extending roads and cemetery beams and waste water infrastructure is currently out to tender closing in early March.

3.2.9 Lions Building

Negotiations are underway between the Community Board and Lions International regarding the future location of the Lions building, currently being used as the St Albans Transitional Community Centre, once the rebuild of the Community Centre commences. Two locations are under consideration, 10 Shirley Road (site of the demolished Shirley Community Centre) and MacFarlane Park for the use of that community.

3.3 The Provision of Strategic, Technical and Procedural advice to the Community Board

3.3.1 The St Albans Community Centre Working Party and Board members will be meeting as detailed below under 6.6.1.

3.4 Board Area Consultations/Engagement

3.4.1 There are currently no consultations in the Papanui-Innes Ward out for public submission.

3.5 Submission Opportunities

None at this time.

3.6 **Annual Plan and Long Term Plan Matters**

The engagement on the Annual Plan will take place in late March and early April. Workshop dates and times are currently in the planning stage. Following discussions with the Board dates will be finalised before the 10 March meeting.

3.7 **Development of Civil Defence Emergency Plans**

A Civil Defence state of emergency was declared in Christchurch and Selwyn on the 15 February in respect to the Port Hills fires. The declaration followed the evacuation of 200-300 residents as the fire shifted closer to residential properties on the 15 of February. The Mayor stated that the fire required the District of Selwyn and the City to work together to manage the situation. Public meetings will be held to continue to update residents who are out of their homes due to fire safety reasons.

3.8 **Requests for Information from Board Meeting on Newsline**

Members are invited to consider items for inclusion in Newsline the Council news service.

3.9 **Significant Board Matters of Interest to raise at Council**

Board members are requested to highlight significant matters from the meeting to be raised by the Chair at the next Council Meeting (Community Board reports) on Thursday 9 March.

4. Key Local Projects (KLPs) and Strengthening Communities Funded Projects

4.1 **Belfast Community Network**

Status: The Belfast Community Network (BCN) had a number of staff changes in the last six months of 2016. The sports co-ordinator position which worked alongside Belfast, Redwood and Northcote School ceased at the end of 2016. This was a collaborative decision made by the network. The Oscar Programme has lower registrations than normal at this stage but numbers generally fluctuate throughout the year. The older adults programme is going well with the Thursday Lunch programme being run by the older adults and with BCN staff supporting the programme. The SMART TEC programme has over 20 older adults attending every fortnight to learn more about how to operate their devices. Further the BCN has taken over the Veggie Co-op from the Salvation Army which will make it more accessible for local whanau doing the school pick up.

Action: Staff continue to network regularly with the BCN.

Timeline: The projects continue throughout the year.

4.2 **Te Ora Hou**

Status: Te Ora Hou (TOH) ran a successful holiday programme at the end of the school holidays. The programme, had over 30 youth attend low budget activities. The ages of the youth involved was from 10 – 15 years and they came from the Papanui/Northcote area. Te Ora Hou started 2016 by taking 150 team members and youth to Waitangi for the Waitangi three day event. In 2016 be Te Ora Hou will undergo changes in relation to the site. Further TOH are in the early stages of developing a social enterprise around web design. Staff currently working alongside to connect TOH with a business mentor to support this start up.

Action: Staff will continue to keep the board updated. Advice will be provided around social enterprise. A visit by the Board to TOH will be arranged.

Timeline: Support and liaison will be provided throughout 2017 with a visit to the Centre to be arranged in liaison with the Community Board members.

4.3 Northcote Project

Status: Northcote work is progressing through collaboration with the surrounding community agencies. This approach will identify needs within the Northcote community and offer assistance where possible. The community worker has produced a research paper on the Northcote community to inform the project.

Action: Staff will continue to support the community worker in their work at Northcote through the development of the network meetings and partnerships with Council units. The community research will be used to inform discussions around new project plans. Staff will continue to inform the Board of project developments.

Timeline: Staff will continue to support the project development throughout the year.

4.4 Papanui Youth Development

Status: Papanui Youth Development (PYD) continues to work alongside Allenvale School, Physically disabled and able bodied association (PHAB), The Cube, and Casebrook intermediate on a weekly basis through their youth facility in Papanui. PYD ran a successful holiday programme at the end of the school holidays.

Action: PYD will lead Whakaoho Community Day on 26 March 2017 in Papanui (venue to be advised). PYD are also in the early stages of taking the lead in the establishment of a working party around the installation of a disability playground in St James Park. Council staff are working with PYD around supporting this project where possible.

Timeline: Support and networking will continue throughout the year.

4.5 Northgate Community Trust

Status: Northgate Community Trust operates a Friday health clinic. The issues of mens' mental illness are being investigated and a programme plan developed. Further the Northgate staff have completed a social enterprise course.

Action: A business is in the development stages that will look to utilise the kitchen facility. Staff are providing support.

Timeline: This is a full year programme.

5. Significant Community Issues

5.1 Styx River Catchment Area Community Conversation

Status: The community conversation with the local community has generated a series of questions around river catchment issues such as unseasonal flooding, unusual drainage, excessive weed growth, silt build-up, drainage at the river mouth, run-off from new developments and tilting post-earthquake. These have been answered by the staff where possible and will be placed on the Council's web pages. There is a community desire to continue this work with a view to further practical outcomes. Increased weed removal in the river has taken place several times following issues raised by the community. Discussions have commenced around establishing an ongoing community reference group to provide a vehicle for the community to continue an open dialogue with the Council.

Action: Staff will progress discussions with the community and the Community Board to establish a community reference group.

Time line: A memorandum will come to the Community Board in April on this matter.

6. Major Community and/or Infrastructure Projects

6.1 Community Facilities

- 6.1.1 The St Albans Community Centre Working Party and Board members are to meet next week to finalise the exterior appearance of the proposed St Albans Community Centre prior to the application for Resource Consent being submitted.

6.2 Partnerships with the Community and Organisations

- 6.2.1 The Northwest Cluster met early in February. Access to and availability of funding was a major point of discussion for these partners within the local community.
- 6.2.2 The Shirley Interagency Meeting was held at North Avon Baptist on 17 February and the notes will be circulated to the interagency membership.
- 6.2.3 The Papanui Interagency meeting was held at the Papanui Board Room on 21 February and the notes will be circulated to the interagency membership.

6.3 Infrastructure Projects Underway

- 6.3.1 Northern Access Bus Lane construction is nearing completion and is projected to be open at the end of March.
- 6.3.2 Papanui Parallel Cycleways
- 6.3.3 Northern Arterial Motorway
- 6.3.4 St Albans Community Centre Rebuild

6.4 Events Report Back

The Global Football Festival 2017 was held on Friday 10th to Sunday 12th February. The event is organised in partnership between Christchurch City Council, Christchurch Football Centre and the NZ Police, supported generously by Mainland Football and Plains FM.

Using the global language of football the event aims to bring together communities from different backgrounds to unite in their passion for the game, share their culture and create a sense of belonging to Christchurch and New Zealand. The Festival was hosted by the Christchurch Football Centre. Sixteen teams competed in the senior tournament representing countries from around the world, bringing together and celebrating Christchurch's diverse culture.

This year saw the introduction of an inaugural female section. A juniors' festival was held from 1-4pm on the Saturday with over 50 children from different ethnic backgrounds coming together to play a series of mini games.



Corea (Korea) vs Solomon Islands

7. Parks, Sports and Recreation Update (bi-monthly)

This report will be provided in March.

8. Community Board Funding Budget Overview and Clarification

- 8.1 The Discretionary Response Fund (DRF) and the Positive Youth Development Fund (PYDF) are open for applications. Applications forms can be accessed through the council website
- 8.2 The current Community Board budget information for the Discretionary Response Fund and the Positive Youth Development Fund will be tabled at the meeting.

Attachments

There are no attachments to this report.

Signatories

Authors	Judith Pascoe - Community Board Advisor Helen Miles - Community Recreation Advisor Trevor Cattermole - Community Development Advisor Christine Lane - Community Development Advisor Sharon Munro - Community Support Officer
Approved By	Lester Wolfreys - Head of Community Support, Governance and Partnerships Jenny Hughey - Community Governance Manager, Papanui-Innes

Item 9

10. Elected Member Information Exchange

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.

11. Question Under Standing Orders

Any member of the local authority may at any meeting of the local authority at the appointed time, put a question to the Chairperson, or through the Chairperson of the local authority to the Chairperson of any standing or special committee, or to any officer of the local authority concerning any matter relevant to the role or functions of the local authority concerning any matter that does not appear on the agenda, nor arises from any committee report or recommendation submitted to that meeting.

Wherever applicable, such questions shall be in writing and handed to the Chairperson prior to the commencement of the meeting at which they are to be asked.