

## **Papanui-Innes Community Board AGENDA**

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### **Notice of Meeting:**

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

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

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### **Membership**

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

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6 March 2017

Jenny Hughey  
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If you require further information relating to any reports, please contact the person named on the report.

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

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## **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 and 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, 24 February 2017](#) be confirmed (refer page 5).

## **4. Deputations by Appointment**

### **4.1 Grampian Street – Andrea Gwynne**

Andrea Gwynne will speak to the Board regarding the proposed changes to Grampian Street and extension of yellow lines.

## **5. Presentation of Petitions**

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

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## Papanui-Innes Community Board OPEN MINUTES

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

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**Present**

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

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24 February 2017

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- 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**

**Community Board Resolved PICB/2017/00068**

That the apology from John Stringer be accepted.

Chairperson Jones/Member Byrne

Carried

## **2. Declarations of Interest**

**Part B**

There were no declarations of interest recorded.

## **3. Confirmation of Previous Minutes**

**Part C**

**Community Board Resolved PICB/2017/00069**

**Community Board Decision**

That the minutes of the Papanui-Innes Community Board meeting held on Friday, 10 February 2017 be confirmed subject to the amendment of the word “prayer” to “welcome” in Item 15.1.

Deputy Chairperson Norrish/Member Byrne

Carried

## **4. Deputations by Appointment**

**Part B**

- 4.1** Gary Watts, Project Manager, spoke to the Board on behalf of SigJaws Trust regarding maintenance issues and disability access in Northcote.

**Part B**

The Papanui-Innes Community Board Chairperson thanked Mr Watts for his deputation.

## **5. Presentation of Petitions**

**Part B**

There was no presentation of petitions.

## 6. Staff Briefings

### Styx River and Ka Putahi Stream Update

Antony Shadbolt, Landscape Architect/Ecologist, Parks Unit updated the Board on the Styx River and Ka Putahi Stream Reserves landscaping carried out to date and future plans for these areas.

The Board expressed a desire to visit the reserves and asked staff to arrange this.

The Board also expressed a desire to promote community achievements and events and be invited to attend.

### Community Board Decisions under Delegation

#### Part B

The Papanui-Innes Community Board noted the information supplied during the Staff Briefing.

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

**Community Board Resolved PICB/2017/00070 (original Staff Recommendation accepted without change)**

#### Part C

The Papanui-Innes Community Board resolved to:

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 to the new kerb line location on the road.
3. Revoke 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. Revoke 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. Revoke 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. Revoke 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. Revoke 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. Revoke 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. Revoke 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. Revoke 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. Revoke 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. Revoke 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.

Deputy Chairperson Norrish/Member Byrne

Carried

**Community Board Resolved PICB/2017/00071**

### Part C

The Papanui-Innes Community Board requested that staff provide a memorandum to the 21 April 2017 Board meeting identifying any pedestrian safety issues being experienced on Courtenay, Roosevelt and Westminster Streets. This should include current traffic flows at the Courtenay, Roosevelt and Westminster roads intersection, and liaison with the local school and residents' association regarding these issues.

Deputy Chairperson Norrish/Chairperson Jones

Carried

## 8. Cranford Street Proposed Traffic Island

**Community Board Resolved PICB/2017/00072 (original Staff Recommendation accepted without change)**

### Part C

The Papanui-Innes Community Board resolved to approve that a traffic island be installed on Cranford Street west of its intersection with Fraser Street in general accordance with Attachment A as set out in the Agenda.

Member Cotter/Member Byrne

Carried

## 9. Papanui-Innes Community Board Area Report

### Community Board Decisions under Delegation

#### Part B

The Papanui-Innes Community Board received the Area Update.

#### 9.1 Palm Drive Palm Planter

The Board requested that further information on the costs of reinstatement of the Palm Planter located at the corner of Palm Drive and Laguna Gardens be provided before work is undertaken.

#### 9.2 Lions International Building

Discussions have been held between Lions International and the Board over the future location of the Lions Building.

#### 9.3 School Speed Zones

A seminar will be arranged for the Board to be provided with information on the funding of School Speed Zones and how these projects are prioritised.

## 10. Elected Member Information Exchange

#### Part B

There was no information exchanged at this meeting.

## 11. Questions Under Standing Orders

#### Part B

There were no questions under Standing Orders at this meeting.

Meeting concluded at 11:08am.

CONFIRMED THIS 10<sup>th</sup> DAY OF MARCH 2017.

ALI JONES  
CHAIRPERSON

## 6. Marshland Road Proposed No Stopping Restriction

Reference: 17/152664

Contact: Penny Gray

Enter email address

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 'No Stopping' restriction on Marshland Road in accordance with Attachment A.

#### Origin of Report

- 1.2 This report is staff generated in response to requests from two residents in the area.

### 2. Significance

- 2.1 The decision in this report are 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. Revoke all parking and stopping restrictions on the west side of Marshland Road commencing at a point 114 metres south of its intersection with Voss Street and extending in a southerly direction for a distance of 119 metres;
2. Approve that the stopping of vehicles be prohibited at any time on the west side of Marshland Road commencing at a point 103 metres south of its intersection with Voss Street and extending in a southerly direction for a distance of 5 metres;
3. Approve that the stopping of vehicles be prohibited at any time on the west side of Marshland Road commencing at a point 114 metres south of its intersection with Voss Street and extending in a southerly direction for a distance of 119 metres.

### 4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
  - 4.1.1 Activity: Parking
    - Level of Service: 10.3.8 Optimise Operational Performance
- 4.2 The following feasible options have been considered:
  - Option 1 – Install No Stopping Restrictions (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 allowing vehicles to enter driveways unobstructed so they do not need to turn slowly to go around a parked vehicle;
- Reduces the risk of a crash by extending the taper area for cyclists and motor vehicles making the transition smoother.

4.3.2 The disadvantages of this option include:

- Loss of two unrestricted parking spaces

## 5. Context/Background

### Information

- 5.1 There is an ongoing issue with vehicles parking within 1 metre of the driveways of 129 and 131 Marshland Road. The distance between driveways in this area is 12 and 13 metres respectively. This means that when two cars are parked between the driveways they often are within the one metre driveway set-back rule. The issue is compounded by the fact that the driveways at these properties are narrow (2.5 metres wide).
- 5.2 Parking enforcement has been called about the encroachments but often drivers are only stopped for a short period of time. Parking ticks were installed but have not deterred motorists at this location.

## 6. Option 1 – Install No Stopping Restriction (preferred)

### Option Description

- 6.1 Install 'No Stopping' restriction outside 129 and 131 Marshland Road as shown on Attachment A.

### 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 Residents at 129 and 131 Marshland Road are specifically affected by this option due to proposed parking removal from in front of their properties. Their views and the views of the adjoining properties and shops across the road were sought. A letter was mailed out on Thursday 26 January with residents asked to respond by Wednesday 15 February.
- 6.6 Two residents responded to the scheme. Both were in support of the scheme with one resident requesting a small change.
- 6.7 The consultation plan showed one car park being retained outside 131 Marshland Road and marked with existing parking ticks. The resident was concerned that the parking tick will not be adhered to and requested a short section of no stopping before the driveway. This change does not fundamentally change the objective of the proposal and has therefore been incorporated into the final scheme.

### 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 - \$120
- 6.10 Maintenance / Ongoing Costs – covered under the area maintenance contract and effect will be minimal to overall asset.
- 6.11 Funding source – Traffic Operations budget

### 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.
- 6.15 Marshland Road forms the boundary of the Innes and Burwood wards. Properties on the western side of Marshland Road are within the Innes ward. Where a road forms the boundary between wards the accepted practice is for the decision to lie with the Community Board representing the side of the road which the change is proposed, in this case being the Innes ward.

### Risks and Mitigations

- 6.16 None identified.

### Implementation

- 6.17 Implementation dependencies - community board approval
- 6.18 Implementation timeframe – approximately four weeks once the area contractor receives the request.

### Option Summary - Advantages and Disadvantages

- 6.19 The advantages of this option include:
- Reduces the risk of a crash by allowing vehicles to enter driveways unobstructed so they do not need to turn slowly to go around a parked vehicle;
  - Reduces the risk of a crash by extending the taper area for cyclists and motor vehicles making the transition smoother.
- 6.20 The disadvantages of this option include:
- Loss of two unrestricted car parking spaces.

## 7. Option 2 – Do Nothing

### Option Description

- 7.1 Marshland Road outside numbers 129-131 will remain as is.

### 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 sections 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:
- Has no impact on on-street parking.
- 7.15 The disadvantages of this option include:
- It does not address the issue for the property owners with vehicles obstructing their driveways.

## Attachments

No.	Title	Page
A <a href="#">↓</a>	Papanui-Innes Community Board - Marshland Road Proposed No Stopping Restrictions Plan	16

## 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

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







## 7. Grampian Street Speed Management Measures

Reference: 17/79717

Contact: Andy Cameron andy.cameron@ccc.govt.nz

03 941 5916

### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report is to advise the Papanui-Innes Community Board and the Fendalton-Waimairi-Harewood Community Board on the outcome of community consultation and to request they approve the following speed management measures:- installation of two wide Islands, also acting as pedestrian refuges; line marking that will alter carriageway alignment; and associated 'No Stopping' restrictions on Grampian Street. Please refer to **Attachment A**.

#### Origin of Report

- 1.2 This report is staff generated following community consultation. This project was initiated in response to complaints of speeding vehicles by residents of Grampian Street. The community board received a memo with the preferred scheme prior to consultation.

### 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 comparing factors relating to this decision against the criteria set out in Council's significance and Engagement Policy.
  - 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. Approves the line marking changes and two pedestrian refuge islands on Grampian Street, as shown on **Attachment A**;
2. Revokes all parking and stopping restrictions on the east side of Grampian Street commencing at its intersection with Veitches Road and extending in a northerly direction for a distance of 63 metres;
3. Revokes all parking and stopping restrictions on the east side of Grampian Street commencing at its intersection with Jocelyn Street and extending in a southerly direction for a distance of 46 metres;
4. Approve that the stopping of vehicles be prohibited at any time on the east side of Grampian Street commencing at its intersection with Veitches Road and extending in a northerly direction for a distance of 14 metres;
5. Approve that the stopping of vehicles be prohibited at any time on the east side of Grampian Street commencing at a point 25 metres north of its intersection with Veitches Road and extending in a northerly direction for a distance of 38 metres;

6. Approve that the stopping of vehicles be prohibited at any time on the east side of Grampian Street commencing at its intersection with Jocelyn Street and extending in a northerly direction for a distance of 51 metres;
7. Approve that the stopping of vehicles be prohibited at any time on the north side of Jocelyn Street commencing at its intersection with Grampian Street and extending in an easterly direction for a distance of 9.5 metres;
8. Approve that the stopping of vehicles be prohibited at any time on the south side of Jocelyn Street commencing at its intersection with Grampian Street and extending in an easterly direction for a distance of 16.5 metres;
9. Approve that the stopping of vehicles be prohibited at any time on the east side of Grampian Street commencing at its intersection with Jocelyn Street and extending in a southerly direction for a distance of 8 metres;
10. Approve that the parking of vehicles be restricted to 60 degree parking on the east side of Grampian Street commencing at a point 10 metres south of its intersection with Jocelyn Street and extending in a southerly direction for a distance of 36 metres;
11. Approve that the parking of vehicles be reserved for disabled persons displaying the appropriate permit on their vehicle in the angle parking on the east side of Grampian Street commencing at a point 40.5 metres south of its intersection with Jocelyn Street and extending in a southerly direction for a distance of 5.5 metres.

#### 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 – Install two wide pedestrian refuge islands (preferred option)
  - Option 2 – Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
  - 4.3.1 The advantages of this option include:
    - The two islands and associated changes in line marking create a narrowing of the existing lanes and horizontal deflections, creating a natural desire to drive slower.
    - The introduction of an edge line 3m from the centre line on the southbound carriageway will allow for an area for vehicles reversing out of the angled parking.
    - Improves safety for pedestrians crossing Grampian Street by providing a central refuge.
  - 4.3.2 The disadvantages of this option include:
    - Loss of 14 on street parking spaces

#### Community Feedback

- 4.4 Community Engagement on the Grampian Street Speed Management Measures was undertaken from 19 January 2017 to 8 February 2017.

- 4.5 A total of 125 leaflets were hand delivered to Jocelyn Street and Grampian Street between Veitches Road and Claridges Road. The leaflet was also sent to 55 key stakeholders and 13 absentee owners.
- 4.6 During the course of engagement, Council received feedback from three organisations including New Zealand Automobile Association, Christchurch District Health Board and Christchurch Disability Group. All three organisational responses were supportive. Five residents also supplied feedback of which one was a petition containing another seven signatories. All five resident responses were opposed to the proposal but acknowledged speeding vehicles was a problem.
- 4.7 All direct respondents have been communicated with by phone and/or email to discuss their individual project inquiries.

## 5. Context/Background

### Background

#### 5.1

- Grampian Street is classified as a collector road and has one bus route which runs along the north end between Cavendish Road and Claridges Road. The kerb to kerb width is 12.5m with a single centre line.
- Casebrook Intermediate School is located on Veitches Road near the intersection with Grampian Street, and a small shopping precinct is located on Grampian Street between Veitches Road and Jocelyn Street.
- A survey was carried out in 2015 showing 2200vpd and an 85<sup>th</sup> percentile speed of 57.2km/h.
- Residents have raised the issue of speeding vehicles on Grampian street.
- Reported crashes on Grampian Street were retrieved from the Crash Analysis System (CAS) for the five year period from 2011 to 2015. This showed a total of five crashes during this period. Two of those crashes caused minor injury, and the others were non-injury crashes.
- During a pedestrian survey the majority of crossings of Grampian Street occurred between Veitches Road and just north of Jocelyn Street.

### Proposal

- 5.2 It is proposed to construct two wide refuge islands with associated tapers and No Stopping restrictions to provide necessary sight lines, and to avoid people on bikes getting squeezed by drivers.
- 5.3 In addition an edge line will be marked 3m from the centre line on the southbound carriageway allowing an area for vehicles reversing out of the angled parking, and will create horizontal deflection for traffic moving along Grampian Street adding to the natural inclination to reduce speed.
- 5.4 The Islands will be planted up with low foliage, a change from the initial intention of placing trees in the Islands which was rejected due to the condition of the sewer which runs down the middle of Grampian Street, and the need for the asset to be protected.
- 5.5 A lighting upgrade will be carried out to meet current standards for pedestrian refuge islands.

## 6. Option 1 - Install two wide refuge islands (preferred)

### Option Description

- 6.1 Install two wide Islands which also act as a pedestrian refuge, Line marking that will alter carriageway alignment, and associated 'No Stopping' restrictions on Grampian Street. Please refer to **Attachment A**.

### Significance

- 6.2 The level of significance of this option is low 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 Local residents are specifically affected by this option due to it addressing several nuisance factors that currently affect them. The views of all three organisation respondents were generally supportive of the proposal as long as it complies with the construction standard guidelines, which it will. The five resident responses were all opposed to the proposal and included the following comments:
- That neither crossing would help me and my guide dog because I'm on the wrong side of Jocelyn Street. Tactile pavers are not safe for me I need pedestrian lights.
    - Project team response - A signalised pedestrian crossing falls outside the scope of this project and would not be deemed suitable for this road environment.
  - That adding pedestrian islands to the road will make it more dangerous as cars speed along the street and around the Veitches Road corner onto Grampian Street.
    - Project team response - Grampian Street is straight for approximately 450m and this long straight is the major factor in many drivers going too fast. By introducing horizontal deflection the road will no longer give the same impression and drivers will naturally slow down.
  - There are not enough pedestrians to warrant the crossings, install speed humps instead.
    - Project team response - It is correct that the demand for pedestrian crossing is not high. The primary purpose of the islands is a speed control measure. Raised platforms to reduce speeds are not used as a treatment for collector roads.
  - Object to loss of parking. One resident requested more yellow no stopping lines.
    - Project team response - Guests visiting some properties may have an additional 40m to walk when parking on the property side of the street. However, it was noted that both property owners mentioning this had space for several cars to park off street. In response to the inquiry requesting more no stopping lines it is not considered prudent to remove any more parking than is absolutely necessary. A request for a mobility park outside the doctor's practice has been accommodated.
- 6.6 The proposed design for the pedestrian islands complies with the CSS (Construction Standard Specifications) guidelines. The primary purpose of the pedestrian islands proposed on Grampian Street is to reduce traffic speed, positioned so that they create a safer road environment. This is achieved by following an approach that can be termed 'self-explaining roads'.

### **Alignment with Council Plans and Policies**

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

### **Financial Implications**

6.8 Cost of Implementation – This project is being carried out under the Safety Improvements Program with the total cost estimate for this project being \$66,530

6.9 Maintenance / Ongoing Costs - Covered under the Area Maintenance Contract and the effect will be minimal to the overall asset.

6.10 Funding source – 2017 CAPEX Safety Improvements Programme

### **Legal Implications**

6.11 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.

6.12 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 parking restrictions, traffic control devices, traffic islands and pedestrian crossings.

6.13 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**

6.14 Not Applicable

### **Implementation**

6.15 Implementation dependencies - Approval by Community Board

6.16 Implementation timeframe - Construction to be completed by the end of this financial year.

### **Option Summary - Advantages and Disadvantages**

6.17 The advantages of this option include:

- The two Islands and associated changes in line marking create a narrowing of the existing lanes and horizontal deflections, creating a natural desire to drive slower.
- The introduction of an edge line 3m from the centre line on the southbound carriageway will allow for an area for vehicles reversing out of the angled parking.
- Improves safety for pedestrians crossing Grampian Street by providing a central refuge.

6.18 The disadvantages of this option include:

- Loss of 13 on street parking spaces

## **7. Option 2 – Do Nothing**

### **Option Description**

7.1 Grampian Street stays as it is.

### **Significance**

7.2 The level of significance of this option is low 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 This option is the status quo and was not consulted on. All resident feedback acknowledged that speeding vehicles were a problem that needed addressing.

### Alignment with Council Plans and Policies

- 7.6 This option is inconsistent with Council's Plans and Policies
- 7.6.1 Inconsistency - This option does not address known safety issues.

### Financial Implications

- 7.7 Cost of Implementation - None

### Legal Implications

- 7.8 None

### Risks and Mitigations

- 7.9 This option will not address the safety issues and therefore the risk of a crash and the increase in severity of a crash remain.

### Implementation

- 7.10 Implementation dependencies - Not applicable
- 7.11 Implementation timeframe – Not applicable

### Option Summary - Advantages and Disadvantages

- 7.12 The advantages of this option include:
- No loss of parking
- 7.13 The disadvantages of this option include:
- This option does not address known safety issues on Grampian Street.

## Attachments

No.	Title	Page
A <a href="#">↓</a>	For Board Approval - Grampian Street Safety Improvements (TP349701 Issue 2)	24

## 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

<b>Authors</b>	Andy Cameron - Junior Project Manager Penny Gray - Traffic Engineer Kim Swarbrick - Engagement Advisor Sharon O'Neill - Team Leader Project Management Transport
<b>Approved By</b>	Lynette Ellis - Manager Planning and Delivery Transport Peter Langbein - Finance Business Partner David Adamson - General Manager City Services







## 8. Papanui-Innes Community Board Area Report

Reference: 17/208748

Contact: Judith Pascoe judith.pascoe@ccc.govt.nz

941 5414

### 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.
2. Endorse the recommendation from the St Albans Community Centre Rebuild Working Party and Board members present at the meeting, namely Ali Jones and Emma Norrish, that the elevations, external design and claddings as presented to the Working Party meeting of 28 February be approved and that the project proceed to full design and resource consent stage.
3. Recommend that a function be organised for the opening of the St Albans Community Centre time capsule and that this should include the St Albans Residents Association and the members of the St Albans Community Centre Rebuild Working Party.

### 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 the 31 March Community Board meeting.

#### 3.2 Memos/Information reporting back on Community Board matters

##### 3.2.1 Information

Information recently sent to the Board included:

- Papanui Parallel Cycleway – Rutland Street from Tomes Road to Weston Road update
- Papanui Parallel Cycleway – Rutland Street from Weston Road to St Albans Street update
- Papanui Parallel Cycleway – Grassmere Street update
- Papanui Parallel Cycleway – Grassmere Street update
- CTOC Transport Update – 10 February and 17 February 2017
- Patrick Street/Erin Crescent/Mahars Road no stopping proposal

### 3.2.2 Styx River and Ka Putahi Stream Reserves Update

Following the staff briefing at the Board meeting of 24 February the Board has requested that a visit to both these reserves be arranged. It is suggested that the Coastal-Burwood Board also be invited to attend and that the route be from the source to the sea.

### 3.2.3 Withers Family Park

Board members have suggested additions to the wording of the planned sign. Final wording is being developed.

### 3.2.4 Lions Facility

We are currently awaiting a final decision from the Lions Foundation about the proposed future location of the transitional facility which is temporarily in use as the St Albans Community Centre.

## 3.3 The provision of strategic, technical and procedural advice to the Community Board

### 3.3.1 St Albans Community Centre Time Capsule

The Board may wish to consider an appropriate function for the opening of the time capsule currently in storage. It is important to find out what is in the capsule to inform the planning of the display cabinet for the new building. Information regarding the process for this has been circulated to Board members.

**The Board is invited to consider the following resolution:**

**That a function be organised for the opening of the St Albans Community Centre time capsule and should include the St Albans Residents Association and the members of the Community Board St Albans Community Facility rebuild working party.**

## 3.4 Westminster Sports developments

3.4.1 Discussions have taken place with the various groups involved in the Westminster Sports grouping about their future location within the Community Board area. Groups are keen to make a deputation to the Community Board.

## 3.5 Board area Consultations/Engagement

### 3.5.1 Mairehau Community Day – 25 March

The Board has indicated that they again wish to attend this community event to promote the Board and to provide information on the 2016/17 Draft Annual Plan. Arrangements have been made for a stall area, gazebo and trestle table to be available.

Members Byrne, Norrish and Jones have indicated they are available on that day to assist.

### 3.5.2 Papanui-Innes Board Area School Principals Meeting – 17 March

The first quarterly meeting for 2017 with school principals from schools in the Board's area will be on 17 March. An opportunity will be given for the principals to update the Board on items of common interest or to ask for assistance with specific issues.

## 3.6 Submission Opportunities

### 3.6.1 Proposed Amendments to the National Policy Statement (NPS) Freshwater

The Government is proposing changes to the National Policy Statement for Freshwater Management, which was announced Thursday afternoon by Environment Minister Nick Smith. The Minister's announcement is available online at:

<https://www.beehive.govt.nz/release/90-rivers-and-lakes-swimmable-2040>

The Government's proposals are open for public consultation through to 28 April 2017. The Council will be considering a draft submission on the Government's proposals at its 13 April meeting. The discussion document is on the Ministry for the Environment website:

<http://www.mfe.govt.nz/sites/default/files/media/Fresh%20water/clean-water.pdf>

The Board may wish to consider providing input to any submission on this National Policy Statement made by the Council.

### 3.7 Annual Plan and Long Term Plan matters

#### 3.7.1 2016/17 Draft Annual Plan Engagement Opportunities

Opportunities for the public to be engaged in the Draft Annual Plan consultation process includes a workshop to be held on 7 April at the North Avon Baptist Church, 103 North Avon Road, Richmond. In addition a second workshop will be held on 10 April at 5.30pm in the Papanui-Innes Boardroom.

A third workshop will be held on 18 April at the Papanui-Innes Boardroom located at the Papanui Library and Service Centre. Information will be also be available at the Mairehau Community Day on 25 March at the Mairehau Primary School.

Information will also be available at the following events:

- Papanui Walk and Talk on 22 March, 29 March, 5 April, 12 April and 19 April at 10am meeting outside the Papanui Library
- Community Pride Garden Awards on 20 March
- Belfast Neighbourhood Day on 24 March

Information will also be available on the "Have Your Say" page of the Council's website during the time the Draft 2017/18 Annual Plan is open for public consultation.

#### 3.7.2 Magical Parks

Council is trialling Magical Parks for two weeks as part of Parks Week. Using a mobile device and the Magical Park app, children will experience a park through a blended virtual world seen through the app once they enter the boundaries of the magical park.

<https://ccc.govt.nz/the-council/newsline/show/1435>

Three parks are being trialled:

- Ouruhia Domain
- Cypress Garden Reserve
- Wycola Park

### 3.8 Development of Civil Defence Emergency Plans

3.8.1 No further information at this time.

### 3.9 Requests for information from Board meeting on Newline

3.9.1 Members are invited to consider items for inclusion in Newline, the Council news service.

### 3.10 Significant Board matters of interest to raise at Council

3.10.1 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 13 April.

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

##### 4.1 Neighbourhood Trust (NHT) - Mairehau Primary school

**Status:** The NHT is having an ongoing impact by working in conjunction with local parents and children who access Mairehau Primary to deliver a Whanau/ family centred program. By working in partnership with the school, parents meet in the staff room for support and pastoral care while concurrently counselling support is provided to students. The development of this program has meant a commitment of the NHT staff over a number of years to build deep relationships within the school and local community.

**Action:** Community Governance staff are continuing to work alongside the NHT with two six- weekly catchups held this year with plans for these to continue throughout the year.

**Timeline:** This is a full year programme.

##### 4.2 Delta Community Trust - rebuild

**Status:** Ongoing planning is taking place for the rebuild of the facility at the North Avon Baptist church site. This includes ongoing relationship development with Crossways Church in respect of their adjoining facility build.

**Action:** Community Governance staff are continuing to work alongside and support this work with two six-weekly catchups held this year with plans for these to continue throughout the year.

**Timeline:** This is a full year development during 2017.

##### 4.3 Te Puna Oraka

**Status:** Following on from the parent Centred Design Huis last year the core group of Shirley parents have developed their activities further with support from Te Puna Oraka. This parent centred development includes, weekly community lead meetings, development of Codes of Conduct and practice and the development of a face book page which currently has 129 users within the Shirley area. Further commitment by Te Puna Oraka to develop this parent group has resulted in the group attending the upcoming Activating Community Workshop, with Inspiring Communities and Jim Diers.

**Action:** Community Governance staff will continue to support the organisation to continue to devolve to the local community opportunities for a community lead developments within the Shirley Area. Two six-weekly catchups have already been held this year and these will continue throughout the year.

**Timeline:** This is a full year programme.

##### 4.4 Shirley Community Trust.

**Status:** The youth worker at Shirley Community Trust has created a vibrant and successful youth meeting place (the SPACE) which is held every Thursday at Hammersley Park. Staff and the Trust have encouraged and received commitment from other youth organisations and church youth workers within the Shirley area and this has contributed to its success.

**Action:** Community Governance Staff continue to support the initiative and to work alongside the youth worker and the Trust to develop new opportunities. Two six-weekly catchups have already been held this year and these will continue throughout the year.

**Timeline:** This is a full year programme.

#### 4.5 Avebury House

**Status:** Changes in membership of the governance trust board and staffing have occurred recently.

**Action:** Community Governance continue to liaise with colleagues at the Linwood-Central – Heathcote Community Governance Team around the development of Avebury House Board matters. Follow up with Avebury Trust members re request to carry forward funding for a Gala to October 2017.

**Timeline:** This is a full year programme of ongoing support across Community Board areas.

### 5. Significant Community Issues

#### 5.1 Psychosocial family issues post-earthquake

**Status:** Psychosocial family matters post-earthquake continue to be identified by community organisations as a key issue. In particular, the work currently being undertaken by the Neighbourhood Trust working with parents and the community at local school level. Evidence shows that this work is proving to be a suitable tool to assist families around ongoing issues facing themselves and their children in dealing with earthquake related stress. These issues continue to present at school level.

**Action:** Community Governance staff are working with the Neighbourhood Trust to continue programme delivery of psychosocial family assistance and to develop new avenues for funding to continue the work currently being undertaken.

**Timeframe:** This project will be ongoing throughout 2017.

### 6. Major Community and/or Infrastructure Projects

#### 6.1 Community Facilities

##### 6.1.1 St Albans Community Centre Rebuild

The following resolution was agreed to by the St Albans Community Centre Working Party and Papanui-Innes Community Board joint workshop for forwarding to the Papanui-Innes Community Board for their endorsement:

That the St Albans Community Centre Working Party and Board members present, namely Members Jones and Norrish, recommend to the Papanui-Innes Community Board that the elevations, external design and claddings as presented to the Working Party meeting of 28 February be approved and that the project proceed to full design and resource consent stage.

It was noted that regular updates on the final planning for the building of the Centre, progress reports during the rebuild, and the interior fit out information will be presented to the working party and the Board in the next few months.

Further, work is continuing with the St Albans Residents Association around facilities management location issues during the rebuild along with planning for use of the new facility.

**The Board is invited to consider the following resolution:**

**That the Papanui-Innes Community Board endorse the recommendation from the St Albans Community Centre Rebuild Working Party and Board members present at the meeting, namely Ali Jones and Emma Norrish, that the elevations, external design and claddings as presented to the Working Party meeting of 28 February be approved and that the project proceed to full design and resource consent stage.**

## 6.2 Partnerships with the community and organisations

Nil to report.

## 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 Cycleway – Rutland Street from Tomes Road to St Albans Street. Ongoing work on block paving at intersections, kerb, channel, paving and footpath works, traffic light infrastructure plus works on some sections.
- 6.3.3 Northern Arterial Motorway- ongoing work
- 6.3.4 St Albans Community Centre Rebuild – ongoing work

## 6.4 Events Report Back

- 6.4.1 Children's Day was held on Sunday 5 March on Crown Owned land adjacent to New Brighton Road. A verbal report from this event will be presented by Community Governance staff.

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

## 7.1 Local Parks Update

The parks are dry with little rainfall at this current time. Many of the lawns have little growth. Shrubs in some areas are under stress. The trial with a change in herbicide use from Glyphosate to using organic herbicides is resulting in many gardens containing large volumes of weeds detracting from a good standard of presentation. Further trials are underway monitoring activity of controlling weed growth. Additional plants and mulch applications are underway to reduce chemical application along with weed suppression.

The garden hedge programme will commence with pruning in April.

## 7.2 Contract key performance

Contract performance is being monitored throughout the year.

## 7.3 Mowing and spraying programme

The amenity turf is mowed once per month.

The sports field turf is mowed five times per month with additional mowing for cricket.

## 7.4 Field surface activities

Fields are currently being assessed for the autumn renovation requirements. This will include surface aeration, fertiliser application and topdressing where required.

Many fields have a hard surface due to the dry conditions. Irrigation application has been increased to soften the sports field surface to minimise potential player injury.

## 7.5 Garden and landscape plans

Dudley Creek Flood Remediation Work Package 1 relating to turf and hard landscape has been completed.

The upgrade of Elmwood car park is programmed to commence in March.

## 7.6 Major service requests

Nil.

## 7.7 Sports Parks Update

Pre-season training for the winter codes is underway with many clubs and consequently sports line marking, set out and maintenance is commencing this week.

#### 7.8 Capital Works Projects

Tullet Park sports field is being remediated for the soccer season by laying a sand carpet field. Consequently the field will be out service for this season.

The installation of sports field irrigation in Papanui Park will be completed over the coming months.

## 8 Community Board funding budget overview and clarification

- 8.1 The Discretionary Response Fund (DRF) and the Positive Youth Development Fund (PYDF) budget information is attached to this report.

### Attachments

No.	Title	Page
A <a href="#">↓</a>	Papanui-Innes Community Board - DRF and PYD Fund Balance as at 10 March 2017	32

### Signatories

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

Papanui-Innes Community Board  
Second Tranche - 2016/17 Discretionary Response and Positive Youth Development Funds Allocations

Papanui-Innes Discretionary Response Fund Project/Service/Description/Group	Allocation 2013/14	Board Approval
Second Tranche - Discretionary Response Fund Budget 2016/17	\$ 25,104	
Unallocated balance carried forward from First Tranche Allocation	\$ -	
Amount Transferred to Positive Youth Development Fund (30-Nov-16 Bd Mtg)	\$ 2,000	
Balance for Allocation in Discretionary Response Fund	\$ 23,104	
<b>POSITIVE YOUTH DEVELOPMENT FUND (PYDF) - Initial Amount</b>	<b>\$ 2,000</b>	
Luisa Dewar (NZ Scout Jamboree, Renwick 29 Dec 2016 - 7 Jan 2017)	\$ 250	30-Nov-16
Belfast School (Leadership Camp, PYD Trust Te Koru Youth Facility - 4-5 Apr 2017)	\$ 665	30-Nov-16
Claudia Rogers (Christchurch School of Gymnastics Development Tour of USA - Feb 2017)	\$ 500	9-Dec-16
<b>POSITIVE YOUTH DEVELOPMENT FUND Balance</b>	<b>\$ 585</b>	
<b>DISCRETIONARY RESPONSE FUND (DRF) - Initial Amount</b>	<b>\$ 23,104</b>	
Papanui Leagues Club (Maintenance of Existing Lights) <i>Note: \$10K immediately, \$5K end of March 2017</i>	\$ 15,000	9-Dec-16
QEII Swim Club (Pool Hire)	\$ 2,000	9-Dec-16
Papanui-Innes Community Board (Community Pride Garden Awards 2017)	\$ 3,500	9-Dec-16
Shirley Toy Library Inc (Librarian's Wages)	\$ 3,000	10-Feb-17
Papanui Youth Development (Funding towards FlipTables) <b>DECLINED</b>	\$ -	10-Feb-17
<b>DISCRETIONARY RESPONSE FUND Balance</b>	<b>-\$ 396</b>	
<b>Total Balance of unallocated DRF / PYDS</b>	<b>\$ 189</b>	

HPRM: 16/1413038

Opened 01/12/16  
Updated 27/02/17



## 9. Elected Member Information Exchange

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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.

## 10. Question Under Standing Orders

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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.