

## **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 21 April 2017  
**Time:** 9am  
**Venue:** Board Room, Papanui Service Centre,  
Corner Langdons Road and Restell Street, Papanui

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### **Membership**

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

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**19 April 2017**

Jenny Hughey  
Community Governance Manager, Papanui-Innes  
941 5412  
Jenny.Hughey@ccc.govt.nz  
[www.ccc.govt.nz](http://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.

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<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



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

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## 1. Apologies

An apology was received from Ali Jones.

## 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, 31 March 2017](#) be confirmed (refer page 5).

## 4. Deputations by Appointment

### 4.1 Positive Youth Development Fund Report – Claudia Rogers

Claudia Rogers will attend to report back to the Board on her participation in the Christchurch School of Gymnastics Development Tour of the USA in February 2017.

### 4.2 Positive Youth Development Fund Report – Luisa Dewar

Luisa Dewar will attend to report back to the Board on her participation in the New Zealand Scout Jamboree held in Renwick from 29 December 2016 to 7 January 2017.

### 4.3 Co-location of Avonside Girls' and Shirley Boys' High Schools

John Laurenson, Principal, Shirley Boys' High School will speak on behalf of Avonside Girls' and Shirley Boys' High Schools regarding the co-location of their schools on a new campus being developed on the QEII Park site.

### 4.4 Cycleways – Disabled Persons Assembly Christchurch and Districts (DPACHCH) – Philip Haythornthwaite

Philip Haythornthwaite will speak on behalf of the DPACHCH regarding the design and installation of the new cycleways with particular reference to the accessibility for disabled persons.

## 5. Presentation of Petitions

### 5.1 Patricia Willetts will present a petition regarding 'Removal of street parking on Sawyers Arms Road between the car park entrance to the Graham Condon Recreation and Sports Centre and the car park entrance to the Papanui Leagues Club'.

The Petition will be tabled **separately**.

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## Papanui-Innes Community Board OPEN MINUTES

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**Date:** Friday 31 March 2017  
**Time:** 9am  
**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
	Mike Davidson
	John Stringer

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29 March 2017

Jenny Hughey  
Community Governance Manager, Papanui-Innes  
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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**

**Community Board Resolved PICB/2017/00080**

### **Part C**

It was resolved on the motion of Mike Davidson, seconded by Jo Byrne that the apology from Pauline Cotter be accepted.

Mike Davidson/Jo Byrne

Carried

## **2. Declarations of Interest**

### **Part B**

There were no declarations of interest recorded.

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

**Community Board Resolved PICB/2017/00081**

### **Part C**

That the minutes of the Papanui-Innes Community Board meeting held on Friday, 10 March 2017 be confirmed.

Emma Norrish/Jo Byrne

Carried

## **4. Deputations by Appointment**

### **Part B**

#### **4.1 Westminster Street – Community Use of the Building**

Rob Smith (ex-Westminster Sports Inc.), Graeme Spinks (Judo Club) and Giles Wood (Riccarton Players) spoke to the Board regarding the potential use of a property on Westminster Street. They would welcome working with the Council to develop a memorandum of understanding for community use of the building. A number of community organisations have expressed interest in using the building for both temporary and permanent use.

**Community Board Resolved PICB/2017/00082**

### **Part C**

The Papanui-Innes Community Board resolved to:

1. Request that staff investigate finding accommodation suitable for community use to accommodate the Judo Club, the Riccarton Players and other potential users with first

consideration to be given to using the building located at 280 Westminster Street, this information to be provided to the Board by the first meeting in May 2017.

John Stringer/Ali Jones

Carried

The Chairperson thanked Rob Smith (ex-Westminster Sports, Graeme Spinks (Judo Club) and Giles Wood (Riccarton Players) for their deputation.

## 5. Presentation of Petitions

### Part B

There was no presentation of petitions.

## 6. New Zealand Community Boards Conference 2017 - Board Members' Attendance

**Community Board Resolved PICB/2017/00083 (original Staff Recommendation accepted without change)**

### Part C

The Papanui-Innes Community Board resolved to:

1. Receive the information in the New Zealand Community Boards Conference 2017- Board Members' attendance report.
2. Approve the attendance of three Board Members, namely Ali Jones, Emma Norrish and John Stringer, at the New Zealand Community Boards Conference 2017 at the Heritage Centre, Methven from 11-13 May 2017.

Mike Davidson/Jo Byrne

Carried

## 7. Application to the Papanui-Innes Community Board's 2016/17 Positive Youth Development Fund - Renny Dephoff and Liam Morrison

**Community Board Resolved PICB/2017/00084 (original Staff Recommendation accepted without change)**

### Part C

The Papanui-Innes Community Board resolved to:

1. Transfer \$3,000 from its 2016/17 Papanui-Innes Discretionary Response Fund to the 2016/17 Papanui-Innes Positive Youth Development Fund
2. Approve a grant of \$350 from its 2016/17 Papanui-Innes Positive Youth Development Fund to Renny Lewis Dephoff towards attending the Gymnastic Development tour to South Essex in England from 6 April through to 23 April 2017.
3. Approve a grant of \$200 from its 2016/17 Papanui-Innes Positive Youth Development Fund to Burnside High School towards the costs of Liam Morrison participating in the Spirit of Adventure Trophy Voyage from 12 to 16 June 2017.

Member Davidson/Member Byrne

Carried

## 8. Papanui-Innes Community Board Area Report

The Board considered the Area Report and the following resolutions relate to items within that report.

### **Community Board Resolved PICB/2017/00085**

The Papanui-Innes Community Board resolved to:

1. Receive the Papanui-Innes Community Board Area Report.

Ali Jones/Emma Norrish

Carried

### **Community Board Resolved PICB/2017/00086**

2. Consider the Westminster Street proposed pedestrian refuge for inclusion in the annual plan submission advocating for it to be brought forward to the 2017-2018 year.

John Stringer/Jo Byrne

Carried

### **Community Board Resolved PICB/2017/00087**

3. Agree to a further public meeting to work with the residents in the Styx River Catchment area around the way forward following the community capacity building conversations to be held in April or early May.

Emma Norrish/Jo Byrne

Carried

### **Community Board Resolved PICB/2017/00088**

4. Agree to working with the Coastal-Burwood Community Board to establish a working party focusing on Styx River Catchment issues. Further that staff be requested to prepare a terms of reference document for the working party to be provided to the 21 April 2017 Community Board meeting.

Jo Byrne/John Stringer

Carried

### **Community Board Resolved PICB/2017/00089**

5. Agree to prepare a submission to the Draft Annual Plan 2017/18.

Ali Jones/Emma Norrish

Carried

### **Community Board Resolved PICB/2017/00090**

6. Write to the Ministry of Education , Ministry of Social Development and the Ministry of Health regarding the work of the Neighbourhood Trust and psycho-social issues for earthquake affected families and the lack of funding for counselling and community workers in schools.

Ali Jones/Jo Byrne

Carried



**Community Board Resolved PICB/2017/00091**

7. The Board requests additional follow up related to previous requests for information on how to access the Community Resilience Partnership fund.

Emma Norrish/Jo Byrne

Carried

**9.1 ANZAC Day**

Two wreaths will be laid by members of the Board. Emma Norrish and John Stringer will lay the wreath at the Papanui service and Mike Davidson and Pauline Cotter will lay the wreath at the Dawn Service in Cranmer Square.

**9.2 Draft Annual Plan 2017/18**

It was agreed that Ali Jones and Emma Norrish would put together a draft submission to the Draft Annual Plan 2017/18 for circulation to members for their comment.

**9. Elected Member Information Exchange**

**Part B**

- Cars waiting for parks in the supermarket carpark in Northlands Mall off Sisson Drive are causing traffic to build up on Sisson Drive. The legal status and ownership of Sisson Drive to be investigated.
- The Board asked for information on how traffic and infrastructure projects are prioritised and asked for the current and future project lists in order to have input into the prioritisation of projects on these lists.
- The Chair is to make a verbal presentation to the Council regarding the Urban Design Authorities Discussion document. A draft submission will be distributed to members for their comment.
- The Chair agreed to contact Shirley Primary School to discuss information from a member of the public regarding perceived traffic issues outside the school.

**10. Questions Under Standing Orders**

**Part B**

There were no questions under Standing Orders at this meeting.

**Meeting concluded at 9:58am.**

**CONFIRMED THIS 21<sup>st</sup> DAY OF APRIL 2017.**

**ALI JONES  
CHAIRPERSON**



## 6. Correspondence

**Reference:** 17/377135

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

### 1. Purpose of Report

Correspondence has been received from:

Name	Subject
Andy Cameron	Memorandum - Staff Update on Grampian Street Speed Management Measures

### 2. Staff Recommendations

That the Papanui-Innes Community Board:

1. [Receive the information in the correspondence report dated 21 April 2017](#)

### Attachments

No.	Title	Page
A <a href="#">↓</a>	Staff Update on Grampian Speed Management Measures	12

**Christchurch City Council  
Project Management Team  
Public Information and Participation Unit**

**Memorandum**

**Date:** 11 April 2017  
**From:** Andy Cameron (Junior Project Manager)  
**To:** Papanui-Innes Community Board  
Judith Pascoe, Community Board Adviser

**GRAMPIAN STREET SPEED MANAGEMENT SCHEME**

In response to the Actions raised at the meeting of 10 Mar 2017 in regards to the Grampian Street Speed Management Scheme, staff respond as follows

**Action point 1**

"The Papanui-Innes Community Board resolved that the report lay on the table subject to the provision of further information clarifying the feedback from consultation."

**Staff response**

Clarification was sought from submitters as follows:

*"We are now seeking further feedback from you on whether we have been clear in our communication that the installation of pedestrian refuge islands is to address speed management."*

Of the ten submitters six were contacted via e-mail and four via a hand delivered letter.

From these we received a total of four responses, three via e-mail and 1 via letter.

Of these responses three acknowledged an understanding of the speed management aspect had been conveyed during the consultation process, and one did not provide an answer to this question.

**Action point 2**

"The Papanui-Innes Community Board resolved to request that staff investigate the corner of Veitches Road and Grampian Street with regard to traffic speed from Veitches Road into Grampian Street and unsafe traffic movements when entering Grampian Street."

**Staff Response**

Investigations are underway and staff expect to provide a verbal update at the Community Board meeting.

Kind Regards



Andy Cameron  
Junior Project Manager

## 7. Patrick Street, Erin Crescent and Mahars Road Proposed No Stopping Restrictions

Reference: 17/237722

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' restrictions on Patrick Street, Erin Crescent and Mahars Road in accordance with Attachment A.

#### Origin of Report

- 1.2 This report staff generated in response to a request from a resident in the area.

### 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 that the stopping of vehicles be prohibited at any time on the north-west side of Patrick Street commencing at its intersection with Mahars Road and extending in a south-westerly direction for a distance of 15 metres;
2. Approve that the stopping of vehicles be prohibited at any time on the south-east side of Patrick Street commencing at its intersection with Mahars Road and extending in a south-westerly direction for a distance of 16 metres;
3. Approve that the stopping of vehicles be prohibited at any time on the south-west side of Mahars Road commencing at its intersection with Patrick Street and extending in a south-easterly direction for a distance of 14 metres;
4. Approve that the stopping of vehicles be prohibited at any time on the north-east side of Mahars Road commencing at its intersection with the south arm of Erin Crescent and extending in a south-easterly direction for a distance of 10 metres;
5. Approve that the stopping of vehicles be prohibited at any time on the south-east side of the south arm of Erin Crescent commencing at its intersection with Mahars Road and extending in a north-easterly direction for a distance of 12 metres;
6. Approve that the stopping of vehicles be prohibited at any time on the north-west side of the south arm of Erin Crescent commencing at its intersection with Mahars Road and extending in a north-westerly direction for a distance of 11 metres;

7. Approve that the stopping of vehicles be prohibited at any time on the north-east side of Mahars Road commencing at its intersection with the south arm of Erin Crescent and extending in a north-westerly direction for a distance of 12 metres;
8. Approve that the stopping of vehicles be prohibited at any time on the south-west side of Mahars Road commencing at its intersection with Patrick Street and extending in a north-westerly direction for a distance of 13 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: 10.0.31 Protect vulnerable users - minimise the number of fatal crashes involving pedestrians and cyclists
- 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:
    - Removes parking from the pedestrian crossing points;
    - Maintains good visibility at the intersection.
  - 4.3.2 The disadvantages of this option include:
    - Removes parking from outside residential properties.

#### 5. Context/Background

##### Site

- 5.1 Mairehau Primary School is located on Mahars Road, just north of Patrick Street and Erin Crescent. The school has 2 exits, one onto Innes Road and one onto Mahars Road.
- 5.2 The intersection of Mahars Road/Patrick Street and Erin Crescent is generally a quiet intersection except for school drop off and pick up times. Especially during school pick up times, this area becomes heavily parked.
- 5.3 Parents are parking right up to and into the intersection. This causes a number of issues, including reduced visibility for drivers and blocked pedestrian crossing points for children and their parents.

##### Proposal

- 5.4 It is proposed to install no stopping restrictions at all corners of this intersection. This will remove all parking from these corners and allow pedestrians to use the crossing points and increase visibility for all road users.

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

##### Option Description

- 6.1 Install 'No Stopping' restrictions on Mahars Road, Patrick Street and Erin Crescent 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 Affected residents living on this intersection were sent consultation letters on Thursday 2 March 2017 and asked to respond by Wednesday 22 March 2017.
- 6.6 Four residents replied to the consultation, two from the same residence. Two suggested minor changes to the no stopping restrictions out in front of their properties, which were agreed and changed. After these changes the residents were all in support of these proposals.

### 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 - \$500
- 6.9 Maintenance / Ongoing Costs – covered under the area maintenance contract and effect will be minimal to the overall asset.
- 6.10 Funding source – Traffic Operations budget

### Legal Implications

- 6.11 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.
- 6.12 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.
- 6.13 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 None identified.

### Implementation

- 6.15 Implementation dependencies - Community board approval
- 6.16 Implementation timeframe – approximately four weeks once the area contractor receives the request.

### Option Summary - Advantages and Disadvantages

- 6.17 The advantages of this option include:
- Removes parking from the pedestrian crossing points;
  - Maintains good visibility at the intersection.
- 6.18 The disadvantages of this option include:
- Removes parking from outside residential properties.

## 7. Option 2 – Do Nothing

### Option Description

7.1 Patrick Street, Erin Crescent and Mahars Road 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 section 6.5-6.6.

### 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:

- It does not remove parking.

7.15 The disadvantages of this option include:

- It does not address the issue of parking at the intersection and therefore the safety concerns for pedestrians and visibility for drivers.

## Attachments

No.	Title	Page
A <a href="#">↓</a>	Papanui-Innes Community Board - Patrick Street, Mahars Road and Erin Crescent No Stopping Plan	18



## Confirmation of Statutory Compliance

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

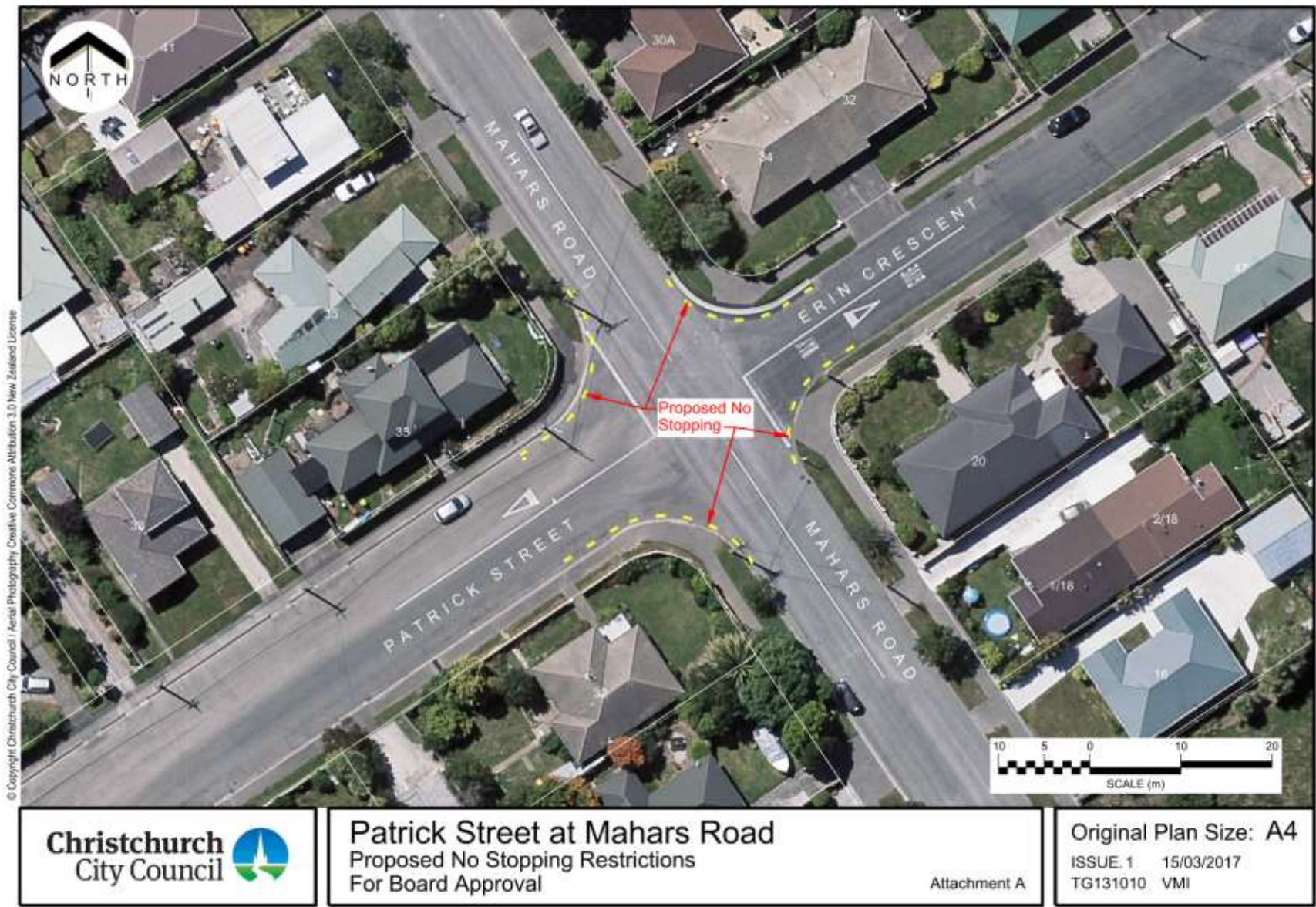
(a) This report contains:

- (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 - Team Leader Traffic Operations Aaron Haymes - Manager Operations (Transport)



## 8. Blair Avenue Proposed No Stopping Restriction

Reference: 17/305521

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 'No Stopping' restriction on Blair Avenue in accordance with Attachment A.

#### Origin of Report

- 1.2 This report is staff generated in response to requests from a resident 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 north side of Blair Avenue commencing at its intersection with Papanui Road and extending in a westerly direction for a distance of 10.5 metres;
2. Approve that the stopping of vehicles be prohibited at any time on the north side of Blair Avenue commencing at its intersection with Papanui Road and extending in a westerly direction for a distance of 10.5 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
    - 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:
    - Improve capacity on Blair Avenue by providing separate turning lanes;
    - Reduces the risk of a crash by separating turning traffic.

4.3.2 The disadvantages of this option include:

- Loss of one commercial parking space.

## 5. Context/Background

### Information

- 5.1 Blair Avenue is a local road off Papanui Road. It is a no exit road with the main southern railway line blocking access to the west. Therefore, Papanui Road is the only entry/exit point for drivers using Blair Avenue.
- 5.2 The first section of Blair Avenue is commercial, with Harcourts and the KFC entry point. The rest of Blair Avenue is residential.
- 5.3 Presently the parking area on Blair Avenue is an in-between length. If three cars were parked there they would need to be small cars or parked very close to fit in the gap. However when two cars are parked it looks like they are not parked very well.
- 5.4 It is proposed to extend the no stopping restriction at this location to allow two cars to park on Blair Avenue. This will increase the capacity at this intersection by providing a longer left turning lane.

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

### Option Description

- 6.1 Install 'No Stopping' restriction on the north side of Blair Avenue 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 Business owners directly affected by this option due to proposed parking removal from in front of their properties and business owners in the vicinity were posted a letter on Wednesday 8 March. They were asked to respond by Friday 24 March.
- 6.6 There were no responses to the letter.

### 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 - \$50
- 6.9 Maintenance / Ongoing Costs – covered under the area maintenance contract and effect will be minimal to overall asset.
- 6.10 Funding source – Traffic Operations budget



### Legal Implications

- 6.11 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.
- 6.12 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.
- 6.13 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 None identified.

### Implementation

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

### Option Summary - Advantages and Disadvantages

- 6.17 The advantages of this option include:
- Improve capacity on Blair Avenue by providing separate turning lanes;
  - Reduces the risk of a crash by separating turning traffic.
- 6.18 The disadvantages of this option include:
- Loss of one commercial car parking space.

## 7. Option 2 – Do Nothing

### Option Description

- 7.1 Blair Avenue 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 6.5-6.6.

### 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 of the existing parking area on Blair Avenue being neither for two or three cars and the limited left turning lane.

### Attachments

No.	Title	Page
A <a href="#">↓</a>	Papanui-Innes Community Board - Blair Avenue Proposed No Stopping Restriction Plan	23

### Confirmation of Statutory Compliance

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

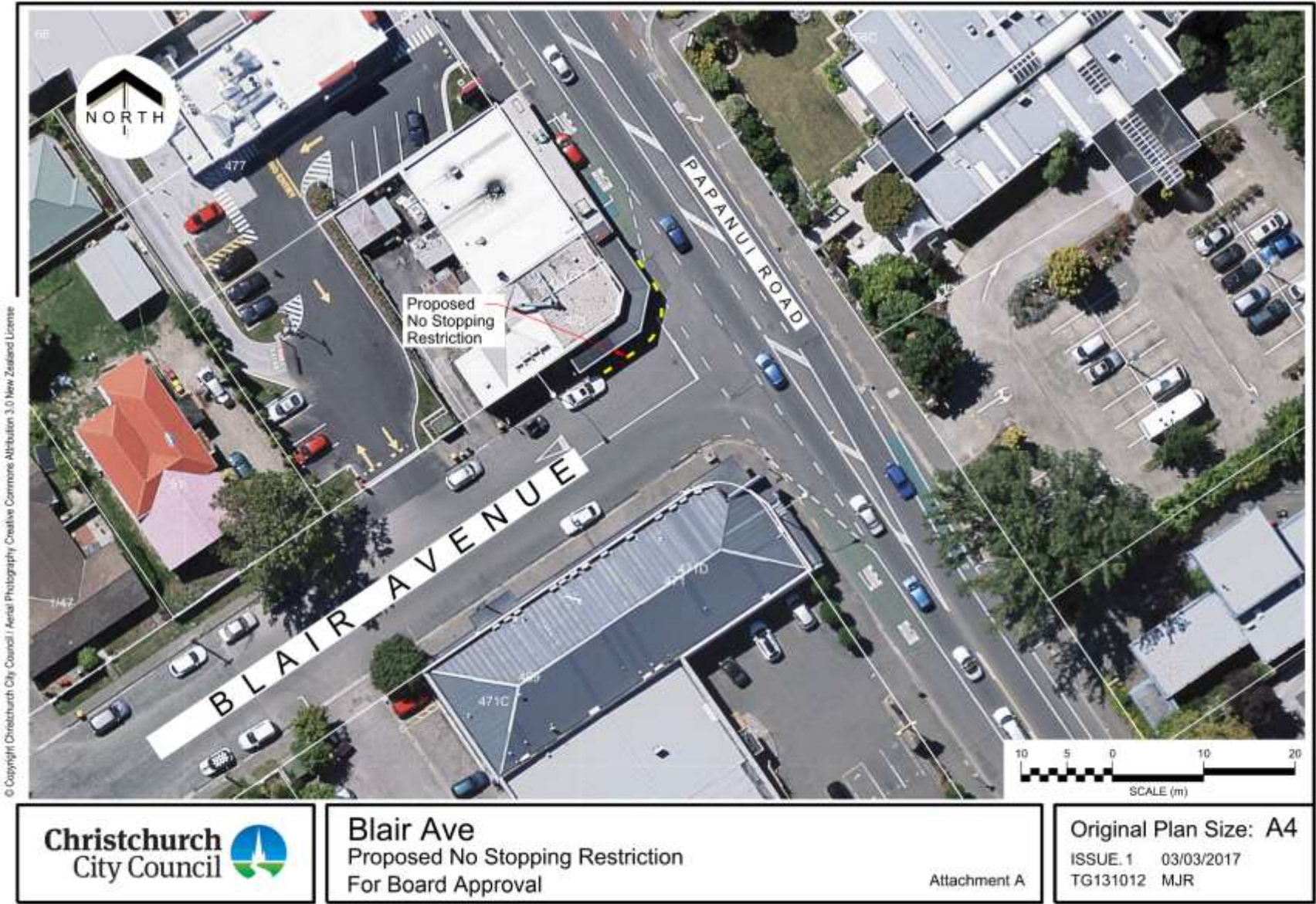
(a) This report contains:

- 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

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



Christchurch  
City Council

Blair Ave  
Proposed No Stopping Restriction  
For Board Approval

Attachment A

Original Plan Size: A4  
ISSUE 1 03/03/2017  
TG131012 MJR





## 9. Grampian Street Speed Management Measures

Reference: 17/79717

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

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### 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)	32

## 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

<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







## 10. Signal Controlled Pedestrian Crossing - Main North Road

Reference: 16/1432231

Contact: Lindsay Durham Lindsay.durham@ccc.govt.nz

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### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report to advise the Papanui-Innes Community Board of the outcome of the community consultation and to request the Board to
  - 1.1.1 Approve those parts of the attached scheme plan and those traffic controls, for which the Board has delegated authority, to allow the installation of a signalised pedestrian crossing on Main North Road.
  - 1.1.2 Recommend that the Council approve those parts of the attached scheme plan and those traffic controls, for which the Council has authority, to allow the installation of a signalised pedestrian crossing on Main North Road.

#### Origin of Report

- 1.2 This report staff generated for the Papanui-Innes Community Board following the consultation process. The Board was previously advised of the project at a seminar held on 3<sup>rd</sup> August 2016.

### 2. Significance

- 2.1 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 2.2 The level of significance was determined by its consideration as a safety improvement, the number of people affected, the potential to generate more community interest, and the wider implications for public transport.
- 2.3 The community engagement and consultation outlined in this report reflect the assessment.

### 3. Staff Recommendations –

That the Papanui-Innes Community Board recommends to the Council that it:

1. Approves the scheme designs for Main North Road proposed signal controlled pedestrian crossing at Northlands, as detailed in **Attachment A**.

Note:

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) The resolution is to take effect from the commencement of physical road works associated with the project as detailed in this report.

#### Existing Main North Road – Langdons Road/ Mary Street to Halliwell Avenue– Traffic Control

2. Approve all traffic controls except for the speed limit on Main North Road commencing at its intersection with Langdons Road and Mary Street and extending in a north-easterly direction to its intersection with Halliwell Avenue be revoked.

**New Main North Road – Langdons Road/ Mary Street to Halliwell Avenue– Traffic Control**

3. Approves the road marking changes and kerb alignment changes on Main North Road commencing at its intersection with Langdons Road and Mary Street and extending in a north-easterly direction to its intersection with Halliwell Avenue as detailed on **Attachment A**.
4. Approves that a pedestrian traffic signals be duly established and marked in accordance with section 8.5 of the Land Transport Rule: Traffic Control Devices 2004, on Main North Road, located at a point 141 metres northeast of its intersection with Langdons Road, as detailed on **Attachment A**.
5. Approves that a special vehicle lane for the use of north-eastbound cycles only, be established on the northwest side of Main North Road, against the kerb commencing at its intersection with Langdons Road, and extending in a north-easterly direction for a distance of 118 metres, as detailed on **Attachment A**. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
6. Approves that a special vehicle lane for north-eastbound users, being a bus lane as defined in section 1.6 of the Land Transport (Road User) Rule 2004, be installed on the northwest side of Main North Road, commencing at a point 118 metres northeast of its intersection with Langdons Road and extending in a north-easterly direction for a distance of 104 metres, as detailed on **Attachment A**. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
7. Approves that a special vehicle lane for the use of north-eastbound cycles only, be established on the northwest side of Main North Road, located between the Main North Road straight ahead lane and left turn slip lane, commencing at a point 222 metres northeast of its intersection with Langdons Road, and extending in a north-easterly direction for a distance of 53 metres, as detailed on **Attachment A**. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
8. Approves that a special vehicle lane for the use of south-westbound cycles only, be established on the southeast side of Main North Road, against the kerb commencing at its intersection with Halliwell Avenue, and extending in a south-westerly direction for a distance of 49 metres, as detailed on **Attachment A**. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
9. Approves that a special vehicle lane for south-westbound users, being a bus lane as defined in section 1.6 of the Land Transport (Road User) Rule 2004, be installed on the southeast side of Main North Road, commencing at a point 49 metres southwest of its intersection with Halliwell Avenue and extending in a south-westerly direction for a distance of 174 metres, as detailed on **Attachment A**. This special vehicle lane is to apply Monday to Friday 7:00am to 9:00am. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
10. Approves that a special vehicle lane for the use of south-westbound cycles only, be established on the southeast side of Main North Road, located between the Main North Road straight ahead land and left turn lane, commencing at a point 223 metres southwest of its intersection with Halliwell Avenue, and extending in a south-westerly direction to its intersection with Mary Street, as detailed on **Attachment A**. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

That the Papanui-Innes Community Board:

**New Main North Road – Langdons Road/ Mary Street to Halliwell Avenue – Traffic Control**

11. Approves that a give-way control be placed against the left turn slip lane from Main North Road into the access of the Northlands Mall at the intersection of Halliwell Avenue/Main North Road as detailed on **Attachment A**.
12. Approve that a pedestrian crossing be duly established and marked in accordance with Section 8.2 of the Land Transport Rule- Traffic Control Devices: 2004 on the Main North Road (south) left turn slip lane into the access of the Northlands Mall at its intersection with Halliwell Avenue as detailed on **Attachment A**.

**Existing Main North Road – Langdons Road/ Mary Street to Halliwell Avenue – Parking and Stopping Restrictions**

13. Approves that all parking and stopping restrictions on northwest side of Main North Road commencing at its intersection with Langdons Road and extending in a north-easterly direction for a distance of 275 metres be revoked.
14. Approves that all parking and stopping restrictions on southeast side of Main North Road commencing at its intersection with Halliwell Avenue and extending in a south-westerly direction to its intersection with Proctor Street be revoked.
15. Approves that all parking and stopping restrictions on southeast side of Main North Road commencing at its intersection with Proctor Street and extending in a south-westerly direction to its intersection with Langdons Road and Mary Street be revoked.

**New Main North Road – Langdons Road/ Mary Street to Halliwell Avenue – Parking and Stopping Restrictions**

16. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Main North Road, commencing at its intersection with Langdons Road and extending in a north-easterly direction for a distance of 157 metres.
17. Approves that a bus stop be created on the northwest side of Main North Road, commencing at a point 157 metres northeast of its intersection with Langdons Road, and extending in a north-easterly direction for a distance of 28 metres.
18. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Main North Road, commencing at a point 185 metres northeast of its intersection with Langdons Road and extending in a north-easterly direction for a distance of nine metres.
19. Approves that a Bus Stop be created on the northwest side of Main North Road, commencing at a point 194 metres northeast of its intersection with Langdons Road, and extending in a north-easterly direction for a distance of 29 metres.
20. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Main North Road, commencing at a point 223 metres northeast of its intersection with Langdons Road and extending in a north-easterly direction for a distance of 54 metres.
21. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Main North Road, commencing at its intersection with Halliwell Avenue and extending in a south-westerly direction for a distance of 91 metres.
22. Approves that a Bus Stop be created on the southeast side of Main North Road, commencing at a point 91 metres southwest of its intersection with Halliwell Avenue, and extending in a south-westerly direction for a distance of 21 metres.

23. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Main North Road, commencing at a point 112 metres southwest of its intersection with Halliwell Avenue and extending in a south-westerly direction for a distance of 37 metres.
24. Approves that a Bus Stop be created on the southeast side of Main North Road, commencing at a point 149 metres southwest of its intersection with Halliwell Avenue, and extending in a south-westerly direction for a distance of 13 metres.
25. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Main North Road, commencing at a point 162 metres southwest of its intersection with Halliwell Avenue and extending in a south-westerly direction for a distance of eight metres.
26. Approves that a Bus Stop be created on the southeast side of Main North Road, commencing at a point 170 metres southwest of its intersection with Halliwell Avenue, and extending in a south-westerly direction for a distance of 13 metres.
27. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Main North Road, commencing at a point 183 metres southwest of its intersection with Halliwell Avenue and extending in a south-westerly direction to its intersection with Proctor Street.
28. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Main North Road, commencing at its intersection with Proctor Street and extending in a south-westerly direction to its intersection with Mary Street.

#### 4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):

4.1.1 Activity: Public Transport Infrastructure

- Level of Service: 10.4.5 Ensure user satisfaction with the appearance, safety and ease of use of transport interchange(s) and suburban hubs
- Level of Service: 10.4.10 Improve the accessibility of bus stops via a targeted review and improvement programme (PCat4)

- 4.2 Five options were considered as part of the CCC Asset Planning – Transport Team investigation into the pedestrian crossing facilities on Main North Road in the vicinity of the Northlands Public Transport Hub. These options were included in the Community Board Report to the ITE Committee dated 05/11/15 (**Attachment B**).

A brief summary of the options are below:

- Option 1 –Do nothing and retain existing mid-block crossing.
- Option 2 (preferred option) – Install a signal-controlled pedestrian crossing on Main North Road between Proctor Street and Halliwell Avenue.
- Option 3 – Install ‘green man’ crossing on the southern arm of the Main North Road/Halliwell Avenue intersection.
- Option 4- Install ‘green man’ crossing on the northern arm of the Main North Road/Mary Street/ Langdons Road intersection.
- Option 5- Install ‘green man’ crossings to both Main North Road/ Halliwell Avenue and Main North Road/Mary Street/ Langdons intersections.

- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Improved safety for pedestrians by giving them priority to cross Main North Road and allowing more time for people with limited mobility including the disabled and

elderly to cross the road. The installation of tactile and directional pavers will also assist.

- Located where pedestrians and passengers want to cross Main North Road to reach the Northlands Public Transport Hub and nearby amenities such as Northlands Mall.
- Supports the Hubs and Spokes Public Transport model, by providing a safe crossing facility for patrons needing to change buses to continue their onward journey.
- Allows for future Public Transport priority by removing the existing pedestrian refuge island and installing a short section of bus lane on the approach and departure of the crossing which can accommodate future bus priority measures.

4.3.2 The disadvantages of this option include:

- Minor delay to bus passengers approaching the Hub to transfer to other buses as the buses would wait for pedestrians to cross the road. This could be alleviated by the introduction of a northbound bus lane which would reduce the overall delay.
- Some delay to Main North Road traffic of 3-6 seconds (average) depending on where the vehicle is within the traffic. The current journey times on Main North Road are so variable that this impact on other road users and delays incurred are minor.

## 5. Context/Background

### Background

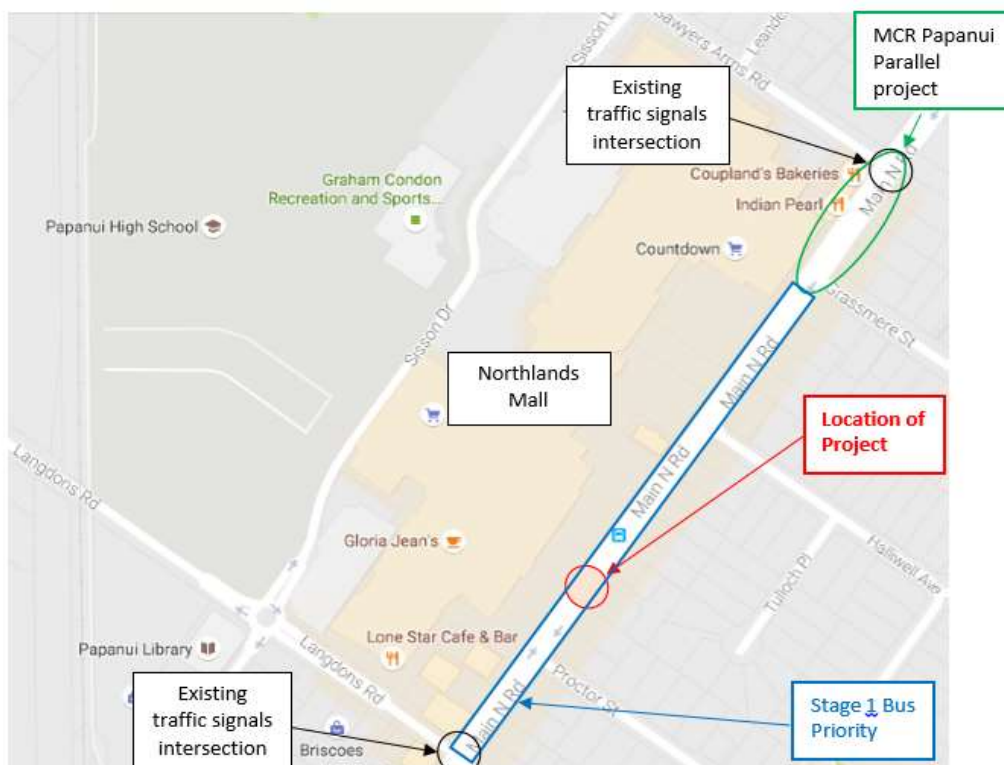
- 5.1 The concept of a public transport interchange and accompanying facilities on Main North Road (in the vicinity of Northlands Mall) is based on earlier studies dating back to 2005. It is an integral part of the city's overall public transport network. This status as an important suburban interchange location and as a matter of Metropolitan Significance is endorsed by the Crown/Council Cost Share Agreement which specifically identified the Northlands PT Hub.
- 5.2 This project was initiated following the recommendation by the former Environmental Committee on 26 August 2014. The recommendation was for Council staff to investigate options to improve the pedestrian crossing facilities on Main North Road in the vicinity of the Northlands Public Transport Hub.
- 5.3 Council staff are aware that there are no controlled pedestrian crossing facilities linking the stops on either side of Main North Road. The closest signal controlled pedestrian crossing lies to the north of the intersection between Main North Road, Halliwell Avenue and Northlands Mall entrance. This remote location discourages its use by bus passengers and pedestrians and encourages unsafe crossing behaviours in the area around the bus stops. There is an existing uncontrolled crossing point with a median pedestrian refuge, but it was observed that a low number of pedestrians and passengers were using it.
- 5.4 The Council Asset Planning – Transport Team undertook an investigation and prepared a report outlining the options considered for the pedestrian crossing facilities improvements. The report was presented to the Shirley/ Papanui Community Board on 19 August 2015 to seek the Community Board's view on the options, which would then be reported to the Infrastructure, Transport and Environment Committee (ITE). The Board recommended that the ITE endorse the staff recommendation.
- 5.5 On 5 November 2015 the ITE approved the location for the pedestrian crossing improvements subject to community consultation. Refer to the Community Board Report to ITE Committee for details (**Attachment B**). A signalised mid-block crossing on Main North Road between Proctor Street and Halliwell Avenue has been proposed as the preferred location for the pedestrian crossing improvements.

- 5.6 Main North Road between Proctor Street and Halliwell Avenue is classified as a Minor Arterial in the District Plan. In the Christchurch Transport Strategic Plan (CTSP), Main North Road is classified as a road with Minor Arterial link with an Urban (Centres) place function. It is a part of the strategic road network as a Minor Arterial route and is identified as a core public transport route with a Public Transport Hub. It is not part of the freight network. There is a local cycleway located within the Key Activity Centre and the area is also identified as a Walkable Centre in the CTSP.
- 5.7 Main North Road is a three lane road with one northbound lane, a flush median, one southbound lane and one southbound part-time bus lane. The kerb to kerb width on the Main North Road between Proctor Street and Halliwell Avenue varies from 14 metres (at Proctor Street) to 14.8 metres (at Halliwell Avenue). There are existing footpaths on both sides of Main North Road. The footpaths are located along the boundary with landscaping located along the kerb on the west side. There is an existing no parking restriction on both sides of the street between Proctor Street and Halliwell Avenue.
- 5.8 Main North Road between Proctor Street and Halliwell Avenue is a bus route that serves up to seven bus routes. They are as follows:-
- B Line (Rangiora/ Belfast – Princess Margaret Hospital)
  - Orbiter
  - No. 28 (Papanui – Lyttelton)
  - No. 95 (Waikuku & Pegasus)
  - No. 107 (Styx Mill – Northlands)
  - No. 108 (Casebrook – Northlands)
  - No. 125 (Redwood- Westlake)
- 5.9 All the above bus routes operate in both directions along Main North Road, between Proctor Street and Halliwell Avenue. As part of the Northlands Hub there are bus stops on both sides of Main North Road with longer bus shelters. There is a part-time bus priority lane for southbound buses which operates from 7am – 9am, Monday to Friday.
- 5.10 As noted in 5.3, there is an existing uncontrolled pedestrian refuge island on Main North Road linking Northlands Shopping Centre and the bus stops on both sides of the road. The existing road environment creates a safety risk for pedestrians because traffic on the city-bound side is relatively fast moving whereas north-bound traffic is queuing and slower moving. Pedestrians crossing from the city-bound side have to cross a bus lane and a traffic lane to reach the refuge island. This can make it difficult to find a safe place to cross and people are choosing to cross at several points along Main North Road rather than using the refuge island.
- 5.11 As part of the Papanui Parallel Major Cycleways project, the bus stops outside Countdown have been removed so there will be an increase in passengers using the Northlands Public Transport Hub and crossing the road at this point.
- 5.12 There are no overhead services along Main North Road. It has a posted speed limit of 50kph. It is a part of the NZTA Over Dimension Vehicle Route (ODV) and a secondary route for CCC Proposed Over Dimension Vehicle Route (ODV). Main North Road has a 7 Day Average Daily Traffic (7DADT) volume of 24,788. The traffic volume was undertaken in July 2012 and was sourced from the CCC Volume Count database.
- 5.13 Reported crashes on Main North Road between Proctor Street and Halliwell Avenue were retrieved from the Crash Analysis System (CAS) for the five year period from 2011 to 2015.



There were seventeen crashes reported during this period. One was a serious injury, four were minor injury, with the remainder being non-injury crashes.

- 5.14 The majority of the crashes were rear-end collisions involving northbound traffic on Main North Road, generally approaching the signalised intersection at Halliwell Avenue. Only one of the seventeen crashes involved a cyclist where a motorist cut across the cycle lane without giving way to the cyclist. There were no crashes involving buses or pedestrians during the analysis period.
- 5.15 There are a number of facilities and public amenities in the vicinity of the proposal. These are as follows:-
- Northlands Mall along Main North Road between Sawyers Arms Road and Langdons Road
  - Papanui High School
  - Graham Condon Recreation and Sport Centre on Sisson Drive (behind Northlands Mall)
  - CCC Papanui Library at the Langdons Road/ Restell Street/ Sissons Drive intersection



**Figure 1 Location of Project within the network  
(Sourced from Google Map 2016 Map Data)**

## Objectives

- 5.16 The project objectives are as follows:
1. Improve road safety and accessibility for bus passengers and pedestrians on Main North Road at Northlands Public Transport Hub by upgrading the pedestrian crossing to a signalised crossing.
  2. Ensure the design takes into account future Public Transport measures.

## Other Projects

5.17 There are two other capital projects located in the vicinity of the proposal. The three project teams have been liaising to ensure we give the best overall outcome to the community. They are as follows:

- Papanui Parallel Major Cycleway (MCR)  
This is currently in construction and includes the installation of a mid-block signalised pedestrian/cycle crossing north of Grassmere Street and the installation of a shared path on Main North Road between Sawyers Arms Road and Grassmere Street. The project has removed the existing bus stops outside Countdown which means more bus users will board at the Northlands Public Transport Hub.
- Main North Road Bus Priority  
This proposal is to install bus priority measures to improve bus journey times on Main North Road from Harewood Road to Sawyers Arms Road. This is in the early scheme design phase.

## 6. Option 2 – Signal-controlled pedestrian crossing between Proctor St and Halliwell Avenue (preferred)

### Option Description

- 6.1 Install a signal-controlled crossing on Main North Road between Proctor Street and Halliwell Avenue. The crossing will be located at the same location as the existing pedestrian refuge island. Refer to **Attachment A**. The preferred option has the following features:-
- A short section of northbound bus lane on the approach side of the crossing which will accommodate one bus. The bus lane is 4.2 metres wide adjacent to a 3 metre wide traffic lane.
  - A northbound bus lane on the departure side of the crossing will run to the end of the existing bus stops on the west side of Main North Road (Northlands Mall side).
  - The rationale behind the changes to the length to the existing northbound bus lane are:
    - Extending the northbound bus lane will remove potential conflict with the cycle lane by enabling cyclists to ride in the bus lane when there are no buses stopped at the bus stops. This is instead of traveling along the cycle lane between the general traffic lane and the bus stops.
    - It would allow the 'Bus Lane End' sign to be positioned away from the footpath at the end of the bus shelter avoiding a reduction in footpath width.
    - It would not change the operation of the section of the road along the bus stops. This section of the road is being used by buses like a bus lane as no other road users can use it at the moment. It would make this section of Main North Road consistent with the bus lane on the east side.
    - It would not adversely affect other northbound road users as they would still enter the final 50 metres of the bus lane to make the left turn into Northlands Mall.
  - The existing southbound bus lane is to be retained.
  - Advanced cycle stop box (ASB) at the limit line for northbound and southbound cyclists. The ASB is to be located in front of the bus lane.
  - Minor road widening on the west side of Main North Road to provide road space for the proposed lane configuration at the crossing.



- New kerb alignment on the west side of Main North Road allowing for road widening.
- The existing landscaping along the new western kerb is to be removed to provide a wider footpath at the pedestrian access to Northlands Mall. The footpath width will be three metres.
- The cutdown at the crossing is to be three metres wide to accommodate the pedestrian demand. There will be tactile pavers including directional pavers at the crossing.
- Road marking changes including removal of the existing flush median.
- There will be no change to the existing 'No-stopping' restrictions on both sides of Main North Road.
- There is no loss of parking.

### Significance

- 6.2 The level of significance of this option is medium consistent with section 2 of this report.
- 6.3 Engagement requirements for this level of significance are inform and consult.

### 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 In 2014 staff were asked to investigate options to improve the pedestrian crossing facilities on Main North Road in the vicinity of the Northlands Public Transport Hub. Please refer to Section 5 for information on Context/Background.
- 6.6 Following this investigation, a report was made to the Shirley/ Papanui Community Board on 19 August 2015 to seek the Community Board's view on the options, which would then be reported to the Infrastructure, Transport and Environment Committee (ITE). The Board recommended that the ITE endorse the staff recommendation subject to community consultation.
- 6.7 On 5 November 2015 the ITE approved the location for the pedestrian crossing improvements subject to community consultation. Throughout this time meetings were held with Northlands Mall as a key stakeholder.
- 6.8 Community consultation via the Council Have Your Say process was held between 14 November and 5 December 2016. The leaflet and feedback form was available online and hand delivered and sent to residents, businesses (including Northlands Mall businesses), and wider stakeholders. Staff were available to answer questions during a two hour drop in session on Monday 21 November.
- 6.9 Key stakeholders were contacted to offer a meeting with the Project Team to discuss the scheme. Papanui High School and Comics Compulsion felt they did not need a face to face meeting, so the scheme was discussed on the phone during the consultation period, before they submitted. Kiwi Property (Northlands Mall) did accept the offer of a meeting.
- 6.10 Twenty nine of forty one valid submissions received indicated support for the proposal – twenty two in full support, and seven with additional suggestions. Twelve indicated opposition including Northlands Mall and eight are identified as Papanui residents. One submitter provided comments only in relation to the location of the crossing, and two of those indicating opposition actually expressed support in their comments for the proposed crossing location. One submitter provided comments only in relation to the location of the crossing, and two of those indicating opposition actually expressed support in their comments for the proposed crossing location.

- 6.11 Full support was received from NZTA, Blind Foundation, NZ Police, CDHB, Comics Compulsion and Papanui High School, and support with additional suggestions from ECan and NZ Heavy Haulage.
- 6.12 Key support comments were that the crossing will make it safer 'for the high volume of pedestrians and bus passengers moving across a major arterial route' (NZ Police). An adjacent business owner is surprised there hasn't been an accident here already. The proposed crossing will encourage people to cross in the right place, at a safe crossing point that is wide enough. It is convenient, direct and safe for the elderly. Pedestrians won't need to try and look past buses to see whether it is safe to walk out to the island. It is needed for the major public transport hub, to link the bus stops safely.
- 6.13 Papanui High School provided strong support for the crossing at the proposed location because it will significantly improve safety and access for both pedestrians and bus passengers. 'We have students who travel both towards town and out to Belfast and beyond so they need access to both sides of the road and safety is paramount as this is a very busy road especially at peak times'.
- 6.14 Key opposition comments were that submitters felt the existing median island is adequate and upgrade not required, that the expense is not justified considering the level of bus and pedestrian use, there are other signal controlled crossings nearby, and another set of lights would only increase congestion for all. One submitter was sceptical about whether cars and cyclists will stop at the pedestrian signals and another questioned whether there is enough demand for dedicated cycle lanes.
- 6.15 There were two suggestions for other crossing locations to the south and to the north. Alternative crossing solutions included two suggestions for a pedestrian underpass and one for an overhead bridge, and one recommending property purchase between Mary and Grassmere Streets to allow enough space for off-road bus stops and traffic.
- 6.16 General residents' concerns included a potential increase in existing rubbish and trolley parking, concern that queued traffic will block driveway exits and entries, and that there will be more noise at night for residents at nos 54 – 66. One also noted the risk from U-turns on this busy section of road (Halliwell to Langdons).
- 6.17 Kiwi Property questioned the CCC consultation process with reference to Northlands Mall and also the wider community. They would like to find an alternative location for the pedestrian crossing to align with their development plans and their proposal of a third vehicle entrance which conflicts with the current crossing location.
- 6.18 Kiwi Property are one of the key stakeholders for the project and consultation with the mall relating to a pedestrian crossing in this location has been ongoing since June 2015. Previous consultation has been led by the Council Transport Planning Team via planning processes including: meetings, correspondence, reporting processes. CCC project team and planning representatives met with Kiwi Property's representatives in September 2016 to explain the consultation plan and the other options considered. Communication and further meetings are ongoing. **Please refer to Attachment E for full consultation responses.**
- 6.19 Staff members have met with Kiwi Property three times since the consultation closed, to discuss the crossing proposal in relation to their likely development plans for the Mall, which involves an additional access into the site from Main North Road. The meetings have been constructive and have involved Staff undertaking further investigations to understand if there was an alternative location for the crossing between Proctor Street and Halliwell Avenue that allowed CCC's project objectives and Kiwi Property's development objectives to be met.
- 6.20 Staff met with Kiwi Property on 15/03/17 to talk through their findings which indicated that the preferred option for CCC was still as per the consulted scheme which sited the crossing at the location of the existing median island and crossing. Kiwi Property preferred the crossing to be

located further towards Halliwell Avenue opposite the Northlands Hub bus shelters to allow for their site development and additional access (subject to new resource consent approval – declined in Kiwi Property last application). Staff members explained that there is not enough footpath width to facilitate a crossing in front of the Northlands Hub bus shelters. Kiwi raised the matter of providing CCC with some additional land to the rear of the Northlands Hub bus shelters, however it was not discussed how that land would be acquired.

- 6.21 This option would allow the stops to be moved back onto the additional land, and there would then be enough space on the footpath for both pedestrians using the crossing, and also those walking along Main North Road along the Mall frontage. At the meeting Kiwi Property agreed to draw up plans based on these discussions, but they have not been provided to the agreed timeframe or after follow up from CCC. For the purpose of understanding what was discussed, CCC staff have drafted a drawing in **Attachment F** showing Kiwi Property concept as it was understood at the meeting.
- 6.22 Staff consider that the Kiwi Property option deserved to be reviewed, especially considering the potential benefits for pedestrians, bus passengers and this area of Main North Road, but unfortunately without the plans further investigations are not possible. Initial investigation have confirmed that there is not enough funding in the project budget for purchase of property from Kiwi Property, and that a resource consent approval would need to be obtained for a reduction in parking for the Mall, and also for the installation of the shelters on the set back land. Further design work would be required and if were a favoured option would be subject to safety audit and further consultation would be required with stakeholders including ECan which will have cost and time implications. If these issues could be resolved in a timely manner, it is acknowledged that this option would be worth pursuing further.
- 6.23 However, due to the lack of response from Kiwi Property, and the significant issues that would have to be resolved and the delays that would be incurred (as per 6.22), staff therefore continue to support the preferred option as consulted on and recommend that this scheme goes forward to detailed design and construction as a key facility for the community of Papanui.
- 6.24 Staff have considered and responded to the submissions in the consultation table (**Attachment E**). Project team responses to specific concerns are included in the table. A summary of project team responses to general concerns are as follows:
- 6.24.1 Project team response to concerns about whether the project is justified:
- *This project is programmed in the Council Long Term Plan. It forms part of the Crown Cost Share Agreement which was put together post-earthquake to improve public transport at the busiest sites in the city. Main North Road is the city's second busiest bus route and passenger hub after Riccarton Road.*
  - *The signal controlled pedestrian crossing is proposed to give pedestrians priority and a safer crossing especially during busy times when it is currently difficult to cross, improve the link between the public transport waiting facilities and the surrounding residential areas, cater for future public transport priority measures to improve journey time reliability for bus passengers. CCC staff pedestrian surveys (March 2015) confirmed this location as the desire line to cross Main North Rd.*
- 6.24.2 Project team response to request that consideration be given to the length for the pedestrian crossing phase, and for a visual count down at the crossing:
- *There will be about 11 seconds for the pedestrian phase at the crossing but there may be an extension camera installed for people who need more time to cross. This will be decided through the detailed design process. The visual countdown pedestrian signal will not be used at the crossing. It is specifically used in Central City for special pedestrian phases at intersections.*

6.24.3 Project team response to assertion that the median strip is a safe and adequate space for pedestrians to wait while crossing the road:

- *Given that there is a high demand for crossing by a mix of pedestrians ranging from school children to the elderly and disabled users, we cannot rely on the use of the median strip and therefore a safe crossing point is needed. This safety requirement will increase with the introduction of bus priority measures on Main North Road as there will be an additional traffic lane for pedestrians to cross.*

6.24.4 Project team response as to whether a controlled crossing is required for pedestrians at Main North Road.

- *In addition to the response provided above to justify the project : the road environment on Main North Road creates a safety risk for pedestrians because the traffic on the city-bound side is relatively fast moving whereas the north-bound traffic is queueing and slower moving making it difficult to find a safe place to cross.*

6.24.5 Project team response to concerns about the location of the crossing:

- *We have chosen this location for the crossing as it meets the project objectives for a number of reasons. The crossing forms a key link between the bus stops in what is considered to be the most appropriate location for safety and serviceability, and provides access to the pedestrian entrance at Northlands Mall. Pedestrian surveys (March 2015) undertaken by CCC confirmed this site as the premier desire line to cross Main North Road.*

6.24.6 Project team response to concerns about possible increased congestion and delays in Main North Road resulting from the installation of additional traffic signals for the crossing:

- *Existing average journey times on Main North Road are variable and any additional delay to journey times as a result of the pedestrian crossing is expected to be minimal. Externally peer-reviewed traffic modelling shows an average three to six second delay and this will depend on factors such as how often the crossing is called, your place in the traffic queue, time of day and traffic volumes.*
- *We appreciate there is existing congestion for vehicles on Main North Road, but we also need to allow for other travel modes. This area of Papanui has been identified as a Walkable Centre in the Christchurch Transport Strategic Plan (CTSP) and we are also assisting people with accessibility needs.*

6.24.7 Project team response to concern about the need for a crossing point in the Grassmere Street vicinity:

- *There is also a new signal controlled pedestrian/cycle crossing to be installed on Main North Road just north of Grassmere Street as part of the Papanui Parallel Major Cycleway project. This crossing will meet the needs of people living on Grassmere Street and surrounding Main North Road areas. The island to the south of Grassmere Street will also be retained currently, and its need reviewed as plans are developed for the bus priority scheme.*

6.25 There are no changes to the Plan for Consultation which is now presented as the Plan for Council Approval.

6.26 Submitters have been provided with a summary of the consultation and the final plan including any changes made during consultation, and a link to a table of submissions and project team response. They have also been sent details of the meeting so that they can make their views known to the elected members before the decision is made.

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

6.27 This option is consistent with Council's Plans and Policies.

### Financial Implications

- 6.28 Cost of Implementation – The scheme cost estimate for the project is \$458,693 which exceeds the project budget of \$392,071 by \$66,622. This is based on the scheme design and will be further refined following detailed design. Should a shortfall remain after tendering, this will need to be addressed through the Transport Capital Program.
- 6.29 Maintenance / Ongoing Costs - The traffic signals hardware including one new overhead mast arm pole on Main North Road will required to be included in the traffic signal annual maintenance schedule.
- 6.30 Funding source - The Crown/Council Cost Sharing Agreement provides resources for the Northlands/Papanui PT interchange.

### Legal Implications

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

### Risks and Mitigations

- 6.34 Risk of budget shortfall caused by costs of the works exceeding the allocated budget. This will result in the scheme not being able to be delivered if not appropriately mitigated. Mitigation measures are to monitor the situation in detailed design and ensure all opportunities to reduce costs are considered. A tender will not be accepted unless the project falls within the approved budget. Residual risk rating: the rating of the risk is Medium.
- 6.35 Risk of integration with bus priority measures on Main North Road delays programme. This will result in the project not being delivered on time. Mitigation measures are to closely monitor both projects (The Project Manager is the same for both projects) and ensure that the two projects are coordinated and the impacts are minimised. One of the objectives for this scheme is to take into account future bus priority measures so this can be monitored. Residual risk rating: the rating of the risk is low.

### Implementation

- 6.36 Implementation dependencies - Requires Community Board recommendation to ITE Committee for approval of installation of signal-controlled pedestrian crossing, kerb alignment changes, traffic controls and installation of short section of bus lane.
- 6.37 Implementation timeframe – Construction is proposed to commence in September 2017 and last for approximately eight weeks.

### Option Summary - Advantages and Disadvantages

- 6.38 The advantages of the preferred option include:
  - Improved safety for pedestrians by giving them priority to cross Main North Road making it safer for people to cross the road. This includes people with limited mobility including the disabled and elderly. The installation of tactile and directional pavers will also assist.

- Located where pedestrians and passengers want to cross Main North Road to reach the Northlands Public Transport Hub and nearby amenities such as Northlands Mall.
- Supports the Hubs and Spokes Public Transport model, by providing a safe crossing facility for patrons needing to change buses to continue their onward journey.
- Allows for future Public Transport priority by removing the existing pedestrian refuge island and installing a short section of bus lane on the approach and departure of the crossing which can accommodate future bus priority measures.

6.39 The disadvantages of the preferred option include:

- Minor delay to bus passengers approaching the Hub to transfer to other buses as the buses would wait for pedestrians to cross the road. This could be alleviated by the introduction of a northbound bus lane which would reduce the overall delay.
- Some delay to Main North Road traffic of 3-6 seconds (average) depending on where the vehicle is within the traffic. The current congestion on Main North Road means that the impact on other road users and delays incurred are minor.

## 7. Options 1 and Options 3 - 5

### Option Description

- 7.1 The assessment of the above options are detailed in the Community Board Report to the ITE Committee dated 05/11/15 which is appended to this report (**Attachment B**). Attachment B also contains the initial traffic modelling results that have contributed to the Options assessment. This modelling has been externally peer reviewed twice as part of the project to ensure robustness.
- 7.2 The Options Assessment Table that was included as part of the consultation documentation is also appended to this report (**Attachment C**) which sets out how each of the options meets or does not meet the project objectives.
- 7.3 An Options Location Plan that was also included as part of the consultation documentation is also appended to this report (**Attachment D**).
- 7.4 Option 1 - Do nothing and existing mid-block crossing is retained. **Refer Attachment B, C & D.**
- 7.5 Option 3- Install 'green man' crossing on the southern arm of the Main North Road/Halliwell Avenue intersection. **Refer Attachment B, C & D.**
- 7.6 Option 4- Install 'green man' crossing on the northern arm of the Main North Road/Mary Street/ Langdons Road intersection. **Refer Attachment B, C & D.**
- 7.7 Option 5- Install 'green man' crossings to both Main North Road/ Halliwell Avenue and Main North Road/Mary Street/ Langdons intersections. **Refer Attachment B, C & D.**

### Significance

- 7.8 The level of significance has not been assessed for these options.
- 7.9 Engagement has not been carried out on these options.

### Impact on Mana Whenua

- 7.10 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

- 7.11 The location of Option 1 and Options 3-5 have not been publicly consulted on, however details of these options and their advantages and disadvantages were publically available as part of the consultation.

### Alignment with Council Plans and Policies

- 7.12 Option 1 and Options 3-5 are consistent with Council's Plans and Policies.

### Financial Implications

- 7.13 The implementation costs for options 1 & 3 - 5 have not been costed.

### Legal Implications

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

### Risks and Mitigations

- 7.17 No public consultation has taken place for Options 1 & 3- 5.
- 7.18 Implementation dependencies - As with the Preferred Option, Options 1 & 3-5 require Community Board recommendation to ITE Committee for approval of installation of signal-controlled pedestrian crossing, kerb alignment changes, traffic controls and installation of short section of bus lane.

### Option Summary - Advantages and Disadvantages

- 7.19 Assessment of Options 1 and 3 - 5 are detailed in the report to ITE Committee dated 05/11/15. Refer to **Attachment B**.

### Attachments

No.	Title	Page
A <a href="#">↓</a>	Attachment A- Consultation - Plan - Main North Road at Northlands Signal Controlled Pedestrian Crossing - Council Approval - tp347201 - 2017-01-19	49
B <a href="#">↓</a>	Attachment B- Concept- ITE Report Nov 2015 ITEC_05112015_AGN	50
C <a href="#">↓</a>	Attachment C- Consultation - Scheme - Options Assessment - Northlands Ped X ing - Location Options vs Objectives(2)(3) PDF Version	68
D <a href="#">↓</a>	Attachment D- Scheme - Plan - Main North Road Northlands Hub - Options Location Locality - tp34721a	70
E <a href="#">↓</a>	Attachment E- Consultation - without addresses - Northlands Ped Summary table of feedback and Project Team response FINAL PDF VERSION	71
F <a href="#">↓</a>	Attachment F: Kiwi Property Suggestion	84



## Confirmation of Statutory Compliance

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

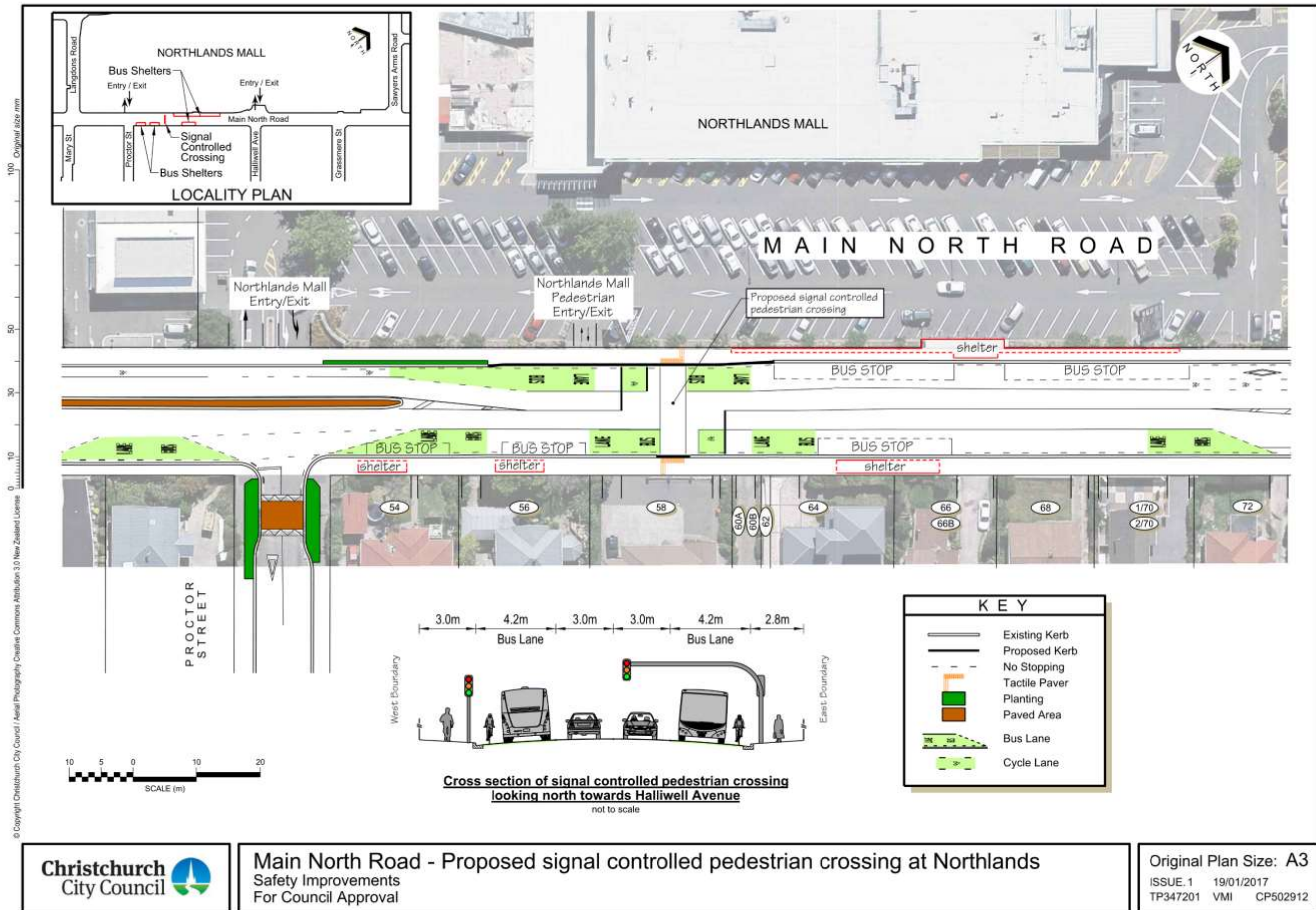
(a) This report contains:

- (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>	Lindsay Durham - Project Manager
<b>Approved By</b>	Peter Langbein - Finance Business Partner Lynette Ellis - Manager Planning and Delivery Transport David Adamson - General Manager City Services





## INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE AGENDA

THURSDAY 5 NOVEMBER 2015

AT 8.30AM

IN THE COUNCIL CHAMBER, CIVIC OFFICES, 53 HEREFORD STREET

**Committee:** Councillor Phil Clearwater (Chairperson)  
Councillors Pauline Cotter (Deputy Chairperson), Vicki Buck, David East and Tim Scandrett

### Principal Advisers

Chief Operating Officer  
Jane Parfitt  
Telephone: 941-6798

Director, Council Facilities  
and Infrastructure  
David Adamson  
Telephone: 941-8149

### Committee Adviser

Chris Turner  
Telephone: 941-8233

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

### INDEX

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PART C 2.	DECLARATION OF INTEREST	1
PART B 3.	DEPUTATIONS BY APPOINTMENT	1
PART C 4.	NORTHLANDS PUBLIC TRANSPORT HUB PEDESTRIAN CROSSING PROJECT UPDATE - REPORT BY THE CHAIRPERSON OF THE SHIRLEY/PAPANUI COMMUNITY BOARD	3



INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE 5. 11. 2015

1

1. APOLOGIES

2. DECLARATION OF INTEREST

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

3. DEPUTATIONS BY APPOINTMENT

3.1 Charles Drace - regarding Carbon Neutral Cities





INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE 5. 11. 2015

REPORT BY THE CHAIRPERSON OF THE SHIRLEY/PAPANUI COMMUNITY BOARD

19 AUGUST 2015

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. NORTHLANDS PUBLIC TRANSPORT HUB PEDESTRIAN CROSSING PROJECT UPDATE

1. PURPOSE OF REPORT

- 1.1 The purpose of the original report (refer **Attachment 1**) presented to the Shirley/Papanui Community Board on 3 June 2015 was to outline options to improve the pedestrian crossing facilities on Main North Road in the vicinity of the Northlands Super Stops. The report sought the Board's recommendations on the options presented which would then be reported to the Infrastructure, Transport and Environment Committee.
- 1.2 The Board subsequently laid the report on the table with a request for further information. The requested information was presented to the Board at their meeting of 19 August 2015 in a Memorandum dated 5 August 2015 (refer **Attachment 2**).

2. CHAIRPERSON'S RECOMMENDATION

- 2.1 Following consideration of the additional information the Board **decided** to recommend that the Infrastructure, Transport and Environment Committee endorse the original staff recommendation as follows:
  - 2.1.1 That Option 2 Signalised Mid-Block crossing is the preferred option to improve pedestrian crossing facilities on Main North Road outside the Northlands Mall and bus super stops.
  - 2.1.2 That staff proceed with drafting a detail design for the preferred option to be reported to the Shirley/Papanui Community Board in September 2015 to request the community and stakeholder consultation be held in late 2015.

*Staff Note: The dates in 2.1.2 be amended to read "early 2016" instead, as those timeframes have now passed.*

ITEM 4

Attachment B Item 10

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE 5. 11. 2015

ATTACHMENT 1 TO CLAUSE 1

NORTHLANDS PUBLIC TRANSPORT HUB PEDESTRIAN CROSSING PROJECT

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture Leisure and Parks	N	
Officer responsible:	Joint Interim manager, Transport and City Streets	N	
Author:	Philip Basher, Transport Policy Engineer	Y	DDI: 941 8605
	Mark Gregory, Transport Network Planner	Y	DDI: 941 8618

ITEM 4

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This report outlines for the Shirley/Papanui Community Board options to improve the pedestrian crossing facilities on Main North Road in the vicinity of the Northlands Super Stops. This report seeks the Board's view on these options which would then be reported to the Infrastructure, Transport and Environment Committee.
- 1.2 A report reviewing options for a super stop and passenger waiting lounge at Papanui/Northlands was considered by the former Environmental Committee on 26 August 2014. Among the recommendations to the Council was:
  - 1.2.1 Recommends that staff investigate options to improve the pedestrian crossing facilities adjacent to the proposed on-street bus stops and report the findings back to the Environmental Committee.
- 1.3 As part of the review of improved pedestrian crossing facilities adjacent to the Northlands bus stops this report has been prepared to get the views of the Shirley/Papanui Community Board. The Community Board's views will be reported to Infrastructure, Transport and Environment Committee at the 2 July meeting.

2. BACKGROUND

- 2.1 The concept of a passenger transport interchange and accompanying facilities on Main North Road (in the vicinity of Northlands Mall) is based on earlier studies dating back to 2005. It is also an integral part of the city's overall public transport network and essential for the recovery of the network post-earthquake. This status as an important suburban interchange location and as a matter of Metropolitan Significance is endorsed by the Crown/Council funding agreement – outlines the Council's spending priorities, specifically identifying the Northlands PT Hub.
- 2.2 The Papanui Road/Main North Road Corridor is one the busiest bus corridors in the City and the superstop outside the Northlands Mall (Main North Road) is the third busiest passenger hub after the central City and Riccarton. In 2014 over 1,800 passengers board bus services at bus stops on this section of the street daily (between Langdons Road and Sawyers Arms Road). Numbers alighting are unknown but would also be high given the numbers boarding.
- 2.3 Following the February 2011 earthquake and the disruption of the City's transport networks including the Metro bus services, Environment Canterbury (ECan) reviewed the entire network as part of the 2012 review of the Regional Public Transport Plan which introduced the revised network operating model (hubs and spokes). The first stage of the new network was introduced in December 2012 and directly affected the Northlands super stops. Northlands is identified as a key public transport hub in the new network operation model which ensures more passengers changing buses at this site.

Attachment B Item 10

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE 5. 11. 2015

ATTACHMENT 1 TO CLAUSE 1 Cont'd

- 2.4 The Council recognised that the existing bus stops and passenger shelters were inadequate and agreed to replace these facilities with new extended shelters and bus stops in order to accommodate the expected increase in passenger transfer. The new superstop shelters and bus stops were installed in July 2013. Both ECan and the Council acknowledge the existing superstop at Northlands/Papanui is an interim solution and both organisations are working to seek a longer term remedy.
- 2.5 In 2013 the owners of Northlands Mall Kiwi Income Property Trust (KIPT) applied for resource consent to extend the retail area and construct a new parking structure fronting directly on Main North Road which was approved in February 2014. As part of the consent process in respect of public transport it was agreed that KIPT would construct a glass fronted passenger waiting lounge (58 metre square floor space) on the corner of the proposed Farmers store facing Main North Road. The Council would be responsible for the internal fit out and would lease the site from KIPT.
- 2.6 The resource consent was approved by the Council on 12 February 2014 including the proposed passenger waiting lounge. The resource consent remains active for five years. It is unlikely that KIPT will start the development during 2015.
- 2.7 Staff are conscious there are no controlled pedestrian crossing facilities linking the stops on either side of Main North Road. In accordance with recommendation of the 26 August 2014 meeting of the Environmental Committee we have reviewed options to improve pedestrian safety and environment in this area. The closest signal pedestrian crossing lies to the north of signals intersection between Main North Road, Halliwell Avenue and the Northlands Mall entrance. This remote location discourages its use by bus passengers and encourages unsafe crossing behaviour adjacent to the super stops. There is an uncontrolled crossing point with a median pedestrian refuge between the main pedestrian entrance of the Northlands Mall and Comic Compulsion store opposite at 58 Main North Road. The surveys in March showed that 306 (20%) were observed using the pedestrian refuge island.
- 2.8 To determine the nature of pedestrian demand crossing Main North Road between Halliwell Avenue and Langdons Road staff carried a series of surveys of pedestrians in March at the following sites:
- 2.8.1 Site 1 - Signalised intersection at Main North Road and Halliwell Avenue.
- 2.8.2 Site 2 - Main North Road between the super stop passenger shelters.
- 2.8.3 Site 3 - Signalised intersection at Main North Road, Langdons Road and Mary Street.
- 2.9 The surveys took place on Tuesday 3 March (12.00 pm - 2.00 pm and 3.00 pm - 6.00 pm) and Thursday 5 March (8.00 am to 9.00 pm). The results are summarised below and are given in more detail in **Attachment 2**:
- 2.9.1 A total of 1539 pedestrians were observed crossing at the three locations over the entire survey period. This includes pedestrians crossing Main North Road (900 or 58 percent) and those crossing the other arms of the intersection with Halliwell Avenue and Langdons Road.
- 2.9.2 A "green man" crossing facilities are provided at the following places:
- Main North Road southern arm (Langdons Road) (Site 1)
  - Langdon Road arm (Site 1)
  - Mary Street arm (Site 1)

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- Main North Road northern arm (Halliwell Avenue) (Site 3)
- Northlands Mall entrance (Site 3)
- Halliwell Avenue arm (Site 3)

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2.9.3 The busiest crossing site is the Main Road North/Langdons Road/Mary Street signals intersection (Site 1) with 748 persons crossing. The busiest crossing was the Main North Road southern arm with 355 (23 percent) of all observed crossings, followed by Langdons Road arm with 286 or 19 percent. The least busy crossing place is Main North Road northern arm (which has no "green man" phase) with 14 persons observed.

2.9.4 The next busiest crossing place was the central section of Main North Road (Site 2) particularly the pedestrian refuge island between the super stop shelters. In total there were 453 crossings (29 percent) of which 306 (20 percent) were observed at the pedestrian refuge island.

2.9.5 The Main North Road/Halliwell Avenue signalised intersection (Site 3) was the least busy crossing place with a total of 338 (22%) crossings. The busiest crossing was the Mall entrance with 180 (12 percent), and the least busy was the southern arm of Main North Road (no "green man" phase) with nine pedestrians counted.

2.9.6 The busiest periods for pedestrians coincided with the morning and evening peak hours, i.e. 8.00 am - 9.00 am and 3.00 pm - 6.00 pm. These periods also correspond with the movement of students to and from the Papanui High School in Langdons Road. At the Main North Road/Langdons Road/Mary Street intersection (Site 1) many pedestrians appear to travel to and from the Papanui Police Station on the corner of Main North Road and Mary Street.

2.10 Additionally as part of the Papanui Parallel cycleway a joint pedestrian/cycle signalised crossing is proposed across Main North Road adjacent to Grassmere Street. As part of this proposal the bus stops outside and opposite the Countdown store would be removed. This is likely to increase the passenger demand at the Northlands super stops and for passengers to cross Main North Road at this location.

2.11 The Road Corridor Operations Team have allocated funding in 2015/16 to improve pedestrian crossing facilities on Main North Road between Harewood Road and Mary Street.

3. COMMENT

3.1 As it is clear that pedestrians and bus passengers wishing to cross Main North Road between Langdons Road and Halliwell Avenue are disadvantaged as there is no controlled crossing facility between the two busy bus stops and to enter and leave Northlands Mall. However, there is an uncontrolled pedestrian crossing with a median island and dropped kerbs creating a pedestrian refuge.

3.2 Staff have considered five options which are outlined below:

3.2.1 Option 1 Do Nothing - This option would leave the current situation unchanged and the informal crossing with the pedestrian median refuge would remain in place.

3.2.2 Option 2 Signalised Mid-Block Crossing - A new signalised pedestrian crossing would be installed which would be linked to the operation of the nearby traffic signals intersection of Main North Road and Langdons Road and Halliwell Avenue. The new proposed crossing would replace the existing informal pedestrian facility.

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- 3.2.3 Option 3 Add "green man" crossing Main North Road/Halliwell Avenue intersection - Currently pedestrians crossing Main North Road at this intersection are expected to do so on the arm north of the Mall entrance and Halliwell Avenue. This is inconvenient for bus passengers especially when they are in a hurry to catch their connecting bus service.
- 3.2.4 Option 4 Add "green man" crossing Main North Road/Langdons Road intersection - Currently pedestrians crossing Main North Road at this intersection have to do so legally on the southern arm of that street.
- 3.2.5 Option 5 Add "green man" crossings to both Main North Road/Halliwell Avenue and Main North Road/Langdons intersections - Combine Options 3 and 4.

3.3 Staff have drawn up a table with the pros and cons of each option:

	Advantages	Disadvantages
<b>Option 1</b>	Low cost Aligns with pedestrian desire line (Mall entrance) Continues to use the dropped kerbs and island refuge Convenient for bus passengers	Not aligned with the signals intersections Safety concern Mobility impaired pedestrians may avoid this crossing and make longer journeys to safely cross the street. Limited sight distance to gauge oncoming traffic Will not address increased pedestrian demand re the extended Mall and loss of the Countdown bus stops
<b>Option 2</b>	Addresses safety concerns Proposes a dedicated pedestrian crossing at a key site Helps pedestrians with mobility issues Provides better line of sight for pedestrians Aligns with the main pedestrian desire line to Mall entrance and between the bus stops.	Cost Potential for minor network disruption If gap between "green man" is perceived as too long may encourage unsafe behaviour Needs to align with the Mall's resource consent plan to extend the mall to Main North Road
<b>Option 3</b>	Close to the main pedestrian desire line (including bus stops and Mall entrance) Close to the proposed passenger lounge Lower cost	Increased demand for "green man" time could comprise vehicle capacity Potential for negligible network disruption
<b>Option 4</b>	Increased legal "green man" at a busy crossing site. Improved the level of service at this intersection Lower cost	More distance from the bus stops and Mall entrance May not be of direct benefit to bus passengers Potential for greater network disruption
<b>Option 5</b>	Provides more accessible facilities for pedestrians at both locations Better serves bus passengers Improved safety	Cost Potential for greater network disruption

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- 3.4 Following the mandate from the (former) Environment Committee on 26 August 2014, the Assets and Networks (Planning, Transport) team have been commissioned to test various crossing schemes. The Main North road corridor includes a series of signalised and non-signalised intersections, which impact upon one another. It was therefore decided to test the impacts of various options (detailed below) using an overarching corridor model, which simulates all of the intersections together. The process used is known as 'micro simulation' and can measure the movement and delay attributes of individual vehicles within the network, thus providing some insight into the likely effects of the identified options.
- 3.5 The model has been developed and calibrated within the Guidelines developed by the National professional body for Transport modelling (a subsidiary group within the Institution of Professional Engineers New Zealand IPENZ). The 'base model' can be considered as a sound simulation of the existing environment and therefore fit for purpose for predicting option impacts. The following pedestrian crossing options have been modelled; see figure 1:

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Figure 1 Northlands/Papanui Pedestrian Crossing Options



Note: Option 5 is a combination of Options 3 and 4.

- 3.6 In order to satisfy any safety concerns regarding the location of bus stops and crossing points, there is more scope available for upgrading crossing points, rather than moving bus stops. The location of bus stops on the City bound side are constrained by the location of property accesses, and all available bus stop locations are already in use. More details of the modelling outcomes are provided in **Attachment 3**.

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- 3.7 Figure 2 illustrates the summaries of the impact on traffic flow of the five options being reviewed. The modelling indicates that the preferred option (Option 2) has a minor impact on the network

Figure 2: Summarised network traffic test results

Traffic network impacts	
Option 1	NO IMPACT
Option 2	MINOR IMPACT
Option 3	NEGLIGIBLE IMPACT
Option 4	GREATER IMPACT
Option 5	GREATER IMPACT

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- 3.8 The conclusion from the Paramics modelling exercise recommends that Option 2 is considered more desirable as apart from the minor impact on the traffic network it significantly improves the safe crossing environment for pedestrians (refer **Attachment 3**). Network modelling analysis has shown that the additional delays caused by the signals being 'called' frequently (every three minutes) would be accommodated within the network without resulting in significant delays. The pedestrian demand data and proximity to the bus stops also support the case for pursuing Option 2.

4. FINANCIAL IMPLICATIONS

- 4.1 The Crown/Council Cost Sharing Agreement provides resources for the Northlands/Papanui interchange. This should cover the capital costs for the proposed pedestrian crossing improvements. Estimated costs will be provided in the next stage of the reporting process. Staff will provide rough order cost estimates at the Community Board meeting.

5. STAFF RECOMMENDATION

The Shirley/Papanui Community Board recommends to the Infrastructure, Transport and Environment Committee that:

- 5.1 Option 2 Signalised Mid-Block crossing is the preferred option to improved pedestrian crossing facilities on Main Northlands outside the Northlands Mall and bus super stops.
- 5.2 Staff proceed with drafting a detail design for the preferred option to be reported to the Shirley/Papanui Community Board in September 2015 to request the community and stakeholder consultation to be held in late 2015.

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ATTACHMENT 2 TO CLAUSE 1

**Christchurch City Council  
Operations Group**

**Memorandum**

**ITEM 4**

**Date:** 5 August 2015

**From:** PHILIP BASHER - TRANSPORT POLICY ENGINEER  
MARK GREGORY - TRANSPORT NETWORK PLANNER

**To:** SHIRLEY/PAPANUI COMMUNITY BOARD

**cc:** Judith Pascoe – Community Board Adviser (for distribution)

**Appendix** 1. Memo re Main North Road Paramics Micromodel Simulation pedestrian crossings July 2015 (TRIM 15/895427).

**NORTHLANDS PT HUB PEDESTRIAN CROSSING PROJECT UPDATE**

**Purpose of this Memo:**

The report to the Community Board at the 3 June meeting reviewing options to improve the pedestrian crossing facilities on Main North Road was laid on the table until staff provide further information on the following:

- 1.3 The cumulative effect on traffic flow of five signalised crossings on Main North Road between Sawyers Arms Road and Mary Street.
- 1.4 The intended lifetime of use for this crossing.
- 1.5 An indication of costs related to all options including ongoing maintenance (OpEx) costs.

**Why a pedestrian crossing:**

Six bus routes under the December 2014 Hubs and Spokes network pass through the Public Transport Hub at Northlands. Passengers travelling from the suburbs now have to de-bus at Northlands should they wish to take the Orbiter or the high frequency Blue Line to the City. Crossing Main North Road is currently as follows:

1. Walking to the signals at the Halliwell Avenue and the Mall entrance.
2. Using the pedestrian refuge in the central median.

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ATTACHMENT 2 TO CLAUSE 1 Cont'd

Conscious of this situation the former Environmental Committee on 26 August 2014 approved the following:

*"Recommends that staff investigate options to improve the pedestrian crossing facilities adjacent to the proposed on-street bus stops and report the findings back to the Environmental Committee."*

**Background:**

The report (refer **Attachment 1**) provides a summary of the background to this project. The questions relate to the Option 2 Signalised Mid-Block Crossing concept which is favoured by the staff.

**Information Requested:**

**1.3 The cumulative effect on traffic flow of five signalised crossings on Main North Road between Sawyers Arms Road and Mary Street.**

A Paramics model has been developed for Main North Road between Langdons Road and Sawyers Arms Road to assess the impact of an additional signalised crossing on this stretch of highway. At the meeting on 3 June the Community Board members asked if staff could assess the impact of the possible cycle/pedestrian signalised crossing for the Papanui Parallel Cycleway at the Grassmere Street intersection, as well as the existing and potential crossings. The signalised intersections/crossings included in the model are:

- Main North Road/Langdons Road/Mary Street intersection and pedestrian crossings.
- Main North Road mid-block crossing concept between the bus stops.
- Main North Road/Halliwell Avenue/Mall entrance intersection and pedestrian crossings.
- Main North Road Grassmere Street (combined cycle and pedestrian crossing concept).
- Main North Road/Sawyers Arms Road intersection and pedestrian crossings

A Paramics microsimulation model of Main North Road has been prepared to include the five pedestrian crossings and the traffic signal intersections. The attached memo provides a more detailed analysis of the model and its outcomes, as well as review of the methodology (refer **Appendix 1** to this Memorandum). The main conclusions are:

- Main North Road and the Northlands Public Transport hub is intended as a PT priority route especially when the northern arterial road reduces peak period traffic from Main North Road.
- The morning peak period with the bus interchange crossing concept, northbound average journey times between Langdons Road and Sawyers Arms Road would increase by 2.96 seconds, compared with no additional crossings. With both additional crossings average journey times would increase by 5.35 seconds.
- The morning peak period with the bus interchange crossing concept, southbound average journey times between Langdons Road and Sawyers Arms Road will increase by 3.10 seconds. With both additional crossings average journey times would increase by 6.93 seconds.

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ATTACHMENT 2 TO CLAUSE 1 Cont'd

- The afternoon peak period, for northbound trips there would be no measurable difference on average journey time. This is because during the afternoon peaks the northbound direction operates with the highest levels of congestion (journey times peak at around 140 seconds: more than double the average journey time of the morning peak). It is the greater variation in journey times and fluctuations in operating speeds which have a greater bearing on journey time, rather than the additional crossings.
- The afternoon peak period with the bus interchange crossing concept, southbound average journey times between Langdons Road and Sawyers Arms road will increase by 2.88 seconds. With both additional crossings average journey times would increase by 5.92 seconds.

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The additional crossings are not likely to have any noticeable impacts upon journey times or operating capacity during the peak periods. The changes arising from the possible signalised crossings would be negligible.

**1.4 The intended lifetime of use for this crossing.**

The potential pedestrian crossing options reviewed in the report are concept schemes and there have been no detailed designs drafted. In the case of Option 2 (mid-block) and the other options a key objective of the project is that it will integrate with the future redevelopment of Northlands Mall. There will be no need to relocate and/or revise unless Kiwi Property Income Trust's (the mall's owners) plans change substantially.

**1.5 An indication of costs related to all options including ongoing maintenance (OpEx) costs.**

The rough order capital cost to install a new signalised pedestrian crossing is approximately \$195,000 including construction, documentation and other supervisory costs. This applies to each option described in the report.

The annual operational cost for a signalised pedestrian crossing either freestanding or as part of a signalised intersection is \$6,000 per year. This excludes depreciation charges and costs arising from crash damages.

**Conclusion:**

The matters raised by the Shirley/Papanui Community Board at the 3 June meeting have been addressed above.



Philip Basher  
Transport Policy Engineer  
OPERATIONS GROUP



Mark Gregory  
Transport Network Planner  
OPERATIONS GROUP

**Christchurch City Council  
City Environment Group  
Asset & Network Planning - Transport**

**Memorandum**

**Date:** 23<sup>rd</sup> July 2015  
**From:** Mark Gregory (Transport Network Planner)  
**To:** Philip Basher, Transport Policy Engineer  
**CC:**  
**Re:** Response to the Shirley / Papanui community board, Bus interchange crossing concept.

**Background:**

I refer to the Minutes of the Shirley - Papanui board meeting, held on 3<sup>rd</sup> June 2015.  
During: PART A: MATTERS REQUIRING A COUNCIL DECISION: 1) NORTHLANDS MALL TRANSPORT HUB PEDESTRIAN CROSSING PROJECT.

The objective of this brief is to address matter 1.3: *"The Cumulative effect on traffic flow of five signalised crossings on Main North Road between Sawyers Arms Road and Mary Street"*.

It is understood that the five crossings include: (from south to north)

- One crossing of Main North Road at the intersection of Main North Road / Mary Street / Langdons Road.
- The crossing concept at proposed interchange; primary subject of this memo. *(not implemented)*
- One crossing of Main North Road at the intersection of Main North Road / Northlands Mall signalised access
- The crossing concept north of Grassmere Street. *(not implemented)*
- One crossing of Main North Road at the intersection of Main North Road / Sawyers Arms Road.

**Assessment:**

The existing three crossings have been carefully designed to have an almost nil impact upon Main North Road traffic. There are crossings of Main North Road on one side of each intersection only. Further, the intersections are designed to ensure that a minimal number of vehicles are delayed resulting from pedestrians crossing.

For example, at the intersection of Main North Road and Northlands Mall signalised access, the crossing of Main North Road is designed to 'conflict' with right turners from Haliwell Road only, which is extremely low (around 7 vehicles per hour). The other intersections are also designed to have pedestrian crossings which do not impact upon the major road movements on Main North Road.

Therefore, there would be more impact on Main North traffic from 'mid-block' crossings, including the concept bus interchange and the additional crossing identified in the Board meeting, north of Grassmere Street.

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Appendix 1 to Attachment 2 Cont'd

Modelling of the concept interchange crossing showed that the impacts of the crossing would be negligible, on the journey times of Main North Road.

Subsequent to the Board's request, I have included the crossing north of Grassmere Street into the micro-simulation model. I have tested the impacts of journey time between the existing road layout and two additional crossings.

Findings of modelling:

It is my professional opinion that two additional crossings, including the bus interchange concept and the concept north of Grassmere Street will not have any significant impacts upon the journey of traffic using Main North Road.

The additional crossing was added to the micro-simulation model, and the probable operational impacts were measured.

I will note that the crossing identified north of Grassmere Street is still yet to go Consultation and that detailed design parameters have not yet been determined. The modelling assumes that the crossing will run 'in time' with the traffic signals at Sawyers Arms Road. This is a common network management approach used around the City, intended to 'optimise' traffic flows and keep most of the network moving.

Demand information for the crossing was not obtained as part of this work, as the 'worst case' scenario was tested, which would assume that the crossing would be 'called' approximately once every 2 minutes, consistently throughout the 0700 - 0900 and 1600 - 1800 modelled periods. The assigned 'crossing time' of 20 seconds was also extremely generous.

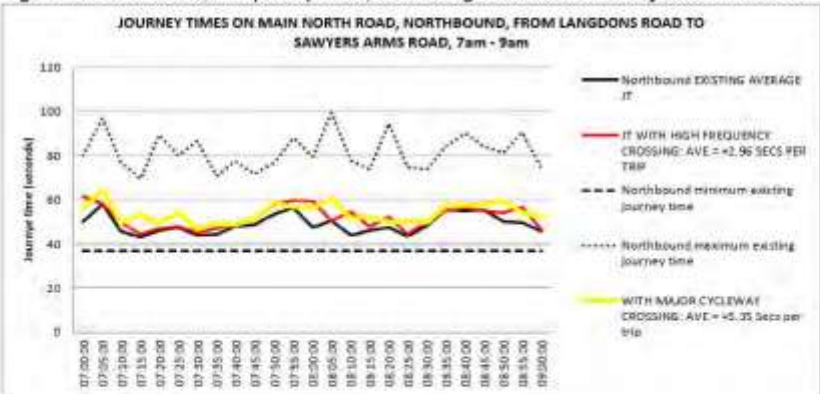
A similar approach was adopted for the pedestrian crossing concept outside of the mall, assuming a 'worst case' demand profile of once each approximately 3 minutes, for the entire 0700- 0900 and 1600 - 1800 modelled periods. This is considered to be a 'worst case' assumption and the frequency is far in excess of bus frequency at the stops.

It is most likely that demand for the two crossings assumed in the modelling has been massively overestimated, which allows for confidence in the results when assessing the affects upon traffic.

It was found that during congested periods, existing fluctuations in journey time, caused by heavy and variable traffic flows have a greater impact on overall journey time, than the additional crossings themselves.

During lesser busy periods, it was generally found that the additional crossing associated with the bus interchange would typically increase average journey times by 3 seconds per vehicles, and both crossings would add typically 6 seconds to journey times, when measured on Main North Road between Langdons Street and Sawyers Arms road. In terms of economic effects, this is a negligible increase. The graphs below demonstrate impacts upon journey times:

Figure 1: Northbound, AM peak period, from Langdons Road to Sawyers Arms Road





Appendix 1 to Attachment 2 Cont'd

Figure 1 shows that during the AM period with the bus interchange crossing concept, northbound average journey times between Langdons Road and Sawyers Arms road will increase by 2.96 seconds, compared to with no additional crossings (existing). With both additional crossings average journey times would increase by 5.35 seconds.

Figure 2 (below) shows that during the AM period with the bus interchange crossing concept, southbound average journey times between Langdons Road and Sawyers Arms road will increase by 3.10 seconds. With both additional crossings average journey times would increase by 6.93 seconds.

Figure 2: Southbound, AM peak period, from Sawyers Arms Road to Langdons Road

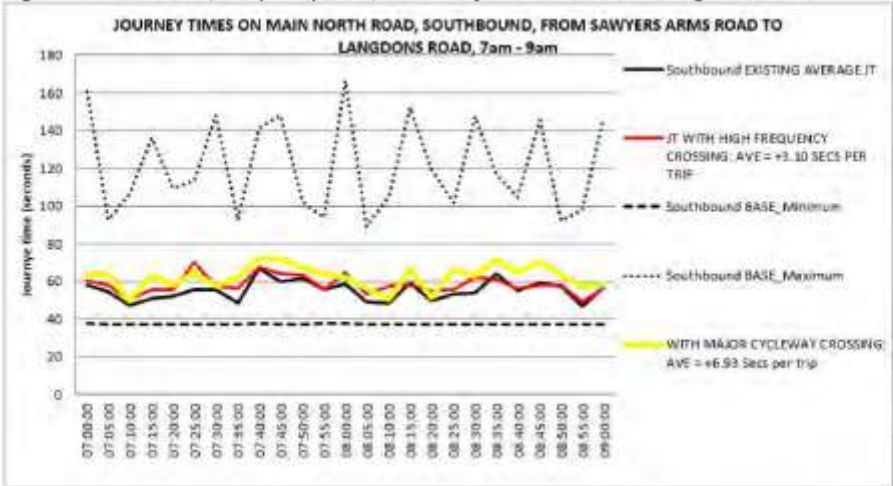


Figure 3: Northbound, PM peak period, from Langdons Road to Sawyers Arms Road

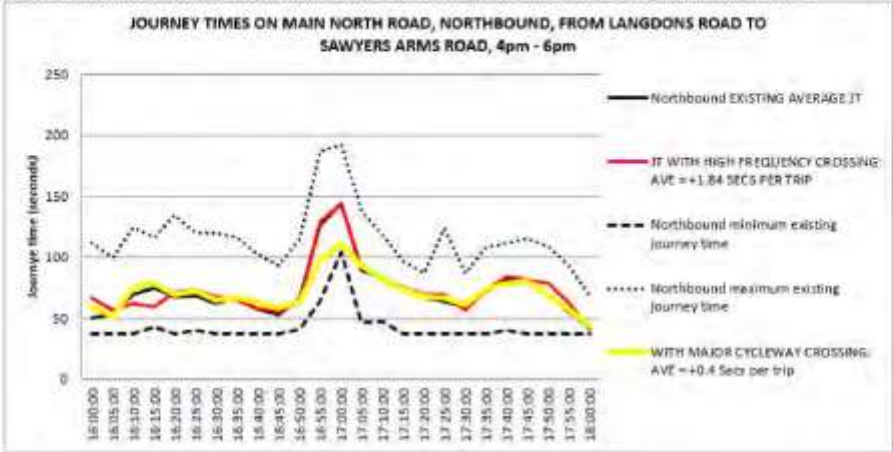


Figure 3 shows that during the PM period, for northbound trips there would be no measurable difference on average. This is because during the PM peaks the northbound direction operates with the highest levels of congestion. (Journey times peak at around 140 seconds: more than double the average journey time of the AM peak). It is the greater variation in journey times and fluctuations in operating speeds which have a greater bearing on journey time, rather than the additional crossings.

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Appendix 1 to Attachment 2 Cont'd

Figure 4: Southbound, PM peak period, from Sawyers Arms Road to Langdons Road

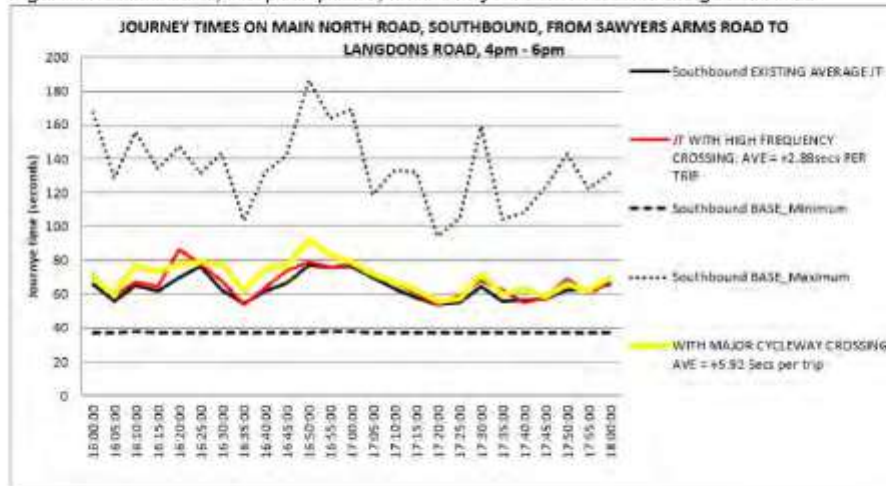


Figure 4 shows that during the PM period with the bus interchange crossing concept, southbound average journey times between Langdons Road and Sawyers Arms road will increase by 2.88 seconds. With both additional crossings average journey times would increase by 5.92 seconds.

**Conclusion:**

The additional crossings are not likely to have any noticeable impacts upon journey times or operating capacity during the peak periods. The changes would be negligible.

I hope that this provides a satisfactory answer to the question presented by the Board. I will be very happy to discuss this further.

Yours sincerely,

Mark Gregory  
Transport Network Planner  
Extension 8618

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## Main North Road Signal Controlled Pedestrian Crossing at Northlands. Options Assessment Table

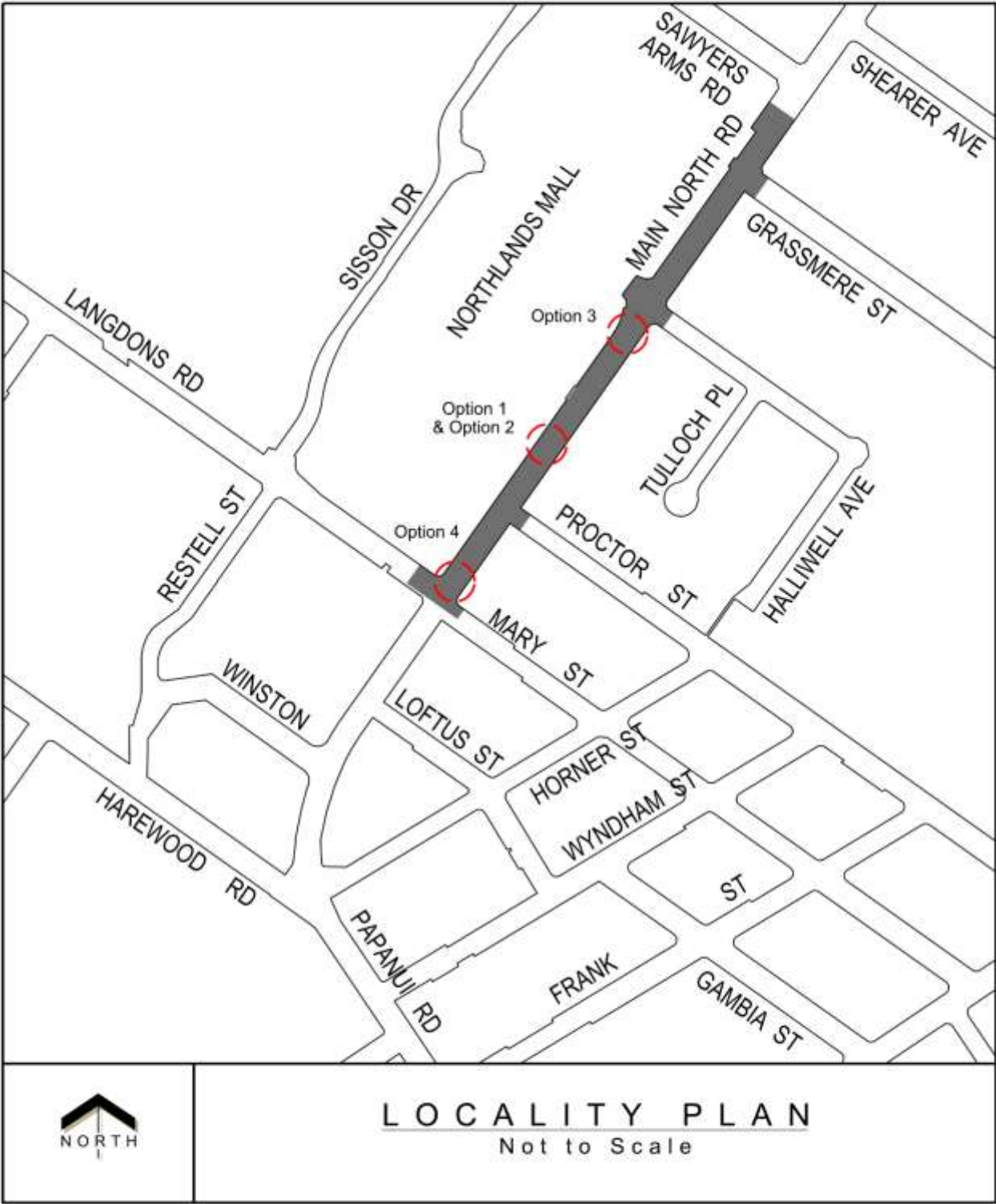
The objectives of this project are to improve pedestrian safety, accessibility and public transport amenity on Main North Road at Northlands. While every effort has been made to keep traffic flowing, the introduction of a signal controlled crossing will cause some minor delays as traffic waits at the signals so that pedestrians can safely cross the road.

The following table shows each option the project team considered, assessed against the objectives of the project. The location of each option is shown on the Options Location Plan below.

Option #	Objective 1 Improve road safety and accessibility for bus passengers and pedestrians on Main North Road at Northlands Hub by upgrading the pedestrian crossing to a signalised crossing.		Objective 2 Ensure design takes into account future Public Transport measures
	Safety	Connectivity & Accessibility	Future Public Transport Priority
1 Do Nothing (leave existing pedestrian island in place)	x Does not address current safety issues because pedestrians have to cross through queueing traffic heading north and faster moving traffic heading south. Pedestrians cross at random places on either side of the existing pedestrian refuge island, which increases the risk of an accident for pedestrians. Also, sightlines for people trying to cross the road can be restricted by traffic including larger buses.	✓ Links well with a pedestrian entrance at Northlands Mall, so a crossing point at this location is convenient for bus passengers, local residents and people with limited mobility including the disabled and elderly.	✓ Allows for future Public Transport priority.
	x Does not address safety for pedestrians/passengers crossing to get to the public transport hub, including the expected increase in numbers following the removal of the stops outside Countdown as part of the Papanui Parallel Major Cycle Way Route project.		x Pedestrian refuge island may need to be removed to accommodate future Public Transport priority.
2 A signal controlled mid-block crossing at the Public Transport Hub (Preferred Option)	✓ Provides a signal controlled crossing on Main North Road that will stop traffic and give priority to pedestrians crossing the road.	✓ The crossing will form a key link between the bus stops.	✓ Allows for future Public Transport priority by removing the existing pedestrian refuge island to allow for a northbound bus lane whilst providing upgraded pedestrian crossing facilities at the Public Transport hub.
	✓ Located where passengers want to cross the road so are more likely to make use of the signal controlled crossing.		
	✓ Will make it safer for pedestrians/passengers needing to cross to get to the main Public Transport hub, including the increase in numbers following the removal of the stops outside Countdown as part of the Papanui Parallel Major Cycle Way Route project.	✓ Links well with a pedestrian entrance at Northlands Mall, so a crossing point at this location is convenient for bus passengers, people with limited mobility including the disabled and elderly, and the wider residential community to the south of Main North Road (and vice versa to access the Mall, Graham Condon and Papanui High School).	x Minor delay to bus passengers approaching the hub to transfer to other buses as the buses would wait for pedestrians to cross the road. The introduction of a northbound bus lane as part of future Public Transport priority could reduce the delay by giving priority to the buses.

Option #	Objective 1 Improve road safety and accessibility for bus passengers and pedestrians on Main North Road at Northlands Hub by upgrading the pedestrian crossing to a signalised crossing.				Objective 2 Ensure design takes into account future Public Transport measures	
	Safety		Connectivity & Accessibility		Future Public Transport Priority	
3 A signal controlled pedestrian crossing on the south side of the Main North Road/Halliwell Avenue Intersection	✓	Provides a signal controlled crossing on Main North Road that will stop traffic and give priority to pedestrians crossing the road.	x	Located away from the bus stops where people want to cross.		<p>If the road needs widening or there is a requirement for bus lanes in each direction; the existing pedestrian refuge island at the bus stops is likely to be removed. This will affect passengers wanting to cross at the bus stops as there will be no pedestrian crossing facility at that location.</p> <p>Bus passengers could be delayed after they have transferred between bus routes at the Public Transport hub as the buses would wait for pedestrians to cross the road at the Halliwell/Main North Road intersection.</p>
	x	The crossing is located 130 metres away from the bus stops and existing pedestrian island, so some passengers may choose to cross away from the traffic signals to cross closer to the bus stops, especially when needing to make a bus transfer quickly.		Provides a signal controlled crossing for passengers to get to the southbound bus stops as well as the wider residential community to the south of Main North Road (and vice versa to access the Mall, Graham Condon and Papanui High School).	x	
	✓	Could contribute to the safety of pedestrians/passengers crossing including the increase in numbers following the removal of the stops outside Countdown as part of the Papanui Parallel Major Cycle Way Route project.	✓		x	
4 A signal controlled crossing on the north side of the Main North Road/Langdons Road intersection	✓	Provides a signal controlled crossing on Main North Road that will stop traffic and give priority to pedestrians crossing the road.	x	Located away from the bus stops where people want to cross.		<p>May delay northbound buses in the afternoon peak because adding in the pedestrian crossing phase to the traffic lights could take green-light time away from Main North Road.</p>
	x	Located 140 metres away from the bus stops and existing pedestrian refuge island, so some passengers may choose to cross away from the traffic signals to cross closer to the bus stops, particularly when needing to make a bus transfer quickly.	✓	Provides a signal controlled crossing for passengers to get to the southbound bus stops and the wider residential community to the south of Main North Road (and vice versa to access the Mall, Graham Condon and Papanui High School).	x	
	x	Unlikely to address safety for pedestrians/passengers crossing to get to the main Public transport hub, including the increase in numbers following the removal of the stops outside Countdown as part of the Papanui Parallel Major Cycle Way Route project. Located furthest away from Countdown.	✓	Provides a signal controlled crossing for passengers to get to the southbound bus stops from the entertainment end of the Mall (Hoyts/Food Court) at night along the main road.		
5 Combine Options 3 & 4	✓	Provides additional signal controlled crossings on Main North Road that will stop traffic and give priority to pedestrians.	x	Located away from the bus stops where people want to cross.		<p>May delay northbound buses in the afternoon peak because adding in the pedestrian crossing phase to both sets of traffic lights could take green-light time away from Main North Road.</p>
	✓	The crossing at Halliwell/Northlands may contribute to the safety of pedestrians/passengers crossing to get to the main public transport hub, including the increase in numbers following the removal of the stops outside Countdown.		Offers the most choice for pedestrians wanting to use the bus stops, as well as the wider residential community to the south of Main North Road (and vice versa to access the Mall, Graham Condon and Papanui High School).	x	
	x	The crossing at Main North Road/ Langdons is located 140 metres away from the bus stops and current pedestrian crossing island, so some pedestrians may choose to cross the road closer to the bus stops instead of using the crossing. Located furthest away from Countdown.	✓			





Main North Road - Proposed Signal Controlled Pedestrian Crossing at Northlands Consultation feedback and Project Team response			
#	I/We generally support this proposal	Full Comments	Project Team response
1	N	<p>Would consider this an absolute overkill of lights in main North Road. Traffic is bad enough now! this will make it substantially worse.</p> <p>Would compare it with the ridiculous decision to put a set of lights in Waimairi to allow students to cross. Traffic backs up for 500m and in many cases the pedestrians have pushed the button then walked across in the traffic gaps!</p> <p>Main North Road has crossings 50m each way from here. So no! not in favour of another set of lights.</p>	<p>We have chosen this location for the crossing as it meets the project objectives for a number of reasons. The crossing forms a key link between the bus stops in what is considered to be the most appropriate location for safety and serviceability, and provides access to the pedestrian entrance at Northlands Mall. Refer to Options Assessment Table for details. Pedestrian surveys (March 2015) undertaken by CCC confirmed this site as the desire line to cross Main North Road.</p> <p>Existing average journey times on Main North Road are variable and any additional delay to journey times as a result of the pedestrian crossing is expected to be minimal. Externally peer-reviewed traffic modelling shows an average three to six second delay and this will depend on factors such as how often the crossing is called, your place in the traffic queue, time of day and traffic volumes.</p> <p>The closest pedestrian crossings controlled by signals are 150 metres north at the Halliwell Avenue intersection and 160 metres south at Langdons Road.</p>
2	Y	<p>In principle, I support the proposal for a traffic signal in the hope that this will increase pedestrian safety and encourage pedestrians to cross properly.</p> <p>My concern is the traffic flow along Main North Road and the ability for residents to safely enter traffic flow when exiting out of Halliwell Avenue. The Community Board should consider carefully how the traffic engineers propose to 'sync' the new crossing with the crossings at Langdons Road and Halliwell Road/Mall Entrance.</p> <p>Pedestrians and residents can wait for ages for the lights to change at Halliwell Avenue and cars then block the ability to turn left or right onto Main North Road (depending on time of day). Also, cars exiting Northlands Mall regularly do not signal their intention to turn right - and so a sign reminding them to indicate would help greatly with safety at this traffic light.</p>	<p>Thank you for your submission and for your support for the project.</p> <p>We are not proposing any changes to the Halliwell Avenue/ Northlands Mall entrance the signals at this intersection as part of the project.</p> <p>We note your comment concerning right-turning vehicles out of Northlands Mall. The way the Council manages intersection issues does not include signs to remind drivers to indicate. Any ongoing issues of vehicles blocking the intersection would be considered a driving offence and need to be referred to the police.</p>
3	Y	I support this proposal. It's about time.	Thank you for your submission and for your support for the project.
4	Y	I think the changes to this junction will benefit the area greatly. this area can be very busy and it can be dangerous especially at peak times for pedestrians	Thank you for your submission and for your support for the project.
5	Y	I support the proposal. In general I prefer zebra pedestrian crossing without any automation. But this place is adjacent to the busy Northlands Mall, hence justifying the spend on a controlled pedestrian crossing.	Thank you for your submission and for your support for the project.
6		No feedback supplied	
7	Y		Thank you for your submission and for your support for the project.



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8	N	All 3 options are far too South!! Needs to be where existing pedestrian crossing point is. Put camera on lights crossing you will see f*** all people use it!	<p>The location of the signal controlled pedestrian crossing is in the same location as the existing mid-block crossing between Proctor Street and Halliwell Avenue.</p> <p>We have chosen this location for the crossing as it meets the project objectives for a number of reasons. The crossing forms a key link between the bus stops in what is considered to be the most appropriate location for safety and serviceability, and provides access to the pedestrian entrance at Northlands Mall. Refer to Options Assessment Table for details.</p> <p>A new signal controlled pedestrian/ cycle crossing is also to be installed on Main North Road just north of Grassmere Street as part of the Papanui Parallel Major Cycleway project.</p>
9	Y	On behalf of three adjacent Main North Road properties	Thank you for your submission and for your support for the project.
10		Refer to Submission 9	
11	N	The Council do stuff up after stuff up. Doesn't matter about cost to rate payer. Just go ahead and waste out money. Soon we will have to sell our houses because the Rates will be unfordable for pensioners and low income earners. Like parking 4 mall workers. Everything is 2 hours because residents want to live near mall but don't want people parking outside their house. Also why are council staff running around in 4WD they could use Suzuki at \$2000 instead of 45,000 Toyota with one person in them. Time u pulled your sox up and stop waste.	<p>This project is programmed in the Council's Long Term Plan. It forms part of the Crown Cost Share Agreement which was put together post-earthquake to improve public transport at the busiest sites in the city. Main North Road is the city's second busiest bus route and passenger hub after Riccarton Road.</p> <p>We have chosen this location for the crossing as it meets the project objectives for a number of reasons. The crossing forms a key link between the bus stops in what is considered to be the most appropriate location for safety and serviceability, and provides access to the pedestrian entrance at Northlands Mall. Refer to Options Assessment Table for details.</p> <p>There are no parking changes as part of this scheme.</p>
12		Refer to submission 9	
13	Y	Thank you I think this is a great idea! I work at Skyline Buildings on the corner of May St & Main Nth Rd, I often have to get to the mall for banking etc, and this is where I cross, however, usually I have to step out into the traffic lane to be able to see if there is traffic coming as I can't see past any buses parked there! This isn't usually too much of a problem for myself, as I'm young and able bodied, but I often wonder how someone who is elderly or frail or slow for whatever reason, would manage!! Thank you, I feel this change would be a safer option for the many pedestrians in this region! :)	Thank you for your submission and for your support for the project.
14	Y	I think this proposal is a great idea.	Thank you for your submission and for your support for the project.
15	N	<u>Stop</u> wasting our rates money on these stupid schemes and put the money to better use.	This project is programmed in the Council Long Term Plan. It forms part of the Crown Cost Share Agreement which was put together post-earthquake to improve public



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			<p>transport at the busiest sites in the city. Main North Road is the city's second busiest bus route and passenger hub after Riccarton Road.</p> <p>We have chosen this location for the crossing as it meets the project objectives for a number of reasons. The crossing forms a key link between the bus stops in what is considered to be the most appropriate location for safety and serviceability, and provides access to the pedestrian entrance at Northlands Mall. Refer to Options Assessment Table for details.</p>
16	Y	There are a lot of elderly people living in Proctor St (and retirement home at the bottom of the road) This will save them having to walk to Mary St or Halliwell - plus being a major bus stop - would be very much appreciated by all. It's a busy main road & even in our 50's do not like crossing it & prefer not to have to walk so far either way to traffic lights.	Thank you for your submission and for your support for the project.
17	Y	Canterbury Police support a signal controlled pedestrian crossing here due to the high volumes of pedestrians moving across a major arterial route.	Thank you for your submission and for your support for the project.
18	N	There is already a crossing by Couplands and one by the lights at countdown, Main North Road do not need any more lights it's too congested.	<p>We have chosen this location for the crossing as it meets the project objectives for a number of reasons. The crossing forms a key link between the bus stops in what is considered to be the most appropriate location for safety and serviceability, and provides access to the pedestrian entrance at Northlands Mall. Refer to Options Assessment Table for details. CCC staff pedestrian surveys (March 2015) confirmed this location as the desire line to cross Main North Rd.</p> <p>Existing average journey times on Main North Road are variable and any additional delay to journey times as a result of the pedestrian crossing is expected to be minimal. Externally peer-reviewed traffic modelling shows an average three to six second delay and this will depend on factors such as how often the crossing is called, your place in the traffic queue, time of day and traffic volumes.</p> <p>We appreciate there is congestion for vehicles on Main North Road, but we also need to allow for other travel modes. This area of Papanui has been identified as a Walkable Centre in the Christchurch Transport Strategic Plan (CTSP) and we are also assisting people with accessibility needs.</p>
19	Y		Thank you for your submission and for your support for the project.
20	N	Yes I do support a crossing but <u>not</u> where you are suggesting it will be. I suggest it be placed where the island to Northlands Mall is now. In Grassmere St is Ngaio Marsh elderly residents home and Grassmere St is mostly over 60's people who find it to far to walk for a bus at Proctor St or to cross to Northlands Mall. I believe there would be accidents with elderly people trying to cross the road at the present sight.	<p>The location of this signal controlled pedestrian crossing is to support the bus stops and will replace the existing mid-block crossing just north of Langdons Road.</p> <p>There is a new signal controlled pedestrian/cycle crossing is to be installed on Main North Road just north of Grassmere Street as part of the Papanui Parallel Major Cycleway project. This crossing will meet the needs of people living on Grassmere Street.</p>

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			The island to the south of Grassmere Street will also be retained currently, and its need reviewed as plans are developed for the bus priority scheme.
21	Y	I think it would be a great idea, perhaps located where the lights are already at the turn into and out of the northlands mall near the old pizza hut building	We have chosen this location for the crossing as it meets the project objectives for a number of reasons. The crossing forms a key link between the bus stops in what is considered to be the most appropriate location for safety and serviceability, and provides access to the pedestrian entrance at Northlands Mall. Refer to Options Assessment Table for details. Pedestrian surveys (March 2015) confirmed this location as the desire line to cross Main North Rd.
22	Y	<p>Project - specific comments:</p> <p>The CDHB supports the proposed introduction of a signalised pedestrian crossing at Northlands Mall. Signalisation will provide a safer route and better connectivity for pedestrians across this busy section of Main North Road. The location of this crossing point will allow bus users to easily access the Superstop. Signalisation will be particularly beneficial for those who require more time and assistance to cross the road, such as the elderly, families with young children, and people with mobility and vision impairments.</p> <p>The CDHB also supports the inclusion of advance cycle stop boxes and green surfacing as this will highlight the presence of cyclists at the crossing making the crossing safer to use.</p>	Thank you for your submission and for your support for the project.
23	Y	As Associate Principal at Papanui High School which has approx 1600 students I support option 2 for the location of the crossing improvement. As a school we have large numbers of students each school day using the Main North road bus route to and from school and we do have concerns for student safety both on Sissons Drive and along the Main North road. We believe a clearly signalled controlled crossing at that location will significantly improve safety for both pedestrians and bus passengers. We have students who travel both towards town and out to Belfast and beyond so they need access to both sides of the road and safety is paramount as this is a very busy road especially at peak times.	Thank you for your submission and for your support for the project.
24	N	Thank you for the opportunity to respond to a proposal to construct a pedestrian crossing on Main North Road opposite the Northlands Shopping Centre. Kiwi Property Group ('Kiwi') are the owners of the Northlands Shopping Centre located immediately adjacent to the proposed crossing.	<p>Text from consultation response letter to Kiwi from the Project Team:</p> <p>The Council appreciates Kiwi's role as the owner of Northlands Mall and the role of that shopping and entertainment centre in the local community and as part of the Papanui Key Activity Centre (KAC), particularly in the immediate aftermath of the earthquakes. The Council is also aware of Kiwi's investment in Northlands Mall to</p>



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		<p><b>Background</b> Kiwi are a listed property investment company with extensive commercial landholdings throughout New Zealand. Kiwi owns the Northlands Shopping Centre ('Northlands'), along with other sites in the vicinity of Northlands that provide a wide range of retail, commercial service, entertainment, and food and beverage services. Since the Canterbury Earthquake sequence, Northlands has played an important role as a retail centre that has remained open and available to meet the needs of the wider community, especially of those people residing in northwest Christchurch. Since the earthquakes Kiwi have undertaken extensive investigations into the structural integrity of the Centre and have committed to the ongoing repair and strengthening of Northlands. Kiwi have also invested considerable resources into planning the further expansion of Northlands to ensure that the Centre continues to meet the needs of the surrounding community. Kiwi have obtained two separate resource consents for alternative development options along the Main North Road frontage. Either of these expansion options can be implemented. The recently completed District Plan review process has confirmed Northlands as a Key Activity Centre ('KAC'), with such centres having a role of meeting District-wide needs in terms of access to products, services, and community facilities. Both the Canterbury Regional Policy Statement and the District Plan direct future commercial growth in the City to occur primarily within existing centres, with ongoing intensification of such centres enabled and anticipated as a key method for helping the City recover from the Canterbury earthquakes.</p> <p><b>Need for holistic design</b> As part of good Centre master planning, the provision of safe and efficient access is a critical component. Kiwi are also aware of the need to facilitate access to the Centre via a variety of modal choices, including private car, walking, cycling, and public transport. Kiwi are therefore deeply concerned that the consultation process for the pedestrian crossing is being undertaken in isolation from a more comprehensive consideration of how access for a range of transport modes and user needs is to be provided to the Centre. The lack of any apparent consideration of adjacent landuses or Centre integration is evidenced in the brief assessment of alternative options provided as part of the consultation information. This assessment of options is focused purely within the road corridor and makes no reference to how the various options impact or integrate with the Northlands and potential future access points and associated movement patterns. As such the option assessment is considered to be fundamentally flawed. The lack of integrated design analysis is shown through the proposed siting of a bus shelter on land</p>	<p>repair and strengthen the commercial attractions to serve the community and City and notes that the KAC, including the Mall, is expected to continue to develop and intensify.</p> <p>As part of the negotiations leading to the February 2014 resource consent Kiwi offered a passenger waiting lounge close to the existing bus stops which was accepted by the Council when the resource consent was approved. This matter was reviewed by the Infrastructure, Transport and Environment Committee on 26<sup>th</sup> August 2014 and the Committee requested staff report back on the lounge design concepts, and to be updated on any progress in discussions between Kiwi and the Council. Additionally staff were requested to investigate and report back on options to improve the pedestrian crossing facilities on Main North Road near the bus stops.</p> <p><b>1. Need for holistic design</b> Within the Council's District Plan this section of Main North Road (Papanui KAC) is classified as a Minor Arterial, a public transport priority route and a Walkable Centre for the KAC. As a result, it serves a wider function than purely providing access to the KAC, and also has key links to the north of the City and North Canterbury.</p> <p>The Council as the road controlling authority has to consider the impact on non-adjacent land uses as well as the immediate land owners/occupiers. Apart from the connections for Northlands Mall's customers consideration has also been given to Papanui High School students, bus passengers, customers for the Comics Compulsion comic shop and other retailers in this area, the Papanui Community Centre and the nearby Police Station. The Council also has to review the wider road corridor taking into account other projects in the area such as Papanui Parallel Major Cycle Route and future Public Transport Priority projects.</p> <p>The crossing will link the bus stops on either side of Main North Road which is especially important as these stops form the Northlands Hub as identified in the Metro Hubs &amp; Spokes network. This means high numbers of passengers need to change to another service at the Northlands Hub so improved movement between these stops is key. The proposed pedestrian crossing has been designed to integrate with the existing desire line across Main North Road aligning with the Mall's current pedestrian entrance. This was confirmed by the pedestrian crossing surveys undertaken by the Council's staff in March 2015 at several sites on Main North Road in the vicinity of the Mall.</p> <p>Furthermore, a pedestrian safety issue has been identified where pedestrians have to cross two lanes of traffic to reach the existing median island to cross the road safely. Due to the difference in north and southbound traffic speeds particularly in the afternoon/evening peak hours, it can be difficult for people to know when to cross</p>



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		<p>that is owned by Kiwi. Kiwi have permitted Council to erect the existing temporary shelters on Kiwi-owned land given the narrowness of the footpath. This arrangement is not however a long-term solution where passenger shelter ultimately needs to be integrated with the frontage design of an expanded Centre. The provision of bus passenger facilities and the location of bus stops and associated crossing points should likewise ideally be integrated with the design of any future Centre expansion. Northlands has a frontage to Main North Road of some 400m in length, with only two vehicle access points currently provided. The provision of a third access point is very likely to be necessary in the future to support Centre intensification in line with the growth of such centres anticipated by the District Plan. The addition of a third access point would still result in very few crossing points for a commercial frontage of this length. The proposed design does not appear to take into account the potential expansion of the Centre and no meaningful consultation has been undertaken with Kiwi as to how crossing locations could be better integrated with potential future vehicle crossings. Kiwi consider that with proper consultation an optimal design solution can be found that will provide safe and efficient cross-road access, enhanced passenger waiting facilities, and appropriate vehicle access commensurate with a Centre of the strategic size and role of Northlands.</p> <p><b>Lack of meaningful consultation</b> Kiwi are frustrated at the lack of meaningful consultation undertaken by the Council regarding the design of the on-road treatment along Main North Road. Council have been aware of Kiwi's Centre expansion plans for several years through the granting of the two resource consents referred to above. Council has yet to engage meaningfully with Kiwi regarding a robust assessment of the most effective locations for pedestrian crossings, bus stops, and passenger waiting facilities and how these might best be provided in an integrated manner. Kiwi consider that the current consultation process is inadequate in that it consists only of a three week period in the lead-up to Christmas to respond to the limited information and analysis provided in a one page leaflet and associated one page option analysis. As such the consultation process is not considered to be adequate for meeting the intent of the Local Government Act. The consultation process appears to be designed simply as a 'box ticking' exercise rather than meaningful engagement with the local community and potentially affected landowners. Whilst the placement of a pedestrian crossing could be viewed in isolation as a relatively narrow matter, it is the narrowness of the design process that is at the hub of Kiwi's concerns, whereby a sub-optimal outcome is likely given the lack of integrated design and thinking between the on-road works and the</p>	<p>and has led to the increase in uncontrolled crossing at various points along the road posing a significant safety risk. The final design for the signalised pedestrian crossing has accommodated Kiwi's approved resource consents.</p> <p>The project team understands that the passenger waiting lounge which was proposed in the February 2014 resource consent is now not being progressed. Therefore, can you provide further information around the line in your letter that refers to the provision of bus passenger facilities, the location of bus stops and associated crossing points being 'integrated with the design of any future centre expansion'?</p> <p>The Council has reviewed the site of the bus shelter and we understand the shelter to be entirely within the road reserve. If your client has any further information on this matter we would be interested to review it.</p> <p>As discussed in the negotiations regarding the most recent Resource Consent approved on 14<sup>th</sup> September 2016, the provision of a third entrance on Kiwi's frontage on Main North Road would be non-complying according to the Christchurch District Plan rules.</p> <p><b>2. Lack of meaningful consultation</b> The Council is unclear why your client considers there has been a lack of meaningful consultation as we have acted in accordance with the Local Government Act obligations. Under the Local Government Act, the Council must provide anyone who will or may be affected by a decision, or anyone who has an interest in a decision, with reasonable access to relevant information and opportunity to express their views. Council should receive these views with an open mind and give them due consideration when making a decision and staff feel that we have met these obligations.</p> <p>Consultation with the Mall relating to the pedestrian crossing concept on Main North Road adjacent to the bus stops has been ongoing over the past one and a half years lead by the Transport Planning Team. There were a number of face to face meetings in 2015, 13 July 2015 and 20 October 2015 and at one stage it was proposed Kiwi and CCC sign up to memorandum of understanding however this was not progressed.</p> <p>The reports to the Shirley / Papanui Community Board (2/6/15 &amp; 5/8/16) and the Infrastructure, Transport and Environment Committee (5/11/15) included details on the five options assessed by staff. In the reports staff recommended Option 2 (mid-block) and the elected members resolved to proceed with drafting a detail design for the preferred option subject to community and stakeholder consultation. Copies of the reports are attached.</p>



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		<p>adjacent landuses and activities. In short, consultation on just the crossing location is 'putting the cart before the horse'. It is Kiwi's position that a successful transportation and access solution to this section of Main North Road has to be integrated with the development of Northlands. Once an integrated design for the road corridor and adjacent Centre is resolved, the optimal location for a crossing will fall out of this broader design process. It is Kiwi's strong preference to work constructively with Council through a holistic design process rather than be forced to oppose Council's plans on the basis of inadequate consultation and the sub-optimal design solutions currently being proposed.</p> <p><b>Way forward</b> Kiwi seeks that Council place the current process on hold and undertakes meaningful and effective consultation with Kiwi in a manner that appropriately meets Council's statutory responsibilities. Kiwi have access to a highly experienced design team that includes traffic engineering and commercial centre master planning expertise and would welcome the opportunity to explore the options assessment with Council in a robust manner to ensure that the design maximises opportunities for safe and efficient pedestrian access across Main North Road, Centre access, and the provision of a pleasant and useable public transport facility. Kiwi representatives will be in Christchurch on Tuesday and Wednesday the 13th and 14th of December and would welcome the opportunity for a preliminary meeting to map out a route forward for properly integrating road corridor and Centre design. If you have any queries regarding the above and supporting information attached please do not hesitate to get in contact with me.</p>	<p>CCC Project Team and planners met with Mall representatives on 28/09/16 to discuss the consultation plan a month before consultation began. The Mall were also made aware of the consultation dates at this meeting. The Northlands Mall manager was phoned at the start of consultation, and Management and KIPT representatives were contacted on Thursday 24 November by email to highlight the consultation process and with a further offer to meet to discuss any aspect of the proposal. We now appreciate that these emails did not reach the recipients but the intention is worth noting.</p> <p>Community consultation was via a standard three week Council Have Your Say process where the leaflet (including the plan and an explanation of the proposal) and feedback form was available online and also hand delivered to local residents, businesses (including Northlands Mall businesses), and wider stakeholders. Consultation opened on 14 November and closed on 5 December, which is outside of the Christmas period. Staff were available to answer questions during a two hour drop in session on Monday 21 November held at Papanui Service Centre.</p> <p>As part of our standard process, all submitters will be provided with a summary of the consultation and the final plan including any changes made during consultation. They will also receive details of the meeting so that they can make their views known to the elected members before the decision is made.</p> <p>In conclusion, the Council does not feel it has proposed the site of the new pedestrian crossing in isolation of other matters, and in fact this consultation is part of the process to allow the Council to make an informed decision.</p> <p><b>3. Way Forward</b> The Council agrees that its relationship with Kiwi is important particularly as they own and operate the Northlands Mall in the Papanui KAC. We are interested in strengthening that relationship and are therefore pleased to accept the invitation to meet on Tuesday 13<sup>th</sup> December to discuss the contents of your letter and our response.</p> <p>Thank you for the offer of the Kiwi design team but in the interest of fairness to the community and to remain impartial, the Council use their in-house design team to undertake the design work. We will continue working with the Mall on this matter to reach an agreeable solution for everyone.</p>
25	N	<p>Starting at the very beginning: When the current bus stop outside 62 &amp; 64 Main North Road was implemented we were advised on at least 3 different occasions that it was only a temporary measure.</p> <p>The proposed removal of bus stops adjacent to Grassmere Street, will</p>	<p>Before the existing bus stops and passenger shelters were installed in mid-2013 it was made clear by staff to the Shirley / Papanui Community Board and the Shelter Hearing Panel that the proposals were an interim solution. In the meantime the Council with ECan were seeking a permanent solution for waiting passengers. A solution has not currently been found.</p>



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		<p>have the effect of increased people getting on and off the buses at the 62/64 Main Nth Road Bus Shelter. Again we were told this was a temporary measure.</p> <p>Have you thought, of the traffic flow between 7am-7pm? We the residents must be able to exit our driveways in a timely and safe manner.</p> <p>The installation of a Pedestrian Crossing in the area, that you indicated as the preferred option will have the effect of blocking people in close proximity exiting their driveways due to traffic build up travelling in both directions. Many vehicles do not readily allow cars into the line of traffic.</p> <p>We currently have huge issues with ongoing rubbish and trolley build up outside and up our drives. This will only increase with the influx of more passenger traffic.</p> <p>The other major problem is people doing U Turns to head south from the entrance exit closest to Langdon's Road up to Halliwell Avenue. This is extremely dangerous and should be clearly identified as NO U TURNS.</p> <p>The proposed high density housing in this area will have the effect of increasing vehicles exiting both ways onto Main North Road.</p> <p>A beneficial long term solution would be to purchase all properties between Mary and Grassmere Street. This would need to be at least at Government Valuation. You would then be able to have: Off the Road: Bus drop off and pickups and the traffic would be unheeded.</p>	<p>The bus stops at Countdown are being removed as part of the Papanui Parallel Major Cycleway Project (MCR) to accommodate the signal controlled pedestrians/ cycles crossing on Main North Road, north of Grassmere Street. This is outside the scope of the pedestrian crossing project.</p> <p>The current situation on Main North Road with the congestion from northbound traffic and fast flowing southbound traffic makes it difficult exiting out of property driveways. The new crossing may provide more opportunities for vehicles exiting out of property driveways when traffic slows and stops at the pedestrian crossing allowing gaps to let vehicles into the northbound traffic queue.</p> <p>The crossing will also provide opportunities for vehicles exiting from properties south of the crossing from the crossing when the traffic is stopped.</p> <p>We note your comments concerning litter and the shopping trolleys and these have been passed onto the relevant teams.</p> <p>We note your comment concerning U turning traffic on Main North Road. The Project Team will address this issue in the wider bus priority proposal as needed.</p>
26	Y	I feel that it would be safer for the community if there is a signal controlled pedestrian crossing.	Thank you for your submission and for your support for the project.
27	Y	Great idea! While there are pedestrian facilities at the existing traffic lights, cars are often impatient and don't see pedestrians. There is a lot of foot traffic crossing the road here, and the existing traffic island is too small. A good wide crossing is needed to ensure all pedestrians (at all speeds) can cross safely. Thanks	Thank you for your submission and for your support for the project.
28	Y	Excellent proposal	Thank you for your submission and for your support for the project.
29	Y	As a resident at this address (nearby in Main North Road) for 26 & 1/2 years. My only concern is that I have a back problem, is what time I will have to cross as I have a walker and can't walk quickly, & I can't stand to long. I would appreciate it if thought is given to this.	<p>Thank you for your submission and for your support for the project.</p> <p>There will be a standard crossing phase of about 11 seconds for the pedestrian phase at the crossing. The Project Team will consider this further as the project progresses.</p>
30	Y	I particularly like option 1 & 2. Excellent idea.	Thank you for your submission and for your support for the project.
31	Y		Thank you for your submission and for your support for the project.

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32	Y		Thank you for your submission and for your support for the project.
33	Y		Thank you for your submission and for your support for the project.
34	Y		Thank you for your submission and for your support for the project.
35	N	I am not in favour of the proposed signal controlled pedestrian crossing at Northlands. The traffic on the North Road from Harewood Road/North Road right through to Queen Elizabeth Drive is controlled by enough lights now that causes grid lock on all the streets leading on to the North Road. The pedestrian crossing at Halliwell Ave is close enough to the bus shelters. My suggestion for pedestrian crossing at Northlands is not a crossing but an underpass.	<p>We have chosen this location for the crossing as it meets the project objectives for a number of reasons. The crossing forms a key link between the bus stops in what is considered to be the most appropriate location for safety and serviceability, and provides access to the pedestrian entrance at Northlands Mall. Refer to Options Assessment Table for details. CCC staff pedestrian surveys (March 2015) confirmed this site as the desire line to cross Main North Rd.</p> <p>Existing average journey times on Main North Road are variable and any additional delay to journey times as a result of the pedestrian crossing is expected to be minimal. Externally peer-reviewed traffic modelling shows an average three to six second delay and this will depend on factors such as how often the crossing is called, your place in the traffic queue, time of day and traffic volumes.</p> <p>This area of Papanui has been identified as a Walkable Centre in the Christchurch Transport Strategic Plan (CTSP) and we are also assisting people with accessibility needs.</p> <p>Constructing an underpass would be very expensive and far exceed the budget in the LTP for this project. It would also require a greater footprint, and would increase safety and security challenges.</p>
36	N	I am against the propose signal controlled crossing because there would then be 3 sets of lights within approx 700m. Traffic holdups occur right throughout the day and traffic is backed up as far back as Victoria St. I am also against the cycle lane. I travel along this section of Main North Rd a couple of times a day and I am yet to see more than a couple of cyclists using it. This council seems determined to make driving difficult and as the Press sets out usage of public transport is declining so why spend all this money on something fewer people are using.	<p>We have chosen this location for the crossing as it meets the project objectives for a number of reasons. The crossing forms a key link between the bus stops in what is considered to be the most appropriate location for safety and serviceability, and provides access to the pedestrian entrance at Northlands Mall. Refer to Options Assessment Table for details.</p> <p>Existing average journey times on Main North Road are variable and any additional delay to journey times as a result of the pedestrian crossing is expected to be minimal. Externally peer-reviewed traffic modelling shows an average three to six second delay and this will depend on factors such as how often the crossing is called, your place in the traffic queue, time of day and traffic volumes.</p> <p>Main North Road has been identified as a local cycleway in the 2012 Christchurch Transport Strategic Plan (CTSP) where we are required to provide facilities and safe connections for people who want to access the major cycle routes. The cycle lanes on both sides of Main North Road are existing.</p>



Main North Road - Proposed Signal Controlled Pedestrian Crossing at Northlands Consultation feedback and Project Team response			
#	I/We generally support this proposal	Full Comments	Project Team response
			CCC and ECan are working together to encourage more peoples to use public transport and help support the regeneration of the city. Increased usage of alternative modes of transport, including buses and bikes, keep our streets moving by reducing congestion, and improve safety for all pedestrians.
37	N	<p>Why I do not support the plan?</p> <p>1. The present bus stops at Countdown, and opposite, are very convenient for customers leaving from that end of the Mall with their shopping bags to catch buses. True, trolleys are left at the stops, obstructing bus patrons. This morning (1-12-16) there were 4 between 54-66 farther down the road; obviously there will be more there if the Countdown stops are eliminated. And please remember, shoppers will have to walk the extra distance (400 paces) pushing a trolley - with a child? - trying to control an umbrella, in wintry, wet windy conditions.</p> <p>2. I feel that the proposers of the new controlled pedestrian crossing are unaware of the Main North Road Medical Centre at 102 (opposite Sawyers Arms Road). The present bus stops at Countdown - and opposite - are very convenient to it and Shields Pharmacy. For nearly four years, I took my wife in a wheelchair to her appointments. If it was necessary to go to Hospital Outpatients, the bus stop (Grassmere St) was handy. This would now entail a walk of 500 paces if the proposal becomes a reality. Then there are patients for the Medical Centre, instead of alighting at Countdown - will have to get off opposite nos 64 - 1/70, walking, limping, - with push chairs maybe - negotiating 500 paces - in al weathers - for their appointments.</p> <p>3. It is suggested (key features of the plan) that this proposed controlled crossing, will improve safety. I venture to say, some hope! Many times a week, I cross at the Halliwell Ave lights. How many vehicles can't be bothered to slow and stop for an amber light when they had ample time. And a few ignore the red; and some are so impatient to turn right into the Mall - they straddle the pedestrian crossing. Question. Will they behave any better at the new crossing? Having been frustrated at the Halliwell Ave lights, they won't take kindly to being stopped again so short a distance down the road.</p> <p>4. Do cyclists always stop at red lights? Frequently not. With no bike lights and a dark wet evening - some will be on a collision course with a pedestrian in dark clothing.</p>	<p>1. The bus stops at Countdown are being removed as part of the Papanui Parallel Major Cycleway Project (MCR) to accommodate the signal controlled pedestrian/cycle crossing on Main North Road, north of Grassmere Street. This is outside the scope of the pedestrian crossing project.</p> <p>The proposed signal-controlled pedestrian crossing for this proposal will accommodate the increase in pedestrians and bus passengers using the crossing due to the closure of the bus stops outside Countdown.</p> <p>We have chosen this location for the crossing as it meets the project objectives for a number of reasons. The crossing forms a key link between the bus stops in what is considered to be the most appropriate location for safety and serviceability, and provides access to the pedestrian entrance at Northlands Mall. Refer to Options Assessment Table for details.</p> <p>3. The crossing will provide a safer way to cross the road for pedestrians by making them a priority and forcing other road users to stop at the signals and wait whilst they cross. Driving offences including red light running are enforced by the police. Overhead mast arms have been shown to improve the visibility of the signals and therefore reduce the number of red light running crashes.</p> <p>4. A street lighting assessment has been undertaken as part of the project and it was found that a lighting upgrade is not required at the crossing. Again, cyclists are required to stop at a red signal, non-compliance is an enforcement issue.</p> <p>5. The main objective of the project is to install a signal-controlled pedestrian crossing to give pedestrians priority across the road. Measures to improve bus journey time reliability will come through in the future bus priority proposal.</p> <p>6. Main North is a minor arterial road so does carry a significant amount of traffic and related vehicle noise. The overhead mast arm will give advanced visibility of when the signals will change, allowing drivers to slow over a greater distance.</p> <p>7. A pedestrian tunnel or an overhead footbridge would exceed the budget for this scheme.</p> <p>8. There is a new pedestrian/cycle signal controlled crossing being installed as part of the Papanui Parallel MCR scheme north of Grassmere Street.</p>

Main North Road - Proposed Signal Controlled Pedestrian Crossing at Northlands Consultation feedback and Project Team response			
#	I/We generally support this proposal	Full Comments	Project Team response
		<p>5. Will a new controlled crossing speed up bus travel? Perhaps not. Why? The following scenario <u>could happen</u>. (I hope not). A Blue bus (B line) stops near Apollo Place. Again at the Sawyers Arms lights. Again at Halliwell Ave. And of course, at the new crossing - then at its usual stand by no: 54. The Mary St lights, then to pick up a passenger at Age Concern (opposite Mobil) and the Papanui Rd/Harewood Road!! And <b>Horreur!</b> I said "I hope not!" Such a scenario will not improve the link between public transport waiting facilities and the long-suffering public. (objectives of the Proposal). - nor improve journey time.</p> <p>6. What about extra noise to those living at 54-66? More screeching tyres and revving () of the frustrated city-bound, relatively fast-moving traffic.</p> <p>7. So - what about a solution? I lived and worked in China for 10 years, and visited South Korea many times. (a) A pedestrian tunnel. Too costly? Subject to flooding? A hang-out for yobs and petty criminals accosting pedestrians? (b) An overhead footbridge? Also a hang-out for idiots wishing to drop objects on passing vehicles. Unless the footbridge has a transparent covering against weather, as in South Korea and Taiwan.</p> <p>8. How many cyclists will be using the Papanui Parallel Major Cycle Route, causing more people to try and cross the road at Countdown?</p> <p>9. I suggest you <u>leave well alone</u>. I have lived in Halliwell Avenue for 20 years. If I wish to go to and from Westpac Bank, the library, Warehouse Stationery, I walk past 78, cross at a suitable median strip. When the Mary Street lights are red, city-bound traffic banks up, leaving gaps. Just be responsible and take care. Same procedure coming back from Langdons Road. A few minutes delay is nothing. If you miss a bus - there's another in 15 minutes.</p> <p>10. So, please remember, patients want to get to the Main North Road Medical Centre without too much of a struggle.</p> <p>11. What you could do please - keep the bus stops at Countdown - and the one nearly opposite, erect a bus shelter (fit for purpose) - or much cheaper - move the bus stop closer to Madisons' Haircuts, so patrons could shelter under its awning while waiting.</p> <p>12. Finally, thanks for your time</p>	
38		Invalid submission	
39	N	With respect I cannot understand the need for a controlled crossing for pedestrians at Northlands Centre on the Main North Road.	The road environment on Main North Road creates a safety risk for pedestrians because the traffic on the city-bound side is relatively fast moving whereas the north-



Main North Road - Proposed Signal Controlled Pedestrian Crossing at Northlands Consultation feedback and Project Team response			
#	I/We generally support this proposal	Full Comments	Project Team response
		<p>According to Council staff they relate the need to safety issues but on the other hand admit they have no instances or records of any person being involved in an accident while crossing from one side to the other.</p> <p>There are already safety zones within the medium strip for people to wait until the way is clear and safe before crossing and the other option is to cross with the lights at Halliwell Ave on the P/crossing. With the thousands of cars travelling north and south on the North Road plus the hundreds of cars that turn northwards out of Langdons Road and Mary Street with the lights, to be faced with controlled pedestrian lights plus further traffic lights a Halliwell Ave and Sawyers Arms Road.</p> <p>I expect drivers frustrating to be at the maximum. I am in my 80's, live close to the North Rd and have never experienced any concern or danger using the medium strip that divides the North Road.</p> <p>To slow and stop thousands of cars each day for just a moderate no. of people is quite unnecessary.</p>	<p>bound traffic is queueing and slower moving making it difficult to find a safe place to cross.</p> <p>The signal controlled pedestrian crossing is proposed to:</p> <ul style="list-style-type: none"> <li>• Give pedestrians priority and a safer crossing especially during busy times when it is currently difficult to cross</li> <li>• Improve the link between the public transport waiting facilities and the surrounding residential areas</li> <li>• Cater for future public transport priority measures to improve journey time reliability for bus passengers</li> </ul> <p>Given that there is a high demand for crossing by a mix of pedestrians ranging from school children to the elderly and disabled users, we cannot rely on the use of the median strip and therefore a safer crossing point is needed. This safety requirement will increase with the introduction of bus priority measures on Main North Road as there will be an additional traffic lane for pedestrians to cross.</p> <p>Existing average journey times on Main North Road are variable and any additional delay to journey times as a result of the pedestrian crossing is expected to be minimal. Externally peer-reviewed traffic modelling shows an average three to six second delay and this will depend on factors such as how often the crossing is called, your place in the traffic queue, time of day and traffic volumes.</p>
40	Y	<p>Please accept this email as my unreserved support for a signal controlled crossing to be established opposite Northlands mall. Since the earthquake and with the development of the Papanui area the Main North Road traffic has become heavier to the point it has become hazardous to attempt to cross the road. With bus-stops which are on both sides of the road are part the main public transport hub for Christchurch and the large High School nearby the crossing can get very busy and dangerous.</p> <p>Everyday I witness from the front counter close shaves and I am amazed nobody has been hurt yet while crossing.</p>	<p>Thank you for submission and for your support for the project.</p>
41	Y	<p>Hi Phillipa I assume that the traffic lights at the entry/exit at Halliwell will remain and that there will be a new light at the cycle lane intersection of Main North Road?</p> <p>Otherwise from our perspective will be an improvement for safety.</p>	<p>There are no changes proposed to the traffic signals at the Halliwell Avenue intersection as part of the project.</p> <p>A new signal controlled pedestrian/ cycle crossing is to be installed on Main North Road just north of Grassmere Street as part of the Papanui Parallel Major Cycle Route project.</p>
42	Y	NZ Trucking Association supports the proposal.	Thank you for your submission and for your support for the project.



Main North Road - Proposed Signal Controlled Pedestrian Crossing at Northlands Consultation feedback and Project Team response			
#	I/We generally support this proposal	Full Comments	Project Team response
43	Y	<p>Living Streets Otautahi/Christchurch supports all features presented in this proposal. Thank you for helping pedestrians negotiate this busy road crossing.</p> <p>However, we ask that consideration be given to the length for this phase. It must be of generous length to allow for safe passage.</p> <p>We'd support the installation of a signal with a visual countdown please.</p>	<p>Thank you for your submission and for your support for the project.</p> <p>There will be a standard crossing phase of about 11 seconds for the pedestrian phase at the crossing. The Project Team will consider this further as the project progresses.</p> <p>The visual countdown pedestrian signal will not be used at this location, however methods to extend the crossing time, if required, will be considered by the Project Team.</p>
44	Y	<p>Thank you for providing the diagrams for the proposed pedestrian crossing at Northlands Mall. The crossing is vital to provide safety for the growing numbers of pedestrians needing to cross Main North Rd. These include customers for Northlands mall and various retail on both sides of the road, as well as a high proportion of customers transferring between connecting and core services on the Metro Bus network. The crossing is in the best possible location for bus users of the Northlands super stops and in close alignment to the Mall main entrance.</p> <p>We would also like to note that the planning of this crossing needs to tie in with any future development in the Papanui location to ensure the infrastructure can be permanent for those customers that depend on it</p>	<p>Thank you for your submission and for your support for the project.</p>
45		<p>The design that you've provided should not cause too many issues for the transport of overdimension loads through here. It is a key route for us in that area – so I appreciate the fact that you have drawn this to our attention.</p> <p>The only potential restriction is the height of the overhead signal. We would prefer that the bottom of the plate the overhead traffic signal is mounted on is at least 6.0m above the road surface. If possible we'd like it at 6.5m This would mean that it doesn't come close to getting knocked by high overheight loads, and doesn't cause issues with rectifying any incidents – which would hopefully be rare.</p> <p>So as long as the plans aren't changed – such as islands in the middle of the traffic signal area being retained, which would cause a problem for us – then we would support the proposal.</p>	<p>Our standard mast arm detail has the lantern 6.6m above the top of the pole base.</p> <p>The ground level is usually 200mm above the baseplate, which leaves an allowance of 400mm for road camber to ensure a clearance to the underside of the lantern of 6.0m.</p> <p>A conservative 4% camber on a 14m carriageway will result in the crown of the road being 80mm above the kerb, so in general the clearance on the overhead displays that have been installed over the last 10 years is at least 6.38m. Mast arms installed over 10 years ago are likely to be around 500mm less than this.</p> <p>We are not proposing to amend this clearance to make it 6.50m.</p> <p>The mast arm on the overhead traffic signal pole is designed to swing sideways to accommodate permitted over dimension loads.</p> <p>We can confirm that the existing median island will be removed to allow for the installation of the new crossing.</p>







## 11. Application to the Papanui-Innes Community Board's 2016/17 Discretionary Response Fund - Neighbourhood Trust Parenting Week 2017

**Reference:** 17/339482

**Contact:** Trevor Cattermole Trevor.Cattermole@ccc.govt.nz

9415407

### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report is for the Papanui-Innes Community Board to consider an application for funding from its 2016/17 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested
56116	Neighbourhood Trust	Parenting Week 2017	\$5,000

#### Origin of Report

- 1.2 This report is to assist the Community Board to consider an application for funding from Neighbourhood Trust to support the delivery of Parenting Week 2017 within the Papanui-Innes Ward.

### 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 the number of people affected and/or with an interest.
- 2.1.2 Due to the assessment of low significance, no further community engagement and consultation is required.

### 3. Staff Recommendations

That the Papanui-Innes Community Board approves a grant of \$5,000 to Neighbourhood Trust towards the costs of running Parenting Week 2017.

### 4. Key Points

- 4.1 At the time of writing, the balance of the Discretionary Response Fund is as detailed below.

Total Budget 2016/17	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$67,524	\$24,165	\$43,359	\$38,359

- 4.2 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.
- 4.3 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information and a staff assessment.

## Attachments

No.	Title	Page
A <a href="#">↓</a>	Matrix - Neighbourhood Trust Parenting Week 2017	87

## 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>	Trevor Cattermole - Community Development Advisor
<b>Approved By</b>	Jenny Hughey - Community Governance Manager, Papanui-Innes

## 2016/17 DRF PAPANUI-INNES DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00056116	<b>Organisation Name</b> Neighbourhood Trust	<b>Project Name and Description</b> <b>Parenting Week 2017</b> Parenting Week will run from 21st - 31st August 2017.  This project is to support a variety of activities targeting parents in the Papanui-Innes area during Parenting Week 2017.	<b>Project Details</b> Staff: 1 Volunteers: 30 Number of participants: 1,400  User fees: Activities will range from no charge through to a maximum of \$20 for some keynote speakers.	<b>Project Funding</b> <b>CCC funding history (this project only)</b> 2012/13 - \$25,000 (Parenting Week 2013) - Metro  <b>Other sources of funding (this project only)</b> M.S.D. - \$19,400 Registrations - \$2,800 (Anticipated)	<b>Total Cost</b> \$38,600	<b>Amount Requested</b> \$15,000  39% percentage requested  <b>Contribution sought towards:</b> Wages and Mileage - \$1,900 Speaker fees/airfare/accommodation - \$4,700 Venue Hire - \$1,500 Event Activities - \$700 Administration/Printing - \$1,500 Advertising/Promotion - \$4,400 Volunteer Recognition - \$300	<b>Staff Recommendation</b> <b>\$ 5,000</b>  That the Papanui-Innes Community Board approves a grant of \$5,000 towards the Neighbourhood Trust Parenting Week activities in the Papanui-Innes board area.	<b>Priority</b> <b>1</b>
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### Organisation Details

Service Base:	64 McFaddens Road, St Albans
Council Facility:	No
Legal Status:	Charitable Trust
Established:	19/05/1999
Staff – paid:	8
Staff – unpaid:	157
Target groups:	Parents, caregivers, children and Youth
Annual Volunteer hours:	5949
Networks:	Volunteering Canterbury; North-West Cluster; One Voice Te Reo Kotahi; Shirley Charter
Audited accounts:	31/12/2016

### Organisation Description/Objectives:

The mission of Neighbourhood Trust (NHT) is to transform lives by taking a practical, Christian approach to meeting needs in our community. The purpose of the Trust is to serve and engage our community 'Giving hope for the future' through emotional, spiritual, practical service within the community. NHT's vision is to expand the opportunities for working with whanau to develop a resilient community, building on the strengths within it, to become self-sustainable and to develop appropriately skilled staff and volunteer base to support this work.

### CCC Funding History

2016/17 - \$53,000 (Operations) KLP  
2016/17 - \$3,750 (Mairehau Community Day) SCF SP  
2016/17 - \$2,750 (Light Party 2016) SGF SP  
2016/17 - \$4,000 (Holiday Programmes) DRF SP  
2015/16 - \$4,000 (Mairehau Community Day) DRF SP  
2015/16 - \$53,000 (Operations) KLP  
2014/15 - \$4,000 (Holiday Programmes) DRF SP  
2014/15 - \$3,000 (Light Party) DRF SP

### Alignment with Council Strategies and Board Objectives

- ☐ Strengthening Communities Strategy
- ☐ Children and Youth Strategies

### Alignment with Council Funding Outcomes

- ☐ Foster collaborative responses
- ☐ Reduce or overcome barriers
- ☐ Provide community based programmes
- ☐ Enhance community & neighbourhood safety
- ☐ Increase community engagement
- ☐ Community participation and awareness
- ☐ Support, develop and promote capacity

### How much will the project do? (Measures)

- ☐ Parenting Week will run over 10 days (1,400 expected attendance).
- ☐ Currently commitment for 23 seminars/workshops and 1 expo. (More to come).

### How will participants be better off?

Parents will gain new tools to deal with both the everyday and more challenging behaviours of children and gain better understanding and more realistic expectations of their children's development during the various ages and stages.

Parents will gain understanding around specific behaviours of concern, eg self-harm, pornography, gaming addiction, drugs and alcohol. Young people will be able to attend some seminars that give accurate, up-to-date information around brain development and the effects of technology, drugs, alcohol.

Participants will have opportunity to increase their financial literacy (through Kingdom Resources) with a full-day workshop looking at their family budget.

Families will have seminars and workshop sited in their communities and focused on building great whanau and resilience.

New parents will gain support from small group workshops around breast-feeding, calming baby, as well as larger group work around brain development.

Couples will learn skills around negotiating raising a family, maintaining self-care, anxieties, sleep disruptions, and nutrition.

### Staff Assessment

This project is recommended as a Priority One due to its strong alignment to the Funding Outcomes and Priorities, contribution to building resilient communities and the depth and breadth of its collaborative approach to partner with other organisations.

Parenting Week has been coordinated by the Neighbourhood Trust every second year since 2009. It involves the delivery of a mix of seminars, workshops, and expos on all facets of being a parent from parenting skills to budgeting and nutrition.

It is a highly collaborative project, with many organisations partnering with each other to run events during the week. Twenty-three organisations have already agreed to run or host activities including, Te Ora Hou, Te Puna Oraka, Pregnancy Help, Plunket, The Migrant Centre, Community Dental Service, Youth Alive Trust and the Brainwave Trust.

The Trust is currently in the process of confirming speakers and matching seminars offered with host organisations and venues. They will work with Council staff to identify venues and activities targeting parents in the Papanui-Innes area. Staff are keen to look at encouraging and supporting the Trust in delivering accessible programs to those communities most in need.

Parenting has become even more challenging post-earthquakes, with difficult behaviours in children, sleep disruptions. Research shows that 73% of 5 to 8 year olds in Christchurch have sleep disruptions. At the recent Principals meeting with the Papanui-Innes Community Board (17 March) the ongoing Psycho-Social issues that children and parents were currently experiencing was further highlighted.

Parenting Week gives parents the opportunity to be resourced with new skills and methods to deal with these issues.

All activities are community based and low-cost (many will be free) to avoid any barriers to parents attending.

The total amount requested is being split between Papanui-Innes, Fendalton-Waimairi-Harewood, and Coastal-Burwood boards as these are the areas where the majority of events will be taking place. Fendalton-Waimairi-Harewood, and Coastal-Burwood staff have indicated their support





## 12. Application to the Papanui-Innes Community Board's 2016/2017 Positive Youth Development Fund - Maya Laws

Reference: 17/296141

Contact: Trevor Cattermole Trevor.Cattermole@ccc.govt.nz

9415407

### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report is for Papanui-Innes Community Board to consider one application received for the Board's 2016/17 Positive Youth Development Fund.
- 1.2 There is currently \$3,700 in this fund.

#### Origin of Report

- 1.3 This report is to assist the Community Board to consider an application for funding from Maya Laws.

### 2. Significance

- 2.1 The decision(s) 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 the number of people affected and/or with an interest.
  - 2.1.2 Due to the assessment of low significance, no further community engagement and consultation is required.

### 3. Staff Recommendations

That the Papanui-Innes Community Board:

1. Approves a grant of \$400 from its 2016/17 Positive Youth Development Fund to Maya Laws participation at the Future Problem Solving International Finals at Wisconsin University in La Crosse, Wisconsin, U.S.A. from 4 June 2017 to 17 June 2017

### 4. Applicant 1 – Maya Laws

- 4.1 The applicant, Maya Laws, is seeking financial support in assisting with the costs of attending the Future Problem Solving International Finals at Wisconsin University in La Crosse, Wisconsin, U.S.A. The Finals will be held between 4 June 2017 and 17 June 2017.
- 4.2 Maya Laws is 13 years of age, lives in Bottle Lake and currently attends St Margaret's College in year nine.
- 4.3 Maya was a member of the Future Problem Solving team that placed second in the National finals held in Auckland in November 2016. The top two teams in the national competition gain entry into the International finals.
- 4.4 Maya is also involved in a wide range of extramural interests including Dance (Ballet, Point and Contemporary dance four times per week), Music (Cello and Piano, string and concert orchestras), Swimming and Karate twice a week. Maya also enjoys reading, tramps and hiking.

- 4.5 Maya started fundraising for this trip immediately after the national finals. Fundraising activities have included a wrap sales, snow cone sales, Bake sales, car washing, a movie night, and sausage sizzles. Maya is involved in individual and team fundraising activities.
- 4.6 The following table provides a breakdown of the costs for Maya Laws:

EXPENSES	Cost (\$)
Flight, travel costs	\$2,694.00
Insurance	\$180.00
Accommodation registration fee	\$2,396.00
<b>Total</b>	<b>\$5,270.00</b>
<b>Fundraising to date</b>	
Flight and Travel costs have been paid	\$2,694.00
<b>Balance to be raised by on-going fund raising</b>	<b>\$2,576.00</b>

- 4.7 This is the first time the applicant has applied for funding.

## Attachments

There are no attachments for this report.

## 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>	Trevor Cattermole - Community Development Advisor
<b>Approved By</b>	Jenny Hughey - Community Governance Manager, Papanui-Innes



## 13. Application to the Papanui-Innes Community Board's 2016/2017 Positive Youth Development Fund - Tehya Laws

Reference: 17/296710

Contact: Trevor Cattermole Trevor.Cattermole@ccc.govt.nz

9415407

### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report is for Papanui-Innes Community Board to consider one application received for the Board's 2016/17 Positive Youth Development Fund.
- 1.2 There is currently \$3,700 in this fund.

#### Origin of Report

- 1.3 This report is to assist the Community Board to consider an application for funding from Tehya Laws.

### 2. Significance

- 2.1 The decision(s) 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 the number of people affected and/or with an interest.
  - 2.1.2 Due to the assessment of low significance, no further community engagement and consultation is required.

### 3. Staff Recommendations

That the Papanui-Innes Community Board:

1. Approves a grant of \$400 from its 2016/17 Positive Youth Development Fund to Tehya Laws participation at the Future Problem Solving International Finals at Wisconsin University in La Crosse, Wisconsin, U.S.A. from 4 June 2017 to 17 June 2017

### 4. Applicant 1 – Tehya Laws

- 4.1 The applicant, Tehya Laws, is seeking financial support in assisting with the costs of attending the Future Problem Solving International Finals at Wisconsin University in La Crosse, Wisconsin, U.S.A. The Finals will be held between 4 June 2017 and 17 June 2017.
- 4.2 Tehya Laws is 12 years of age, lives in Bottle Lake and currently attends St Andrews College in year 8.
- 4.3 Tehya was a member of the Future Problem Solving team that placed second in the National finals held in Auckland in November 2016. The top two teams in the national competition gain entry into the International finals.
- 4.4 Tehya is also involved in a wide range of extramural interests including Dance (Ballet and Point dance three times per week), Music (Violin and Piano), Hockey and Karate. Tehya also enjoys reading, computer games and tennis.

- 4.5 Tehya started fundraising for this trip immediately after the national finals. Fundraising activities have included a wrap sales, snow cone sales, Bake sales, car washing, a movie night, and sausage sizzles. Tehya is involved in individual and team fundraising activities.
- 4.6 The following table provides a breakdown of the costs for Tehya Laws:

EXPENSES	Cost (\$)
Flight, travel costs	\$2,694.00
Insurance	\$180.00
Accommodation registration fee	\$2,396.00
<b>Total</b>	<b>\$5,270.00</b>
<b>Fundraising to date</b>	
Flight and Travel costs have been paid	\$2,694.00
<b>Balance to be raised by on-going fund raising</b>	<b>\$2,576.00</b>

- 4.7 This is the first time the applicant has applied for funding.

## Attachments

There are no attachments for this report.

## 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>	Trevor Cattermole - Community Development Advisor
<b>Approved By</b>	Jenny Hughey - Community Governance Manager, Papanui-Innes

## 14. Application to the Papanui-Innes Community Board's 2016/17 Discretionary Response Fund - The Village Green and Papanui Returned Service Association

**Reference:** 17/373607

**Contact:** Christine Lane Christine.lane@ccc.govt.nz

941 5213

### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report is for the Papanui-Innes Community Board to consider an application for funding from their 2016/17 Discretionary Response Fund from the organisation(s) listed below.

Funding Request Number	Organisation	Project Name	Amount Requested
00056072	The Village Community Centre	Music Moments	\$1,815
00056151	Papanui Returned and Services Association Incorporated	ANZAC 2017	\$ 4,655

#### Origin of Report

- 1.2 This report is to assist the Community Board to consider an application for funding from The Village Community Centre and the Papanui Returned Service Association Incorporated.

### 2. Significance

- 2.1 The decision(s) 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 the number of people affected and/or with an interest.
- 2.1.2 Due to the assessment of low significance, no further community engagement and consultation is required.

### 3. Staff Recommendations

That the Papanui-Innes Community Board:

- Approves a grant of \$1,050 to The Village Community Centre towards Music Moments.
- Approves a grant of \$2,000 to Papanui Returned and Services Association Incorporated towards the ANZAC Day Service 2017.

### 4. Key Points

- 4.1 At the time of writing, the balance of the Discretionary Response Fund is as detailed below.

Total Budget 2015/16	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$72,524	\$30,309	\$43,359	\$40,309

- 4.2 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.
- 4.3 The attached Decision Matrix's provides detailed information for the application. This includes organisational details, project details, financial information and a staff assessment.

## Attachments

No.	Title	Page
A <a href="#">↓</a>	Decision Matrix - The Village Community Centre - Music Moments	95
B <a href="#">↓</a>	Decision Matrix - Papanui RSA - ANZAC Day 2017	96

## 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	Christine Lane - Community Development Advisor
Approved By	Jenny Hughey - Community Governance Manager, Papanui-Innes



## 2016/17 DRF PAPANUI-INNES DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00056072	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	The Village Community Centre	<b>Music Moments</b> A new purpose-built community facility for the Village Community Centre (formally known as St Giles Church) in Papanui is currently being developed. Rather than wait for the new building to be completed and disrupt the community group which has already formed, Music Moments, will lease space at the Papanui Youth Development facility for the remainder of the year (during term time).	\$ 3,565 <b>\$ Requested</b> \$ 1,815 (51% requested)	Administration - \$350 Equipment/Materials - \$205 Other - \$210 Rent - \$1,050	<b>\$ 1,050</b> That the Papanui-Innes Community Board makes a grant of \$1,050 to The Village Community Centre towards the rent for the Music Moments programme.	2

<b>Organisation Details</b> Service Base: 460 Papanui Road, Papanui Legal Status: Other Established: 1/07/1997 Target groups: Annual Volunteer hours: 2500  Number of project participants: 40  <b>Alignment with Council Strategies</b> <b>CCC Funding History</b> Strengthening Communities Fund 2016/17 - \$8,000 (Community/Family Worker) and \$11,000 (operations). Strengthening Communities Fund 2015/16 - \$8,000 (Community/Family Worker) and \$12,000 (operations). Strengthening Communities Fund 2014/15 - \$7,300 (Community/Family Worker) and \$15,000 (operations).	<b>Other Sources of Funding (this project only)</b> CCC - Strengthening Communities Fund (includes salary/wages) 2016/17 - \$11,000 for Centre operations. <b>Staff Assessment</b> The aims of the Village Community Centre (formerly St Giles Papanui) are to foster friendship and build community. The Village Community Centre is an amalgamated Presbyterian Church that includes St Stephens and St Giles. The Centre generally supports the elderly through the Centre's groups and programmes. The St Stephens Church was strong following the earthquakes when it came to light that the elderly are one of the most vulnerable groups due to increased social isolation. The now amalgamated churches is very strong on duplicating this model in Papanui and taking what programmes are already running and assisting to improve any community development in the Papanui area. The St Giles site on the corner of Papanui Road and Frank Street has now been demolished and the rebuild of the new community facility has begun and is forecasted to be completed by late 2017 to serve the wider Papanui community needs. Though this facility is currently being rebuilt, day to day operations is occurring at the villa next to the corner site. However, this facility is not large enough for a couple of the programmes that generally operate weekly from the old facility that are instrumental to the local community and a larger space is needed. The Village Green Management team have identified that during this rebuild period it is essential that all programmes continue to operate for the community and they are keen to build strong relationships with their neighbours during this period. Therefore, The Village Green has taken the Mainly Moments weekly programme that has been operating for the last 10 years to Papanui Youth Development facility for the months that the new facility is being built. This collaboration is positive for not only The Village Green and Papanui Youth Development but also for the wider community for future collaborations and referrals to build stronger communities in partnership. Papanui-Innes Community Board fund limited projects that come out of The Village Green in Papanui. This project gets a majority of funding from the Fendalton-Waimairi-Harewood Community Board due to the amount of community development work that comes from the Bryndwr hub.
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## 2016/17 DRF PAPANUI-INNES DECISION MATRIX

### Priority Rating

One	Meets all eligibility criteria and contributes <b>significantly</b> to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00056151	Organisation Name	Project Name and Description	Total Cost	Contribution sought towards	Staff Recommendation	Priority
	Papanui Returned And Services Association Incorporated	<b>ANZAC Day Citizens Service</b>  For the last 34 years the Papanui Returned and Services Association has been operating the ANZAC services for the Papanui area. Attendance over this period has increased dramatically particularly over the last seven years, and the growth is expected to continue.	\$ 6,155  <b>\$ Requested</b>  \$ 4,655 (76% requested)	Volunteer Recognition - \$1,300 Stationery - \$393.28 Hire of Sound Equipment - \$621 Food - \$1,500 Flower Wreaths - \$490 Portaloos - \$350	<b>\$ 2,000</b>  That the Papanui-Innes Community Board makes a grant of \$2,000 to the Papanui Returned And Services Association Incorporated towards the annual ANZAC Day celebration in Papanui.	2

<p><b>Organisation Details</b></p> <p>Service Base: 1a Harewood Road, Papanui</p> <p>Legal Status: Incorporated Society</p> <p>Established: 1/01/1945</p> <p>Target groups: Papanui Community and surrounding area</p> <p>Annual Volunteer hours:</p> <p>Number of project participants: 2,000</p> <p><b>Alignment with Council Strategies</b></p> <p><b>CCC Funding History</b></p> <p>2015/16 - \$800 ANZAC Day F/W SGF</p> <p>2015/16 - \$2,500 ANZAC Day S/P DRF</p> <p>2014/15 - \$800 ANZAC Day F/W SGF</p> <p>2014/15 - \$2,500 ANZAC Day S/P SGF</p> <p>2013/14 - \$800 ANZAC Day F/W SGF</p> <p>2013/14 - \$2,000 ANZAC Day S/P SGF</p> <p>2012/13 - \$2,000 ANZAC Day S/P SGF</p>	<p><b>Other Sources of Funding (this project only)</b></p> <p>Papanui RSA.</p> <p><b>Staff Assessment</b></p> <p>The Papanui RSA is a welfare based organisation providing welfare to Returned and Service members and their families. They also provide an environment where members may meet and enjoy companionship together.</p> <p>The Papanui RSA are seeking funding support towards the annual ANZAC Day celebrations held in Papanui. The attendance at this event continues to increase in attendance. Approximately 3,200 are expected to attend the event this year.</p> <p>The Papanui RSA have been advised that they should be applying for this funding a lot earlier in the future.</p>
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## 15. Papanui-Innes Community Board Area Report

Reference: 17/326612

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.
2. That the Board agrees to the Deputy Chairperson signing off the final draft Annual Plan submission following email consultation with the members.

### 3. Community Board Activities and Forward Planning

#### 3.1 Community Board Plan update against outcomes

3.1.1 Update to be presented at the 26 May meeting.

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

##### 3.2.1 Information

Information recently sent to the Board included:

- Belfast Cemetery Extension – Start Work Notice.
- Edgware Village Streetscape and Movement Project update – proposal to change construction funding year in the Draft Annual Plan.
- Courtenay/Westminster/Roosevelt Intersection Upgrade satisfaction survey.
- Scotson Avenue Tree Pruning and Removal – Start Work Notice.
- Papanui Parallel Cycleway Main North Road/Grassmere Street Intersection – progress report.
- Papanui Parallel Cycleway – Rutland Street to Bealey Avenue update
- Papanui Parallel Cycleway – Sawyers Arms Road to Grassmere Street update
- Papanui Parallel Cycleway – Trafalgar Street between Edgware Road and Dover Street – one way detour route
- Papanui Parallel Cycleway – Rutland
- Letter to Property Owner - Proposal to install bus stop marking adjacent to 100 Sawyers Arms Road
- Letter to Property Owner - Proposal to install bus stop markings adjacent to 482 Innes Road

- Letter to Property Owner - Proposal to modify bus stop markings on existing bus stop adjacent to 1 Lacebark Lane
- Letter to Property Owner - Identification of a site for a bus stop outside 57 Briggs Road
- Tay Street Drain improvement works – start work notice
- Invitation to a Workshop: Creating a shared vision for the future of heritage in Christchurch and Banks Peninsula

**3.2.2 Memorandum on the Halliwell Avenue/Main North Road and Northlands Mall entrance Intersection**

A memorandum from City Council staff was received in response to a Board request at its meeting on 10 February 2017 regarding issues raised by a resident, refer **Attachment A**.

The resident's response will be tabled at the meeting.

**3.2.3 2017 Community Board Conference – Entry for Award for Enhancing Communities**

The Board has entered the Papanui-Innes Edible Garden Awards in these awards focussing on the need for resilience, sustainability and self-sufficiency in the community and how to promote and enhance this. Other points noted in the entry are the health and economic benefits of growing food and encouraging community connectivity. The entry information has been circulated to Board members.

**3.2.4 Papanui Parallel Major Cycle Route Main North Road/Grassmere Street Intersection**

Following increased community interest in the design of this intersection a memo from the Planning and Delivery (Transport) City Services detailing the consultation undertaken and how the intersection will operate was circulated to the Board for their information. Please note that this is a Metro project.

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

**3.3.1 Styx River Catchment capacity building project**

It was intended that a terms of reference document to establish a working party focusing on Styx River Catchment issues would be presented to this meeting. This will now be presented to the 26 May meeting.

**3.4 Board area Consultations/Engagement**

**3.4.1 Urban Development Authorities Discussion document**

The Board Chair, on behalf of the Board, presented the informal Board submission against the proposal to create an Urban Development Authority (UDA) in Christchurch.

**3.5 Submission Opportunities**

**3.5.1 Draft Cranford Regeneration Plan**

Written comments are invited on the draft Cranford Regeneration Plan on:

- Investigating the appropriateness of residential development at the edges of the Cranford Basin
- Providing for and, where possible, enhancing ecological values and Ngai Tahu cultural values
- Implementing a waterway and pedestrian and cycle connection network

Further information can be found on the Council website [www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay).



Drop-in sessions were held at the Paparoa Street School Hall on Wednesday 5 April 2017 between 4pm and 6pm and on Wednesday 12 April 2017 between 5pm and 7pm. Written comments must be made by 2 May 2017.

**3.6 Annual Plan and Long Term Plan matters**

**3.6.1 Draft Annual Plan 2017/18 – Board Submission**

Three successful consultation meetings have been held with the community with a number of issues identified for consideration in the Board Submission. A draft submission will be circulated to members. The Board is invited to consider the following resolution:

*That the Board agrees to the Deputy Chairperson signing off the final draft Annual Plan submission following email consultation with the members.*

**3.7 Development of Civil Defence Emergency Plans**

**3.7.1 Nil to Report**

**3.8 Requests for information from Board meeting on Newline**

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

**3.9 Significant Board matters of interest to raise at Council**

3.9.1 Board members are requested to identify any significant ward issues to raise at Council. The Styx River catchment matters have been suggested for highlighting in the April report.

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

4.1 Nil to Report.

**5. Significant Community Issues**

**5.1 Styx River and Ka Putahi (Kaputone) Stream Survey**

**Status:** As part of its ongoing Land Drainage investigations into the Styx Catchment, Christchurch City Council is surveying the main river between Gardiners Road and Brooklands Lagoon and the Ka Putahi (Kaputone) Stream below Main North Road. Local staff have assisted in informing the local residents and those who wished to be informed on any work that is carried out in the Styx Catchment area.

**Action:** The survey work required comprises cross sectional surveys to assess bank condition and inform hydraulic assessment of the river. Longitudinal survey, along the deepest part of the channel is also required to also inform hydraulic assessment and capture information around sediment in the stream bed.

**Timeframe:** Work will commence on 10 April and be completed by 30 April.

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

**6.1 Community Facilities**

**6.1.1 Relocation of the Lions Building to MacFarlane Park**

**Status:** An initial meeting was held onsite on 5 April 2017 between Council staff, Lions and Community organisations to view draft plans indicating the preferred location of the building on MacFarlane Park. The recommended location was agreed to.

**Action:** Ongoing meetings are to be arranged between the parties to monitor and receive information pertaining to the relocation and work on developing an operating partnership for the activation of the building. A project plan is being prepared and consent issues investigated. A memorandum of understanding will be developed between the Council

and community organisations for the management of this building. Regular progress reports will be made to the Board.

**Timeframe:** It is envisaged that these ongoing meetings and subsequent relationship development between all parties will continue until the building is on site, is functional and is formally handed over to the community.

## 6.2 Partnerships with the community and organisations

### 6.2.1 Papanui-Innes Community Board Edible Garden Awards 2017

This event took place on Thursday 6 April 2017 at the Canterbury Horticultural Society in Riccarton Avenue.

The awards ceremony attracted over 60 guests as well as elected members from the Papanui-Innes Community Board area and members of the Horticultural Association. Photographs of the event were taken by Papanui High School students.

This year 48 entries were received in the categories of Residential House (25), Residential Unit(3), Schools and Early Learning Centres (11) and Community Gardens(9). This was an increase from last year's total of 35. The number of new entrants (20) across all categories was also notable.

The event was jointly facilitated by the Board Chair and the President of the Horticultural Society. Award winners were spread geographically across the Community Board area, namely Mairehau, St Albans, Shirley, Papanui and Richmond. Evaluation feedback indicated that 100% of the respondents agreed or strongly agreed that the event was well run.

## 6.3 Infrastructure projects underway

Nil to report

## 6.4 Events Report Back

Nil to report

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

The next report will be received in May.

## 8. Community Board funding budget overview and clarification

- 8.1 The budget information for the Board's Discretionary Response and Positive Youth Development funds is attached, refer **Attachment B**.

### Attachments

No.	Title	Page
A <a href="#">↓</a>	Memorandum - Main North Road/Halliwell Avenue and Northlands Mall Intersection	102
B <a href="#">↓</a>	Papanui-Innes Community Board DRF and PYDF Balances	105

## 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

**Christchurch City Council  
Traffic Operations Team  
City Services Group**

**Memorandum**

**Date:** 17 March 2017  
**From:** Penny Gray  
**To:** Papanui-Innes Community Board

**Main North Road/Halliwell Road/Northlands Mall Intersection**

**Purpose of this Memo**

To provide information to the Papanui-Innes community board on the Main North Road/Halliwell Road/Northlands Mall signalised intersection.

**Staff Recommendation**

Staff recommend that this intersection remains as is. This intersection is a standard signalised intersection, where the road user rules apply.

**Background**

Kathleen Crisley, a resident of Tulloch Place, made a deputation to the community board about the behaviour of drivers at the Main North Road/Halliwell Avenue/Northlands Mall intersection. Kathleen stated:

*"Vehicles leaving Northlands Mall do not seem to recognise the intersection as a "t" intersection where the road rules apply. Many drivers regularly do not give way to traffic going straight through or turning left from Halliwell Avenue."*



1 Main North Road/Halliwell Ave/Northlands Mall Intersection

As shown in Figure 1 this intersection is a cross roads intersection eg. it has four intersecting arms. Approximately the first 15 metres of the Northlands Mall arm is defined as legal road. The rest of this arm is Northlands Mall land. This is also defined as a road under the Land Transport (Road User) Rule 2004, which states:

Road includes-

- (a) A street; and
- (b) A motorway; and
- (c) A beach; and
- (d) A place to which the public have access, whether as of right or not; and
- (e) All bridges, culverts, ferries, and fords forming part of a road or street or

motorway or a place referred to in paragraph (d); and

- (f) All sites at which vehicles may be weighed for the purposes of the Act of any other enactment



#### Discussion

This signalised intersection operates as a signal controlled four-way intersection. When each arm gets a green signal, road users must obey the give way rules when travelling through the intersection.

For Halliwell Avenue, drivers travelling straight through to the Mall have right of way over all drivers exiting Northlands Mall. Drivers turning left also have right of way over right turning drivers from Northlands Mall. Drivers turning right have to give way to straight through traffic and pedestrians but they have right of way over the left turning traffic from Northlands Mall as the left turning traffic is controlled by a give way sign.

A difference with this intersection is the uneven flows on each arm. Halliwell Avenue accounts for less than two percent of the traffic flow going through the intersection in an hour. Halliwell Avenue and Northlands Mall also have uneven flows.

In the morning peak before the mall shops are open but when the supermarket is open Halliwell Avenue has 32 vehicles exiting versus 55 vehicle from the mall, which isn't too uneven. However in the evening peak and inter-peak there is less than 10% of vehicles exiting out of Halliwell Avenue, as shown on the graph below.

	Mall (vehicles)	Halliwell Ave (vehicles)	% Total
Morning Peak: 8-9am	55	32	37%
Evening Peak: 5-6pm	267	17	6%
Inter-peak: 2-3pm	256	10	4%

The signal phase for Halliwell Ave and the Mall is also set at a minimum time, as Main North Road is our major arterial road. This can result in drivers from predominantly the Mall and possibly Halliwell Ave waiting for more than one traffic phase.

In the past 5 years there have been no crashes at this intersection involving drivers failing to give way to drivers exiting Halliwell Avenue. All crashes at the intersection have involved drivers on Main North Road.

#### Council Projects in the area

Council have two major projects in the area.

1. Northlands Pedestrian Crossing Project  
This project proposes to convert the existing pedestrian refuge island on Main North Road outside Northlands Mall to a signalised pedestrian crossing due to safety concerns.
2. Northlands Bus Priority Project  
This project investigates the installation of a bus lane on the north side of Main North Road from Harewood Road to Sawyers Arms Road and could include changes to this intersection.

#### Conclusion

Staff conclude that the best option is to do nothing at this location.



**Penny Gray**  
Traffic Engineer

**Approval:**

Name	Position	Signature	Date
Ryan Rolston	Traffic Operations Manager		20/3/2017
Aaron Haymes	Manager Operations (Transport)		24/3/2017

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 2016/17	Board Approval
<b>Second Tranche - Discretionary Response Fund Budget 2016/17 (post-October 2016)</b>	<b>\$ 72,524</b>	
Amount Transferred to Positive Youth Development Fund (30-Nov-16 Bd Mtg)	\$ 2,000	
Amount Transferred to Positive Youth Development Fund (31-Mar-17 Bd Mtg)	\$ 3,000	
Balance for Allocation in Discretionary Response Fund	\$ 67,524	
<b>POSITIVE YOUTH DEVELOPMENT FUND (PYDF) - Initial Transfer from DRF</b>	<b>\$ 2,000</b>	
Luisa Dewar (NZ Scout Jamboree, Renwick 29 Dec 2016 - 7 Jan 2017)	\$ 250	30-Nov-16
Claudia Rogers (Christchurch School of Gymnastics Development Tour of USA - Feb 2017)	\$ 500	9-Dec-16
<b>POSITIVE YOUTH DEVELOPMENT FUND (PYDF) - Second Transfer from DRF</b>	<b>-\$ 3,000</b>	
Bermy Lewis Dephoff (Gymnastic Development Tour, South Essex, UK 6-23 Apr 2017)	\$ 350	
Burnside High for Liam Morrison (Spirit of Adventure Trophy Voyage 12-16 Jun 2017)	\$ 200	
<b>POSITIVE YOUTH DEVELOPMENT FUND Balance</b>	<b>\$ 3,700</b>	
<b>DISCRETIONARY RESPONSE FUND (DRF) - Initial Amount:</b>	<b>\$ 67,524</b>	
Belfast School (Leadership Camp, PYD Trust Te Koru Youth Facility - 4-5 Apr 2017)	\$ 665	30-Nov-16
Papanui Leagues Club (Maintenance of Existing Lights) <i>Note: \$10K immediately, \$5K end of March 2017</i>	\$ 15,000	9-Dec-16
Q811 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>\$ 43,359</b>	
<b>Total Balance of unallocated DRF / PYDS</b>	<b>\$ 47,059</b>	

APRM: 16/2418038

Opened 01/12/16  
Updated 31/03/17

## 16. 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.

## 17. 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.