

Waipapa
Papanui-Innes Community Board
AGENDA

Notice of Meeting:

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

Date: Friday 7 August 2020
Time: 9.15am
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Membership

| | |
|--------------------|----------------|
| Chairperson | Emma Norrish |
| Deputy Chairperson | Simon Britten |
| Members | Pauline Cotter |
| | Mike Davidson |
| | Ali Jones |
| | Emma Twaddell |

3 August 2020

Christine Lane
Manager Community Governance, Papanui-Innes
941 5213
christine.lane@ccc.govt.nz
www.ccc.govt.nz

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

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Ōtautahi-Christchurch is a city of opportunity for all

Open to new ideas, new people and new ways of doing things – a city where anything is possible

Principles

| | | | | | |
|--|---|--|---|---|---|
| Being open, transparent and democratically accountable | Promoting equity, valuing diversity and fostering inclusion | Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future | Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect | Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making | Actively collaborating and co-operating with other local, regional and national organisations |
|--|---|--|---|---|---|

Community Outcomes

| | | | |
|--|---|--|---|
| Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children) | Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in | Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste | Prosperous economy Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities |
|--|---|--|---|

Strategic Priorities

| | | | | |
|---|---|--|--|---|
| Enabling active and connected communities to own their future | Meeting the challenge of climate change through every means available | Ensuring a high quality drinking water supply that is safe and sustainable | Accelerating the momentum the city needs | Ensuring rates are affordable and sustainable |
|---|---|--|--|---|

Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

| | | | | |
|--|------------------------------------|--------------------------------|-------------------------------|--|
| Engagement with the community and partners | Strategies, Plans and Partnerships | Long Term Plan and Annual Plan | Our service delivery approach | Monitoring and reporting on our progress |
|--|------------------------------------|--------------------------------|-------------------------------|--|

Mihi



**Tēnā koutou
Kua hui mai nei
Ki tēnei whare ō tātou
Ki te kōrero, ki te whakarongo
i nga kaupapa ō to hapori
Nau mai, haere mai.
Nā reira tēnā koutou katoa**

***Greetings
to all who have gathered
within our (communal) house
to speak and to listen to the
topics/conversations of your community
Welcome, welcome
Therefore, again I greet all present***

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

TABLE OF CONTENTS

| | | | |
|---|----|--|----|
| C | 1. | Apologies / Ngā Whakapāha..... | 5 |
| B | 2. | Declarations of Interest / Ngā Whakapuaki Aronga | 5 |
| C | 3. | Confirmation of Previous Minutes / Te Whakaāe o te hui o mua | 5 |
| B | 4. | Public Forum / Te Huinga Whānui..... | 5 |
| B | 5. | Deputations by Appointment / Ngā Huinga Whakaritenga | 5 |
| B | 6. | Presentation of Petitions / Ngā Pākikitanga..... | 5 |
| C | 7. | Correspondence | 13 |

STAFF REPORTS

| | | | |
|---|-----|---|----|
| C | 8. | Palm tree planter boxes at the intersections of Palm Drive in the Clearbrook Palms subdivision | 15 |
| C | 9. | Network safety analysis around Northlands Mall | 35 |
| B | 10. | Waipapa/Papanui-Innes Community Board Area Report - July 2020 | 63 |

PAPANUI-INNES COMMUNITY BOARD SUBMISSIONS COMMITTEE

| | | | |
|---|-----|--|----|
| C | 11. | Papanui-Innes Community Board Submissions Committee Minutes - 17 June 2020 | 67 |
| B | 12. | Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi..... | 71 |

1. Apologies / Ngā Whakapāha

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

2. Declarations of Interest / Ngā Whakapuaki Aronga

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 / Te Whakaāe o te hui o mua

That the minutes of the Waipapa/Papanui-Innes Community Board meeting held on [Friday, 3 July 2020](#) be confirmed (refer page 6).

4. Public Forum / Te Huinga Whānui

A period of up to 30 minutes will be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

5.1 Planter Boxes in the Clearbrook Palms Subdivision – Jo Dickson

Jo Dickson will speak to the Board regarding the deteriorating condition of the palm tree planter boxes in the Clearbrook Palms subdivision.

6. Presentation of Petitions / Ngā Pākikitanga

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

Waipapa Papanui-Innes Community Board OPEN MINUTES

Date: Friday 3 July 2020
Time: 9.15am
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Present

| | |
|--------------------|----------------|
| Chairperson | Emma Norrish |
| Deputy Chairperson | Simon Britten |
| Members | Pauline Cotter |
| | Mike Davidson |
| | Ali Jones |
| | Emma Twaddell |

3 July 2020

Christine Lane
Manager Community Governance, Papanui-Innes
941 5213
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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 / Ngā Whakapāha

Part C

There were no apologies received.

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

Part C

Community Board Resolved PICB/2020/00040

That the minutes of the Waipapa/Papanui-Innes Community Board meeting held on Friday, 5 June 2020 be confirmed subject to an amendment to Item 12, paragraph 2. where Innes Road should read Edgeware Road.

Ali Jones/Simon Britten

Carried

4. Public Forum / Te Huinga Whānui

Part B

4.2 Health Based Solutions (Hardie & Thomson) – St Albans Time Capsule

On behalf of Health Based Solutions (previously Hardie & Thomson) Casey Thomson and John Thomson formally presented their gift of the new time capsule container for the rebuild of the St Albans Community Centre to the Board.

The Chairperson thanked Casey and John Thomson for their generous gift.

4.1 Positive Youth Development Report Back – Zion Dance Studios

Representatives of the team reported back to the Board on their participation in the World Supremacy Battlegrounds Hip Hop Dance competition which was held in Sydney from 2 - 7 October 2019.

The Chairperson acknowledged the video report back from members of the Zion Dance Studios crew.

Emma Twaddell joined the meeting at 9.20am.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

5.1 Aorangi Road Safety Improvements – Dr Murray Matthews

Dr Murray Matthews spoke on the Aorangi Road safety improvements (refer Item 8).

The Chairperson thanked Dr Matthews for his deputation.

8. Aorangi Road Safety Improvements

Community Board Resolved PICB/2020/00041 (Original Officer Recommendation accepted without change)

Part C

That the Waipapa/Papanui-Innes Community Board:

1. Approves that a central pedestrian refuge island be constructed on Aorangi Road along with all associated road markings as indicated in the drawing TG133771 as attached to the Agenda for this meeting.
2. Approves that a Give Way control be placed against Aorangi Road at its intersection with Condell Avenue as indicated in the drawing TG133771 as attached to the Agenda for this meeting.
3. Approves that all existing parking and stopping restrictions on the west side of Condell Avenue commencing at its intersection with Aorangi Road and extending in a north westerly direction for a distance of 24 metres be revoked.
4. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Condell Avenue commencing at its intersection with Aorangi Road and extending in a north westerly direction for a distance of 24 metres.
5. Approves that all existing parking and stopping restrictions on the west side of Condell Avenue commencing at its intersection with Aorangi Road and extending in a south easterly direction for a distance of 24 metres be revoked.
6. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of

Condell Avenue commencing at its intersection with Aorangi Road and extending in a south easterly direction for a distance of 24 metres.

7. Approves that all existing parking and stopping restrictions on the south west side of Aorangi Road commencing at its intersection with Condell Avenue and extending in a south westerly direction for a distance of 26 metres be revoked.
8. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south west side of Aorangi Road commencing at its intersection with Condell Avenue and extending in a south westerly direction for a distance of 26 metres.
9. Approves that all existing parking and stopping restrictions on the north west side of Aorangi Road commencing at its intersection with Condell Avenue and extending in a south westerly direction for a distance of 97 metres be revoked.
10. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north west side of Aorangi Road commencing at its intersection with Condell Avenue and extending in a south westerly direction for a distance of 25 metres.
11. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north west side of Aorangi Road commencing at a point 60 metres south west from its intersection with Condell Avenue and extending in a south westerly direction for a distance of 37 metres. This restriction is to apply from 8am to 4pm on school days only.

Emma Norrish/Mike Davidson

Carried

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Correspondence

Community Board Resolved PICB/2020/00042 (Original Officer Recommendations accepted without change)

Part B

That the Papanui-Innes Community Board:

1. Receive the information in the correspondence report dated 03 July 2020.

Pauline Cotter/Ali Jones

Carried

7.1 Blue Gum Trees in Redwood Park – Josie Tyson

The Board received a letter from Josie Tyson, resident, expressing concern over the height of the trees in Redwood Park in the vicinity of her unit.

Community Board Resolved PICB/2020/00043

Part C

That the Waipapa/Papanui-Innes Community Board:

1. Refers the issues raised in Ms Tyson's letter to officers for investigation and report back to the Board.
2. Thanked Josie Tyson for her correspondence and asked governance staff to respond to her with a letter of acknowledgement.

Pauline Cotter/Ali Jones

Carried

7.2 Innes Road Pedestrian Crossing - John Bangma, Principal of Mairehau Primary School

The Board received a letter from John Bangma, Principal of Mairehau Primary School, raising concerns about the safety of the pedestrian crossing on Innes Road.

Community Board Resolved PICB/2020/00044

Part C

That the Waipapa/Papanui-Innes Community Board:

1. Refers the issues raised in Mr Bangma's letter to the Council Traffic Unit for investigation and report back to the Board.
2. The Board would like to again request enforcement follow up with Police.
3. Thanked John Bangma for his correspondence and asked governance staff to respond to him with a letter of acknowledgment.

Pauline Cotter/Ali Jones

Carried

9. St Albans Park - Skate Park Extension

Community Board Resolved PICB/2020/00045 (Original Officer Recommendation accepted without change)

Part C

That the Waipapa/Papanui-Innes Community Board:

1. Approve the landscape plan for the extension of the skate park at St Albans Park, as indicated in the drawing labelled the "St Albans Skate Park Extension – Landscape Plan for Community Board Approval" as attached to the agenda for this meeting.

Pauline Cotter/Ali Jones

Carried

10. Waipapa/Papanui-Innes Community Board Area Report - June 2020

Officer Recommendations / Ngā Tūtohu

That the Waipapa/Papanui-Innes Community Board:

1. Receive the Waipapa/Papanui-Innes Community Board Area Report for June 2020.
2. Receive and sign off the final updated Community Board Plan that was revised in light of the COVID pandemic.

Community Board Resolved PICB/2020/00046

Part B

That the Waipapa/Papanui-Innes Community Board:

1. Receive the Waipapa/Papanui-Innes Community Board Area Report for June 2020.
2. Expressed its sadness at the news of the passing of Ian Dunbar yesterday.

The Board noted the contribution that Ian had made as a Community Worker for the Shirley Community Trust and for the people of Shirley over the last ten years.

3. Delegate authority to the Chair and Deputy Chair to receive and sign off the final updated Community Board Plan that was revised in light of the COVID pandemic subject to the agreed minor changes to wording.

Emma Norrish/Emma Twaddell

Carried

11. Elected Members' Information Exchange

Part B

Board members exchanged information on matters of interest as follows:

1. Still an ongoing disconnect with project managers and roading projects in St Albans.
2. Langdons Road and safety concerns with traffic and parking.
3. Lighting improvements LED city-wide for main streets – what does this mean for residents?
4. Innovative Streets Fund - Colombo Street/Edgeware improvements project put forward for surface treatment.

Meeting concluded at 10.28am.

CONFIRMED THIS 7th DAY OF AUGUST 2020.

**EMMA NORRISH
CHAIRPERSON**

7. Correspondence

Reference / Te Tohutoro: 20/864383

Report of / Te Pou Elizabeth Hovell – Community Board Advisor

Matua: Elizabeth.Hovell@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens and Community

Pouwhakara: Mary.Richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

Correspondence has been received from:

| Name | Subject |
|---------------|---|
| John Atkinson | Permanent monitoring of Cranford and Sherborne Street traffic behaviour |

2. Officer Recommendations / Ngā Tūtohu

That the Papanui-Innes Community Board:

1. Receive the information in the correspondence report dated 07 August 2020

Attachments

| No. | Title | Page |
|---------------------|---|------|
| A ↓ | Mr John Atkinson - Cranford and Sherborne Streets | 14 |

From: John Atkinson
Sent: Thursday, July 9, 2020 10:20 PM
To: Jones, Ali
Subject: Permanent monitoring of Cranford & Sherborne Street traffic behaviour.

Dear Mr Jones,

I have just read that you are Chairman of the Committee processing the Northern Arterial Route. FYI, I forward a copy of the email I recently sent MP Duncan Webb on this subject.

Subject: Traffic behaviour monitoring on Cranford and Sherborne Streets.

ATTN: Lianne Dalziel, Mayor

Dear Duncan,
I draw your attention to the attached article from the Christchurch Star Newspaper.
Irresponsible behaviour by a minority of Road users on this soon to be major Road is already causing intense Community concern.
This is when the speed limit is posted at just 30 km/hr. Imagine what it will be when this 'limit' is lifted to 50 km/hr.
I am no Traffic Engineer, but I wouldn't think it would take an Einstein to realise the effect that strategically placed SPEED CAMERAS, and TRAFFIC LIGHT cameras would have.
The over arching impression is that the powers in charge of this project are merely paying lip service to the Citizen's concerns. I believe that those in charge of this project are failing in their Duty of Care, to not provide continuous monitoring of the behaviour of this traffic, which THEY have inflicted on this suburban area.
Duncan, in this Election year, is there nothing you can do, to kick the necessary butts, or bang those heads together to take this issue SERIOUSLY.
Very best regards,
John Atkinson, Edgware.

8. Palm tree planter boxes at the intersections of Palm Drive in the Clearbrook Palms subdivision

Reference / Te Tohutoro: 20/687658

Report of / Te Pou

Russell Allman Russell.allman@ccc.govt.nz

Matua:

General Manager /

Dave Adamson

Pouwhakarae:

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 This report has been written following a request by the Community Board after a briefing paper was provided to the 18 March briefing and an action requested at the Community Board Meeting on the 20 March 2020.
- 1.2 The purpose of this report is to give the Community Board a recommended option for the treatment of the palm tree planter boxes so that a decision can be made on the way forward. The planter boxes appear to have been damaged by the palm tree root systems.
- 1.3 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low impact on the city of the decision (the number of people who are affected by this decision due to the location and the relatively low cost in particular).

2. Officer Recommendations / Ngā Tūtohu

That the Waipapa/Papanui-Innes Community Board:

1. Approve Option 3 – Renewal (like for like) Rough Cost \$40,000
Rebuild the planter box with 20 series block and column wall with plaster finish but to a higher specification with reinforcing to prevent a repeat of the present failure of the existing planter box.
2. Request the Council to fund the work through the Annual Plan or Long Term Plan process as there is no existing funding for the work in current staff budgets.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 According to the Arborist's report (attached) the palm trees in the affected planter boxes are in good condition. The arborist's conclusion was that every effort should be made to retain the trees as:
 - They are a feature for the area and provide immense amenity value to the general public as well as benefiting the local wildlife, visibly the birds who nest in them, and;
 - Residents have expressed desire for trees to remain.
- 3.2 The planter box will look the same reducing the potential for any customer complaints.
- 3.3 The wall will be able to have reinforcing bars incorporated in the wall to strengthen the wall and prevent a repeat of the existing failure.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

4.1 Option 1 - Repair of existing planter. Rough Cost \$9,000

This approach would provide a temporary solution to the problem and be a minor cosmetic upgrade but the planter box would still deteriorate and require replacing at some point. Over time this will become more difficult and costly to replace.

4.2 Option 2 - Replacement of wall with alternative in-situ concrete wall. Rough Cost \$28,000

Due to the extent of the root ball, issues may arise regarding the stability of the tree when excavating for the construction of the wall and footing so option 3 appears to be the better solution. Also the look of the wall will not be the same which residents may object to.

4.3 Option 4 - Removal of the palm and planter. Rough Cost \$38,000

This option would remove any problems with the Palm tree and the planter however the tree is of great aesthetic and health value to the residents and public, providing shelter for the local wildlife. It also reflects the name which the road was given i.e. Palm Drive. There is very little cost difference to Option 3 - retaining the tree and rebuilding the planter box.

4.4 Option 5 - Removal of the wall and planter and scrape down root system to ground level and re-instate with bark and small plants.

This option should not be progressed as:

- The structural integrity of the tree would be compromised, and;
- There is a risk that the tree would topple over in high winds creating a risk to residents and the potential for damage.

5. Detail / Te Whakamahuki

5.1 The Palm tree was planted as part of the original infrastructure of the subdivision and is one of several. The one at the intersection was originally brought to our attention by a concerned resident because of the cracking in the planter wall which is most likely to be caused by the growth of the shallow root system which tends to grow as a shallow root ball as they have no tap roots. Although the cracking has grown the low wall is very unlikely to suddenly fall over, however it has come to a point that action is likely to need to be taken in the near future. Although there are other palm trees in the subdivision there is only one other that is planted above ground in a planter box and although there are signs of cracking it is not needing any attention at this stage.

5.2 No extensive resident or public consultation has been undertaken but the limited interaction with residents have unanimously been in favour of keeping the tree.

5.3 The decision affects the following wards/Community Board areas:

5.3.1 Innes Ward. Waipapa/Papanui-Innes Community Board

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment /Te Rautaki Tīaroaro

6.1 Garden city

6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

6.2.1 Activity: Roads & Footpaths

- Level of Service: 16.0.8 Maintain the condition of footpaths - >=76%

Policy Consistency / Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies. This is consistent with tree policy plans which attempts to retain trees if at all possible.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.4 The decision 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 Mana Whenua, their culture and traditions.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 Trees attract wildlife and improve the air quality.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 No impacts on accessibility.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 The cost to implement the recommended option is approximately \$40,000.
- 7.2 Maintenance cost unknown but minimal and would be covered under existing maintenance budget.
- 7.3 Funding Source: There is no funding available to complete this work in existing budgets. To progress this recommendation a request for funding would need to be made as part of an Annual Plan or Long Term Plan bid.

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 8.1 Land Transport Act 1998.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.1 There is no legal context, issue or implication relevant to this decision.
- 8.2 This report has not been reviewed and approved by the Legal Services Unit.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 The risks for doing the recommended option include the normal risks when working in the roading network. Appropriate Temporary Traffic Management Plans will therefore be required.

Attachments / Ngā Tāpirihanga

| No. | Title | Page |
|---------------------|---|------|
| A ↓ | Palm Drive Tree - Remediation, Renewal or Removal | 19 |
| B ↓ | Palm Drive Tree Report | 23 |

In addition to the attached documents, the following background information is available:

| Document Name | Location / File Link |
|---------------|----------------------|
| N/A | |

Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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 / Ngā Kaiwaitohu

| | |
|-------------|---|
| Author | Russell Allman - Team Leader Road Maintenance North |
| Approved By | Mark Pinner - Manager City Streets Maintenance |

Memos



Memorandum

Date: 30 January 2020
From: Mark Pinner, City Streets Maintenance Manager
To: Waipapa - Papanui/Innes Community Board
Cc: Elizabeth Hovell, Community Board advisor
Subject: **Waimea/Papanui/Innes CB Resolution PICB/2019/00084
Palm tree at intersection of Laguna Gardens/Palm Drive - remediation,
renewal or removal.**
Reference: 20/102994

1. Purpose of this Memo

Provide the information requested by the Community Board regarding the Palm tree in the roundabout at the intersection of Laguna Gardens and Palm Drive.

2. Options

Option 1 - Remediation / repair

Scope: Box up and repair existing concrete planter, plaster and paint. Repair 8m of mountable kerb and remove / relay 12m² of pavers.

Limitations: Will not improve the structural integrity of the wall. Will slightly improve appearance, but the wall will still be leaning.

Rough Order of Cost - \$9k



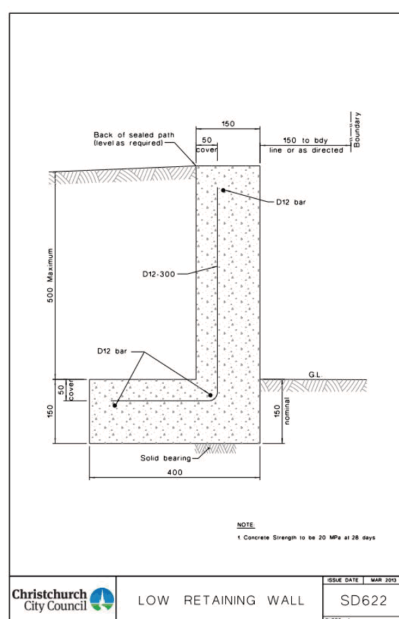
Memos

Option 2 – Renewal (alternative approach) Pour in-situ as per Christchurch City Council Standards

Scope: Remove and excavate concrete planter box. Pour concrete footing and wall in situ as per detail SD622 in CSS. Minor landscaping such as barking and small plants. Repair 8m of mountable kerb and remove / relay 12m² of pavers.

Limitations: The repair won't match the other 2 planter boxes in the subdivision. Size of palm root ball is unknown therefore issues may arise when excavating for wall footing. Stability of the palm may be compromised also.

Rough Order of Cost - \$28k



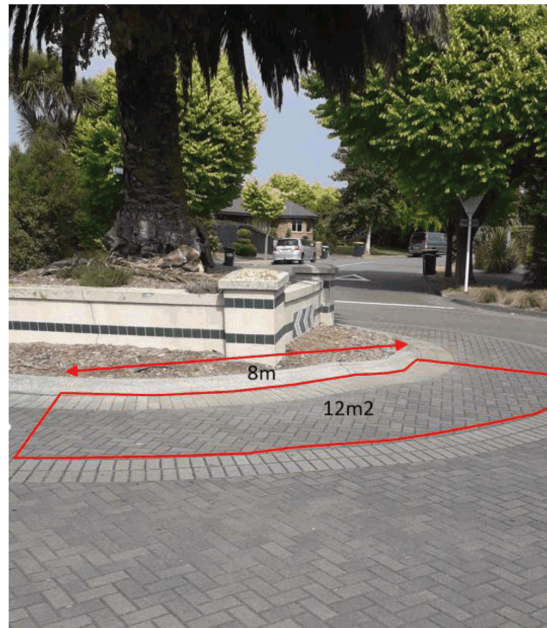
Memos

Option 3 - Renewal (like for like) - 20 series block and column wall with plaster finish.

Scope: Remove and excavate concrete planter box. Pour concrete footing. Install 20 series block wall, plaster, and paint. Minor landscaping such as barking and small plants. Repair 8m of mountable kerb and remove / relay 12m² of pavers.

Limitations: Size of palm root ball is unknown therefore issues may arise when excavating for wall footing. Stability of the palm may be compromised.

Rough Order of Cost - \$40k



Option 4 - Removal of the palm and planter

Scope: Remove and excavate concrete planter box. Remove palm tree and root structure. Minor landscaping such as barking and small plants. Repair 8m of mountable kerb and remove / relay 12m² of pavers.

Limitations: Potential damage to round about kerb and pavers which will increase costs.

Rough Order of Cost - \$38k

Option 5 - Removal of the planter and scrape down root system to ground level and re-instate with bark and small plants.

Unfortunately, the arborist has concluded that this is not an option as the structural integrity of the tree could not be confirmed, creating a risk of the tree toppling in an extreme storm etc.

Memos



3. City Streets Maintenance Funding

City Streets Maintenance has no funding for this work. Due to an absolute need to maintain the core roads and footpaths, this would need to be requested in the Annual Plan or Long Term Plan.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

Signatories / Ngā Kaiwaitohu

| | |
|--------------------|--|
| Author | Mark Pinner - Manager City Streets Maintenance |
| Approved By | Richard Osborne - Head of Transport David Adamson - General Manager City Services |

Citycare Group 

Citycare **Property** 

Palm Drive Tree Report

18/06/2019

Compiled by James McDuff for City Care Trees.

Attachment B Item 8

Contents

| | |
|-------------------------------------|------|
| Purpose of the assessment | 3 |
| Introduction..... | 3 |
| Limitations..... | 3 |
| Tree 1 Statistics and Findings..... | 4 |
| Tree 2 Statistics and Findings..... | 5 |
| Tree 3 Statistics and Findings..... | 6 |
| Discussion..... | 7 |
| Conclusion..... | 7 |
| Appendix..... | 8-12 |

Purpose of the assessment

To provide an assessment of 3 *Phoenix canariensis* growing in the Clearbrook Palms subdivision. There are two in Palm Drive and one in the cul de sac of Montego Close. This report was requested by Neville Tucker on behalf of the Christchurch City Council.

Introduction

Palm Drive is the main road into the Clearbrook Palms subdivision located in Shirley, Christchurch. The subdivision was established approximately in the year 2000. It appears Palms were selected to be planted here to reflect the road name they were planted on.

Palm Drive and Montego Close do not appear in the Christchurch Transport Operations Centre (CTOC) Road level booklet meaning these 2 roads have less than 500 vehicles per day using them – this is a low volume area for traffic.

Limitations:

The assessment has been carried out using the internationally recognised Visual Tree Assessment method (VTA) by myself, an experienced arborist, qualified in professional tree inspection. VTA involves a 360 degree visual inspection of the tree from the ground only. No invasive or excavation methods were used.

The assessment was carried out on a clear, fine afternoon.

The tree has been assessed taking into account general health, vigour, signs of fungi and defects.

Trees are living, growing, dynamic organisms and can be negatively impacted by sudden changes to its environment or extreme weather.

I have only assessed the trees which I have been asked to as per the aerial map in the appendix.

All dimensions are approximate.

I have used an International Society of Arboriculture Basic Tree Risk Assessment Form to gauge the overall risk rating of the trees.

Observation:

Tree 1



Statistics:

Species: *Phoenix canariensis* – Phoenix palm
Height: 11m
Crown Spread: 8m
DBH: 1m
General Health: Good
Age class: Mature
Protection Status: Public realm tree

Findings:

- Planted in a raised planter, planter box is showing damage.
- Overall the canopy looks healthy with a minor number of dead fronds visible in the lower canopy.
- Active bird population visible using the tree.
- Minor lifting visible in the roading pavement possibly caused by the root system.
- No fungal activity visible.
- There were no visible tree defects.

Tree 2



Statistics:

Species: *Phoenix canariensis* – Phoenix palm
Height: 11m
Crown Spread: 9m
DBH: 1m
General Health: Good
Age class: Mature
Protection status: Public realm tree

Findings:

- Planted in a raised planter box, planter box is showing damage.
- Overall the canopy looks healthy with a minor number of dead fronds visible in the lower canopy.
- Active bird population visible using the tree.
- There are no visible tree defects.
- No fungal activity visible.

Tree 3



Statistics:

Species: *Phoenix canariensis* – Phoenix palm
Height: 11m
Crown Spread: 8m
DBH: 1m
General Health: Good
Age class: Mature
Protection status: Public realm tree

Findings:

- Planted at ground level.
- Overall the canopy looks healthy with a minor number of dead fronds visible in the lower canopy.
- There were no visible tree defects.
- No fungal activity visible.
- Active bird population visible using the tree.
- Resident came out during assessment of this tree, during the conversation he mentioned the amount of bird life in the tree.

Discussion:

- The 3 trees are very similar in the fact they are in good condition with a normal ratio of live canopy and dead fronds showing. There were no visible signs of any defects. All 3 root plates looked fine with no visible signs of lifting or cracking.
- The palms are noticeably the biggest trees within the subdivision and being planted in the middle of the road they are highly visible to residents/ general public who use the roads.
- According to the International Society of Arboriculture Basic Tree Risk Assessment Form which I filled out on site. The overall tree risk rating for the 3 trees came out at *Low*. (A snip of the matrix of all 3 trees can be found in the appendix.
- Planter boxes around Tree 1 & 2 have been damaged, possibly by the root system.
- Tree 1 appears to have lifted the road pavement (see photo 1) suggesting the roots have established and extended themselves out below the planter box.
- If there is maintenance or replacement work to be carried out on the planter boxes and if the planter boxes are removed from around the root system there is a potential for a loss of stability to the trees. Potentially with the loss of stability there is a risk that in an extreme weather event the trees may blow over. If any work is to be carried out on the planter boxes some type of structural support should be installed to help keep the trees stabilised until they are able to grow additional roots to support itself in it's new environment. Should any work go ahead best practice should apply to protect the trees and roots system from any damage during the duration of the works.

Conclusion:

- These trees are healthy and are in good condition, I could not see any defects or faults with them except for the fact they could use a maintenance prune to remove dead fronds.
- As stated in the discussion the overall risk rating for these trees were all the same - *Low*.
- Due to the size, age and visibility of the trees they are a feature for the area and provide immense amenity value to the general public. They are the oldest and biggest trees in the area and being in the middle of the road they are visible to everybody who uses the road and footpath. They also benefit the local wildlife, visibly the birds who nest in them.
- In my opinion every effort should be made to retain these trees into the future so they can continue to share the benefits that they provide to the residents and public who use the area.

Appendix

Aerial map showing the 3 assessed trees with matching numbers.

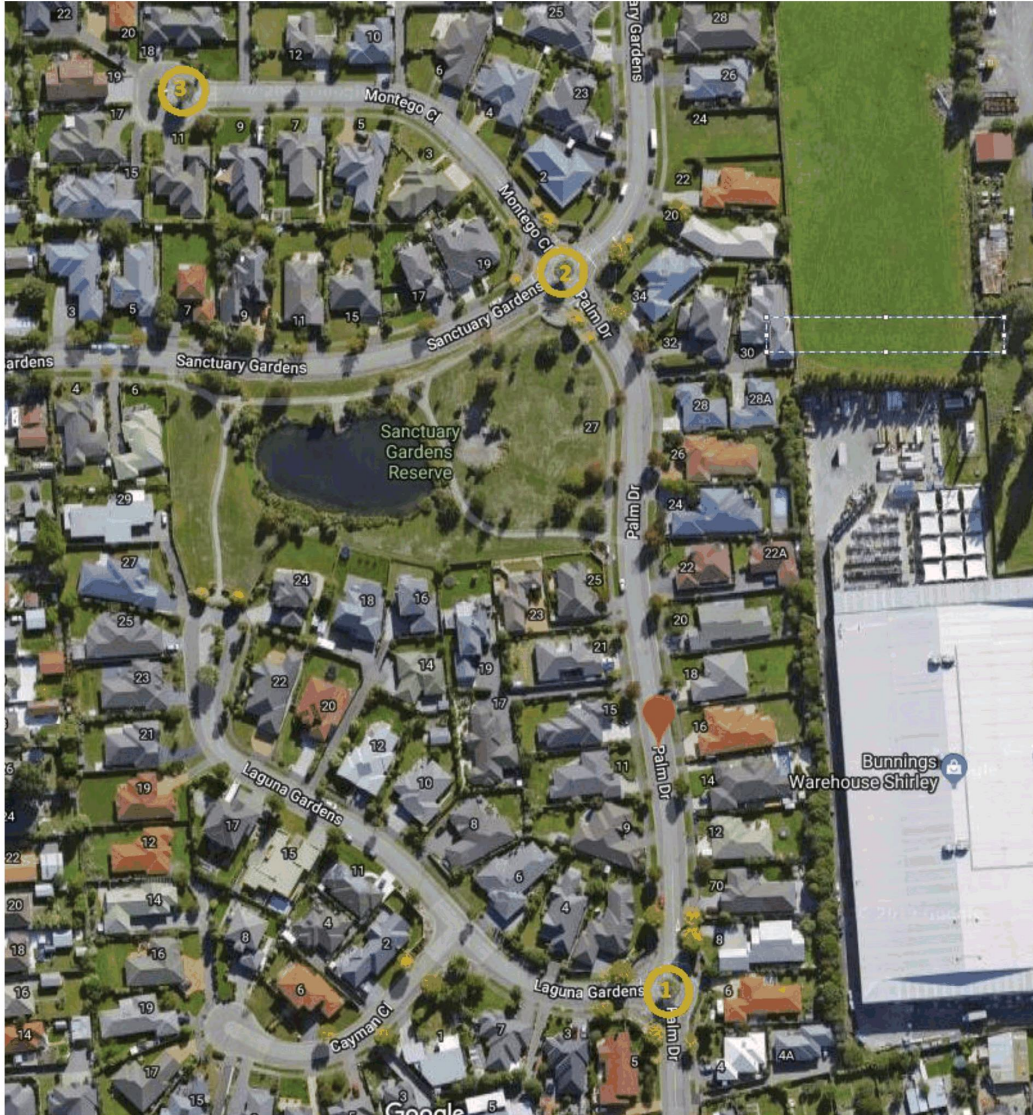




Photo 1) Tree 1 – Showing cracking and lifting in the pavement, possibly caused by the root system.

Attachment B

Matrix I. Likelihood matrix.

A blank sheet of graph paper with a grid pattern. The grid consists of 10 columns and 8 rows of squares. There are no margins or additional markings on the page.

Matrix 2. Risk rating matrix.

Mitigation options

- | Mitigation options | | Residual risk |
|--------------------------|--|---------------------|
| 1. <u>Prune the tree</u> | | <u>Low</u> |
| 2. _____ | | Residual risk _____ |
| 3. _____ | | Residual risk _____ |
| 4. _____ | | Residual risk _____ |

Overall tree risk rating Low ☒ Moderate ☐ High ☐ Extreme ☐

Overall residual risk None ☐ Low ☒ Moderate ☐ High ☐ Extreme ☐ Recommended inspection interval _____

Data ☐ Final ☒ Preliminary Advanced assessment needed ☐ No ☐ Yes-Type/Reason

Inspection limitations ☐None ☐Visibility ☐Access ☐Vines ☐Root collar buried Describe No excavation carried out in planter box trees.

This datasheet was produced by the International Society of Arboriculture (ISA) — 2017

Page 2 of 2

Attachment B

Page 2 of 2

Tree 3 –Page 2 from the Basic Tree Risk Assessment form – showing the overall risk rating.

| Risk Categorization | | | | | | | | | | | | | | | | | |
|---|-------------|----------------------------|------------|----------|----------|----------|----------|-----|-------------------------------------|------|----------|--------------------|--------------|------------|-------|--------------------------------------|-------------|
| Target (Target number or description) | Tree part | Condition(s) of concern | Likelihood | | | | | | | | | | Consequences | | | Risk rating (from Matrix 2) | |
| | | | Failure | | | Impact | | | Failure & Impact (from Matrix 1) | | | | | | | | |
| | | | Improbable | Possible | Probable | Imminent | Very low | Low | Medium | High | Unlikely | Somewhat likely | Very likely | Negligible | Minor | | Significant |
| Marked Vehicles | Roots & | Whole tree | ✓ | | | | | | | ✓ | | | | | | ✓ | Low |
| Vehicles using road | Root collar | Failure | ✓ | | | | ✓ | | | ✓ | | | | | | ✓ | Low |
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Matrix 1. Likelihood matrix.

| Likelihood of Failure | Likelihood of Impact | | | |
|-----------------------|----------------------|-----------------|-----------------|-----------------|
| | Very low | Low | Medium | High |
| Imminent | Unlikely | Somewhat likely | Likely | Very likely |
| Probable | Unlikely | Unlikely | Somewhat likely | Likely |
| Possible | Unlikely | Unlikely | Unlikely | Somewhat likely |
| Improbable | Unlikely | Unlikely | Unlikely | Unlikely |

Matrix 2. Risk rating matrix.

| Likelihood of Failure & Impact | Consequences of Failure | | | |
|--------------------------------|-------------------------|----------|-------------|----------|
| | Negligible | Minor | Significant | Severe |
| Very likely | Low | Moderate | High | Extreme |
| Likely | Low | Moderate | High | High |
| Somewhat likely | Low | Low | Moderate | Moderate |
| Unlikely | Low | Low | Low | Low |

Notes, explanations, descriptions

Mitigation options

- _____ Residual risk _____
- _____ Residual risk _____
- _____ Residual risk _____
- _____ Residual risk _____

Overall tree risk rating Low ☒ Moderate ☐ High ☐ Extreme ☐

Overall residual risk None ☐ Low ☐ Moderate ☐ High ☐ Extreme ☐ Recommended inspection interval _____

Data ☐ Final ☐ Preliminary Advanced assessment needed ☐ No ☐ Yes-Type/Reason _____

Inspection limitations ☐ None ☐ Visibility ☐ Access ☐ Vines ☐ Root collar buried Describe _____

9. Network safety analysis around Northlands Mall

Reference / Te Tohutoro: 20/746874

Report of / Te Pou

Matua:

Mark Gregory, Transport Network Planner

General Manager /

Pouwhakarae:

Dave Adamson, City Services

1. Brief Summary

- 1.1 The purpose of this report is to respond to requested information (Originating at a staff briefing, 2018) on matters relating to road safety around Northlands Mall
- 1.2 The detailed investigation (October 2018) is attached. This requested report finalises the actions and responses resulting from that investigation and subsequent seminars. This report is current, sourcing up to date information (latest crash data, etc.).
- 1.3 The report covers the following issues:
 - 1.3.1 Road Design layout of Sisson Drive
 - 1.3.2 Pedestrian environment within Sisson Drive
 - 1.3.3 Intersection design and performance at Sawyers Arms Road / Sisson Drive
 - 1.3.4 Operational safety on Sawyers Arms Road, between Sisson Drive and Main North road

2. Officer Recommendations / Ngā Tūtohu

That the Waipapa/Papanui-Innes Community Board:

1. Receive the information in the Network safety analysis around Northlands Mall report

3. Background

- 3.1 Road design layout of Sisson Drive
 - 3.1.1 The matter was raised in response to a crash at the main Northlands Mall access in Sisson Drive.
 - 3.1.2 The road design layout is consistent with requirements for a 40km/h and includes speed calming. Investigation of crash data does not reveal any trends, which would identify specific design problems.
 - 3.1.3 If the access design needs review in the future, Resource Consent would be the likely trigger and vehicle, to ensure design can safely meet growth needs of the mall.
 - 3.1.4 Notwithstanding the above, there were some concerns about pedestrian provision in Sisson Drive, detailed below, and speed limit reduction to 30km/h, has since been approved through Council and implemented.
 - 3.1.5 An up to date crash investigation (as of April 2020) of Sisson Drive shows no pedestrian related crashes or crashes resulting in injury crashes.
 - 3.1.6 However, the search did highlight four cyclist related crashes (two resulting in serious injuries) at the Langdons Road / Sisson Drive roundabout. Two of the crashes (including

one serious injury) occurred in 2019, suggesting potentially a worsening crash trend. The issue will need to be considered against the needs of other locations (to inform prioritised spending). The options would likely include:

- Do nothing
- Do minimum: increase conspicuousness of cycle lanes with colour treatment (improving driver awareness of cyclists)
- Signalised intersection

3.1.7 The Langdons Road / Sisson Drive intersection ranks 233 on the intersection safety priority list; well outside of the prioritised list for general safety improvements. However, given the high degree of involvement of cyclists, the intersection would possibly be a candidate for inclusion in a forthcoming programme focussed on pedestrian and cycle safety outcomes. (This programme is proposed for inclusion in the Long Term Plan).

3.2 The pedestrian environment within Sisson Drive: provision and safety.

3.2.1 Walking networks, between Sisson Drive and adjoining land uses are well integrated. For example, the networks include tactically located pedestrian crossings on Sisson Drive serving access to the Mall pedestrian entrances, via direct and accessible paths of travel. Upon inspection, all crossings were found to include dropped kerbs, but not all included appropriate tactile pavers. These are intended to assist the partially sighted community members.

3.2.2 There is a section on the east side (mall side) where there is no footpath approaching Langdons Road; however, there is no obvious need for provision of one. This section does not connect any pedestrian points of access or interest (e.g. bus stop or parking area). There have been sightings of people walking on the road in this section, which are understood to be infrequent. However, it is not known as to why, with any potential destinations already being well served by safe walkways and crossing facilities.

3.2.3 Other activities, including Papanui High School and the Graham Condon Leisure Centre are connected by a 2.5m wide shared path. Since the time of the Briefing (May 2018), there were some observed concerns involving Papanui High School students which have since been resolved. At the end of the school day, large groups of students would walk towards the zebra crossing to access Northlands Mall. The sudden spike in demand seemed more than the path could accommodate, with some students seen to walk in the road in order to retain social contact with the group. However, subsequent actions have included the relocation of the School gate closer to the zebra crossing, internalising student movements and thus reducing the risks associated with walking in the road.

3.2.4 Furthermore, the speed limit has been reduced to 30km/h

3.3 Intersection design and performance at Sawyers Arms Road – Sisson Drive

3.3.1 Following difficulties for delivery trucks to turn left from Sisson Drive, minor changes to the intersection were made to improve heavy vehicle access. This included setting back the limit line on Sawyers Arms Road (eastbound) to make more room for trucks turning left from Sisson Drive.

3.3.2 The option also required some changes to the design of the traffic signal phases, to ensure that competing movements for the newly formed turning space didn't 'run' together (thereby limiting effectiveness). The impacts of all the changes were modelled and found to be negligible. (More information is available in Attachment A).

- 3.3.3 The proposed changes were reported to the Community Board on 21st November 2018
- 3.3.4 Since this time, there is a subsequent investigation as to the safe design for cyclists. There has been a concern raised that cyclists are not able to safely turn right from Sisson Drive into the Major Cycle Route, due in part to the signal phase operations. This will be reported back to the Community Board as a separate report.
- 3.4 Operational safety on Sawyers Arms Road, between Sisson Drive and Main North Road
- 3.4.1 The concern was raised of drivers, heading towards Main North Road, using the wrong side of the road to reach the right turn lane. This has been witnessed to occur by staff.
- 3.4.2 The matter is not currently resulting in crashes. Furthermore, more detailed safety analyses (conducted 2019 and 2020) have not revealed any issues requiring urgent attention
- 3.4.3 However, as a matter of contravening road rules, the matter could be raised to the attention of the NZ Police.
- 3.5 Strategic implications – forward planning and vehicle routing matters
- 3.5.1 There was a question about Sisson Drive traffic increasing, following the completion of bus lanes on Main North Road through Papanui.
- 3.5.2 Following an investigation, the only expected increase in traffic in Sisson Drive would be associated with access, and not re-routing from Main North Road
- 3.5.3 There is a chance that some traffic from the new “North link” shopping centre on Langdons Road may route via Sisson Drive
- 3.5.4 However, the recent reduction in speed limit to 30km/h would likely deter non-access traffic.

Attachments / Ngā Tāpirihanga

| No. | Title | Page |
|---------------------|---|------|
| A ↓ | Network Safety detailed investigation, Northlands Mall area | 39 |

In addition to the attached documents, the following background information is available:

| Document Name | Location / File Link |
|---------------|----------------------|
| N/A | |

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

| |
|---|
| <p>Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).</p> <p>(a) This report contains:</p> <ul style="list-style-type: none"> (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. <p>(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.</p> |
|---|

Signatories / Ngā Kaiwaitohu

| | |
|--------------------|---|
| Author | Mark Gregory - Transport Network Planner |
| Approved By | Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport David Adamson - General Manager City Services |

Christchurch City Council
City Services Team
Planning & Delivery (Transport)

Memorandum

Date: 9th October 2018

From: **Mark Gregory**, Transport Network Planner
Wayne Anisy, Transport Operations Engineer

To: **Shirley- Papanui – Innes Community Board**

CC: Lyssa Aves (Community Board Advisor)
Richard Holland (TL Transportation Planning)

Re: **Outcome of Staff briefing:**
Operational matters around Northlands Mall
Response to Staff Briefing, 23rd May 2018

CITY ENVIRONMENT - ASSET & NETWORK PLANNING - TRANSPORT

Contents

| | |
|--|----|
| 1. Executive summary | 3 |
| 2. Background | 3 |
| 3. Responses to specific Matters..... | 5 |
| a) Road design layout of Sisson Drive..... | 5 |
| i. Recent crash involving a turning vehicle | 5 |
| ii. Road layout is 'tight': insufficient space to safely accommodate both turning and non-turning at the Sisson Drive intersection with the Northlands Mall accesses | 5 |
| b) The pedestrian environment within Sisson Drive: provision and safety..... | 7 |
| i. Shared path on west (Papanui High School) side is narrow, and constrained by fence | 7 |
| ii. No provision for pedestrians on the east (Northlands Mall) side | 7 |
| iii. People travel along the east side in spite of there being no provision | 7 |
| iv. Pedestrian demands on the north side are high, and include students from Papanui High School and people with shopping trolleys..... | 7 |
| c) Intersection design and performance at Sawyers Arms Road – Sisson Drive.. | 9 |
| i. Concerns around the length of turning lanes and capacity | 10 |
| ii. Congestion on Sisson Drive | 12 |
| iii. Location of poles and general design layout | 12 |
| d) Operational safety on Sawyers Arms Road, between Sisson Drive and Main North Road | 13 |
| i. Vehicles travel down the 'wrong side' of Sawyers Arms Road to gain access to right turn lane (preceding the Main North Road intersection)..... | 13 |
| e) Strategic implications – forward planning and vehicle routing matters | 14 |
| i. Perception that Main North Road operations are 'causing' the matter raised in part (D)..... | 14 |
| ii. Concern about non-access traffic using Sisson Drive..... | 14 |
| iii. Concern about additional traffic arising from land use planning..... | 14 |
| 4. Strategic matters | 16 |
| 5. Options..... | 19 |
| 6. Conclusions and recommendations..... | 20 |
| 7. Appendix 1: Details of Elected Member request..... | 21 |
| 8. Appendix 2: Crash Analysis diagram..... | 22 |
| 9. Appendix 3: Draft area speed limit review..... | 23 |

1. EXECUTIVE SUMMARY

The Papanui – Innes Community Board have raised specific operational concerns around Northlands Mall, particularly in Sisson Drive, with regard to road design layout and pedestrian safety.

The Network Planning and Operations team have investigated and recommend:

- Speed limit reduction on Sisson Drive from 40km/h to 30km/h, as part of a wider network management process
- Inclusion of 'Sharrow' markings on Sisson Drive, to increase accessibility for cycling, and indirectly increasing capacity available to pedestrians
- Implementation of a pedestrian refuge island on Sawyers Arms Road, east of Sisson Drive.

All of these measures have 'dual' benefits, serving both pedestrian / cycle safety and network management measures.

The Community Board have also sought a 'bigger picture' view of transport matters in the area, and a link to the Main North Road Corridor Study (and summary of conclusion) is included in Section 4 ("Strategic matters").

2. BACKGROUND

The minutes detailing the time and detail of the request from the Community Board request is included in Appendix 1: Details of Elected Member request.

On 23rd May a staff briefing was held. The Board have requested investigation into:

- A. The overall Road design layout of Sisson Drive
- B. The pedestrian environment within Sisson Drive: provision and safety
- C. Intersection design and performance at Sawyers Arms Road – Sisson Drive
- D. Operational safety on Sawyers Arms Road, between Sisson Drive and Main North Road

CITY ENVIRONMENT - ASSET & NETWORK PLANNING -TRANSPORT

E. Strategic implications – forward planning and vehicle routing matters

A key request from the Community Board was a 'bigger picture' perspective, which effectively pulls together all of the above matters. A response to this, including conclusions and recommendations are set out in Part 4.

3. RESPONSES TO SPECIFIC MATTERS

Outcomes of the investigation are set out, addressing the requests in the order by which they appear in Section 2 ("Background").

Site visits have been undertaken, including during the School rush and PM peak hour conditions. Sisson Drive has been navigated both as a driver and as a pedestrian in entirety, and so the recommendations are made based on familiarity with the design environment.

A) ROAD DESIGN LAYOUT OF SISSON DRIVE

- i. *Recent crash involving a turning vehicle*
- ii. *Road layout is 'tight': insufficient space to safely accommodate both turning and non-turning at the Sisson Drive intersection with the Northlands Mall accesses*

Review of crash data indicates that within Sisson Drive, there have been three crashes in total in the past five years. In a metric used to appraise risk across the network¹, Sisson Drive is rated as having a "low" personal risk. Therefore there is no available data at this stage to identify a specific crash issue.

The posted speed limit on Sisson Drive is 40km/h, and speed calming devices are included throughout. Traffic lane widths are generally appropriate for the design speed and function of the road. Speed data on Sisson Drive has been collected and shows that:

- The average speed is 36.3 km/h
- The 85th percentile speed is 41.4 km/h
- The 95th percentile speed is 45.4 km/h,

Generally, operations on Sisson Drive are close to, or generally within the posted speed limit.

The Board specifically mentioned concerns of the design capacity of the right turn

¹ KiwiRAP, <https://roadsafetyrisk.co.nz/maps/personal-risk#Canterbury>

CITY ENVIRONMENT - ASSET & NETWORK PLANNING - TRANSPORT

bay serving the main Mall access. In the event that a right turn queue exceeds 2 – 3 vehicles, then non turning traffic will experience some delay. This capacity is exceeded on occasion, but generally only during the busier periods.

This is not necessarily a problem provided that there are no impacts on safety or that the scale of the matter does not compromise the intended network function of the road.

The design requirement of Sisson Drive, (within a wider network context), is to serve vehicle, cyclist and pedestrian access to the Northlands Mall, Graham Condon Centre and Papanui High School sites. As a Local Road, it is intended only to serve access, and not generally cater for 'through' traffic. The context of designing intersections in Sisson Drive therefore is to provide safe and viable access.

If Sisson Drive were a Collector or Arterial Road, then the context of capacity would be different. There would be more scope for disruption and impediment to community connectivity.

If Council *did* want to address capacity matters at the Northlands Mall access, it would likely require a specific trigger, most likely a Resource Consent Application, including anticipated growth in vehicle demand at the access. This would allow for design matters to be both addressed and paid for by Kiwi Property Group, in accordance with the effects that the private land owner would be exerting on the public network. Given the scale of the Northlands Mall operation, the current District Plan affords discretion to assessing officers to consider such matters².

At this stage there is no identified safety risk with regards to vehicle movements, including at the intersection. The issue is observed to occur infrequently and only during the very busiest periods. In general Transport Planning practice, it is not recommended to design networks for the '100th percentile demand' scenario, given the significance of the additional cost, and limited, if any return on the additional investment.

² Note that the public road boundary extends approximately 20m east of Sisson Drive, at the 'Main' Sisson Drive access into the Mall site. This means that required land for improvements would be most likely available, with impediments being cost and consultation / RMA assessment outcomes.

CITY ENVIRONMENT - ASSET & NETWORK PLANNING - TRANSPORT

However, if Kiwi Property Group were to lodge a Resource Consent, the assessing officer would reappraise the matter and seek mitigation of effects as appropriate.

B) THE PEDESTRIAN ENVIRONMENT WITHIN SISSON DRIVE: PROVISION AND SAFETY

- i. *Shared path on west (Papanui High School) side is narrow, and constrained by fence*
- ii. *No provision for pedestrians on the east (Northlands Mall) side*
- iii. *People travel along the east side in spite of there being no provision*
- iv. *Pedestrian demands on the north side are high, and include students from Papanui High School and people with shopping trolleys*

Sisson Drive does not include a footpath on the 'Northlands Mall side' for 430m / 500m of the Sisson Drive length; however, it is evident that attention to detail has been given to pedestrian networks. For example, the location of the footpath ending (on the 'Northlands Mall' side) coincides with a crossing location, and also directly connects to the Northlands Mall network, leading into the Mall. The zebra crossing on Sisson Drive is also connected to the internal Mall network. Therefore, there are no pedestrians 'dead ends'.

The shared path which runs along the southern side of Sisson Drive is more than the minimum 2.5m required width, which generally meets and/or exceeds the minimum required shared path width³. It provides connectivity to the Papanui High School pedestrian access, linking the High School to Northlands Mall via the mid-block zebra crossing.

However, there are still some who walk on the road, where the footpath is missing. This is probably because they are looking to access different parts of the Mall than those served by the existing walking networks.

Some of those observed walking on the road, where the footpath is missing, are observed to be Papanui High School students, suggesting that the walking network is not meeting all of the 'desire line' requirements. Where the zebra crossing provides

³ As required within the infrastructure Design Standard

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access to the centre of the mall, the food court is located at the east end. It is plausible that the students who are not using the walking network are attempting to access the food court.

It is practically not possible at this stage to include a second footpath on the Northlands Mall side of Sisson Drive as well, because there is no width available within the existing road boundary to include an additional footpath. Because the Northlands Mall building is built up against the road boundary, it is most unlikely that there will be opportunity to change this in the near future. Extensive remodelling of the Mall buildings would be required, and Resource Consent Applications submitted to Council to date, including some substantial floor area increases, have not included such remodelling, suggesting that it is not part of the Kiwi Property Group's strategy at this stage.

An alternative solution would be to amend other parts of the walking network, for example, to relocate the Papanui High School pedestrian access. The Operations team have been working in partnership with Papanui High School, and it is proposed to relocate the pedestrian access further north, closer to the zebra crossing. The anticipated result of this will be that all future walking routes between the proposed school access and the Mall would be served by the zebra crossing and thus better integrated into the walking network.

Not all of those observed to do so are not associated with Papanui High School; henceforth working with the MoE, whilst very effective, will not address the entirety of the matter.

There is no plausible⁴ ability to provide a footpath on the 'Mall side;' however if it were possible, there is also no identified evidence at this stage that would justify more considerable public investment.

Notwithstanding this, there remains an undesirable operational outcome, with pedestrians walking in the road. Therefore, without the ability to provide a second footpath, (and likely also without an economic case to provide one), a realistic design

⁴ Having considered a number of 'out of the box' options, such as limiting Sisson Drive to a single vehicle lane

CITY ENVIRONMENT - ASSET & NETWORK PLANNING - TRANSPORT

response would be to render the design environment 'more forgiving' of human error. People make mistakes; they walk where they should not. The philosophy governing design for road safety⁵ promotes that people do not deserve to be hurt as a result of their error in judgement.

A realistic design response to the problem would be to reduce the speed limit from 40km/h to 30km/h. The benefits of this approach would be that, if a crash involving an 'errant' pedestrian were ever to occur, the likelihood of injury would be significantly reduced. It is recommended that this is a pragmatic approach to the current design situation. Note that this measure would not preclude the ability to further consider the matter through future Resource Consent Applications.

C) INTERSECTION DESIGN AND PERFORMANCE AT SAWYERS ARMS
ROAD – SISSON DRIVE

It would be inappropriate for me not to declare that I am affiliated by marriage to a member of the intersection design team, although had no involvement at all at the time the design work was undertaken (and only subsequently learned of this connection since the Briefing meeting). Whilst investigation has been undertaken with absolute integrity and non-bias, I understand fully that the Community Board may still wish to seek an alternative opinion on this matter.

I have concluded that:

- Based upon the safety audit of the design of the intersection, there are no outstanding matters. The Project Manager advises that a post-implementation safety audit has been undertaken which resulted in no outstanding safety issues.
- From my own site visits and observations, there are no identified safety or operational issues.

Therefore, upon review of the safety audit and having made detailed on site observations, it is my conclusion that the intersection design meets the requirements

⁵ "Safe Systems in Practice"

CITY ENVIRONMENT - ASSET & NETWORK PLANNING - TRANSPORT

of the demands placed on it. However, please note again my declarations.

i. Concerns around the length of turning lanes and capacity

Regarding the question about turning lanes and capacity, there was a specific matter raised in the safety audit about the design length of the left turn lane from Sawyers Arms Road into Sisson Drive.

A short 15m left turn lane is shown on the Sawyers Arms Road westbound approach. This provides only minimal stacking capacity. The count data provided indicates the left turn volume is comparable with the adjacent through movement. Queued left turn vehicles waiting at the signals could spill over and block the adjacent through lane, particularly at times of heavier flow. This can result in rear end and side swipe type crashes.

The design team were supplied with modelled data. It is not known the extent to which the supplied data was 'validated' for the extent of use, but would conclude in general that there is bound to be a difference between modelled data and observed data. However, it is now possible to observe operations and make judgement calls as to how 'fit for purpose' the design is, in a 'real world' context.

The matter of turning capacity has been investigated by observing operations during a busier time. The outcome of this is set out below: it suggests that the safety audit concern has not come to fruition in this instance, and that appropriately scaled lane capacities are available.

In order to observe a busier time period, a Thursday evening, between 1630 – 1730 (coinciding with both the network peak hour and the busier 'late night shopping' day) was selected. The movement has been seen to perform well during this busier time. It can thus be concluded that it would perform well during most or all other times.

Figure 1 shows the outcome of the observation, and shows that the provision of design capacity for the movement has been scaled appropriately, and that there are no observed impacts on safety or efficiency.

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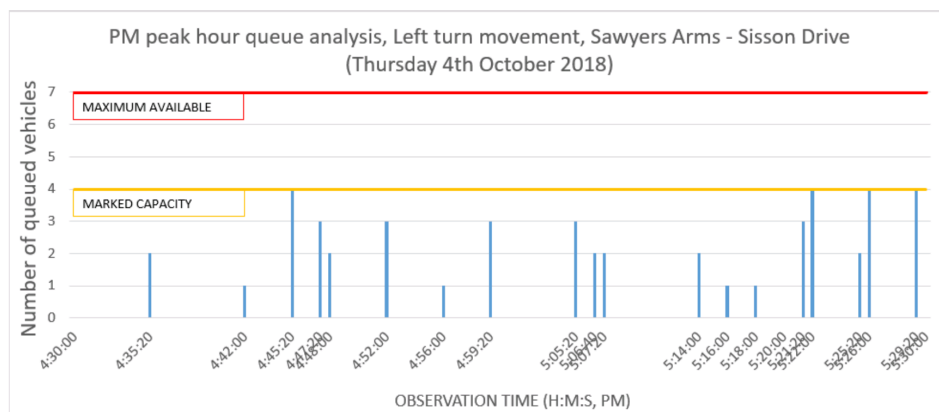


Figure 1: Queue analysis of signalised LT movement from Sawyers Arms Rd to Sisson Drive

Figure 1 shows that, for the majority of the time there were no queues. The left turn movement demand is steady but not significant, and the majority of left turn traffic passed un-delayed. This is because the left turn green arrow runs for the vast majority of the time, with left turning movements being only opposed by the perpendicular Major Cycle Route and pedestrian crossing. For at least 70% of the 'cycle time', the left turn arrow is green. Only one in five observed 'red arrow' instances resulted in a queue, and as shown in **Figure 1**, the maximum queue length observed was four vehicles. (For clarity, all but two of the observed left turn vehicles were cars, with the sole exceptions being 1 moped and 1 campervan).

Figure 1 places the observed queues into a design context, by showing the observed demands relative to the 'marked' and 'maximum' available queue capacities. The 'marked' lane capacity is defined as being the marked lane, which can accommodate a queue of 4 cars. The 'maximum available' capacity is the lane plus the flared taper, which, if counted as being effective capacity, extends the available capacity to 7 cars, fully offset from other movements. (In other words, in practice 7 cars may queue to turn left, without causing any obstruction to other movements). **Figure 1** shows that the marked lane was fully utilised four times (out of approximately 80 traffic light sequence 'cycles' per hour) and that the marked capacity was never exceeded.

It should be noted that the above observations can be validated using the traffic signals data base, which includes automatically generated count and queue data at intersection approaches. In this instance it was preferable to observe the

CITY ENVIRONMENT - ASSET & NETWORK PLANNING - TRANSPORT

operations on site. Whilst on site it was also concluded that the intersection as a whole is seen to operate well.

ii. Congestion on Sisson Drive

The traffic signals provide a good level of service for Sisson Drive, especially for the right turn movement from Sisson Drive to Sawyers Arms Road. It is possible that the level of service for the movement has actually improved compared to when the movement was managed by 'Give way' signs and markings.

The signalised intersection sequence is programmed such as to minimise delays for all movements, and for much of the day, the Sisson Drive traffic 'actuates' the signals operations.

The design capacity of Sisson Drive is adequate enough to meet the design requirements of providing access to Northlands Mall and the Graham Condon Centre. It should be noted that it is generally not possible to reduce delays for a movement or approach at signals, without 'taking away' from an alternative movement / approach. Therefore, any further 'improvement' to Sisson Drive movements would be made at the expense of efficiencies on Sawyers Arms Road. Sawyers Arms Road is a 'higher order' (Collector) road, with a different network role, including connecting communities. Furthermore, increasing the 'green time' to Sisson Drive movements could result in the unintended consequence of inviting more 'non access' and 'non-local' traffic through the corridor. (The terms 'non-local' and 'non-access' are explained in section 3.e).ii).

iii. Location of poles and general design layout

The project Manager had provided advice detailed in a previous draft, which is now updated.

The project team are still confident in the design layout; given that it accommodates the turning geometry of service vehicles (see Section 10, ("Appendix 4: 'Swept paths' of turning vehicles, supplied by design team")). There have been incidents where contact with the pole by heavy vehicles turning left from Sisson Drive. This is currently being investigated.

CITY ENVIRONMENT - ASSET & NETWORK PLANNING - TRANSPORT

The Operations Team are considering a low cost project to allow for additional turning space to be made available, by receding the stop line of the Sawyers Arms Road west approach.

D) OPERATIONAL SAFETY ON SAWYERS ARMS ROAD, BETWEEN SISSON DRIVE AND MAIN NORTH ROAD

- i. *Vehicles travel down the 'wrong side' of Sawyers Arms Road to gain access to right turn lane (preceding the Main North Road intersection)*

This behaviour has been observed during two separate site visits. It is also commonly observed at other sites around the city. This behaviour contravenes the road rules, and the foremost responsibility lies with law enforcement. There are no reported crashes resulting from this behaviour, at this stage.

It is difficult in practice to 'prevent' this behaviour. It is also possible to attempt to prevent the behaviour, but to only succeed in escalating the scale of the outcome of conflict, or result in disbenefits elsewhere. The options at this stage include:

- Do nothing
- Request more enforcement
- Increase accessibility to the right turn lane, by changing traffic light sequence at the Main North Road / Sawyers Arms Road intersection.
- Implement a traffic island to 'block' the movements.

The option to change the sequencing at the Main North Road / Sawyers Arms Road intersection can be discounted immediately, given the likely significant consequence of increasing delays to Main North Road movements (noting the above commentary on the inability to reduce delays to one movement without increasing delays to another). As a result of there being no recorded crashes at this stage, there would be no available monetised safety benefits at this stage to offset the monetised disbenefits of added delays on Main North Road; hence the option would be deemed economically inefficient.

There is a low cost alternative option available. If a pedestrian refuge island were to be located on the west of Leander Street, it would restrict such behaviour; and also

1.

CITY ENVIRONMENT - ASSET & NETWORK PLANNING - TRANSPORT

provide a pedestrian crossing facility (where none is provided on the eastern side of the new Sawyers Arms Road / Sisson drive signals).

Therefore, a refuge island at this location would serve a dual function.

E) STRATEGIC IMPLICATIONS – FORWARD PLANNING AND VEHICLE ROUTING MATTERS

- i. *Perception that Main North Road operations are 'causing' the matter raised in part (D)*
- ii. *Concern about non-access traffic using Sisson Drive*
- iii. *Concern about additional traffic arising from land use planning*

It is possible that Sisson Drive may be used by 'non access' traffic; it is also important to place this into an appropriate context, and to define different traffic types.

Under certain circumstances, 'non access' traffic may be referred to as 'rat running'; however, this may not be the case in this instance. 'Rat running' is usually a term used to describe 'non local' trips using a local road to gain access between arterial road corridors (rather than remaining on the Arterial road network). It is also considered in terms of sensitivity of the adjoining land uses affected. 'Rat running' being an evocative term is generally applied to non-local traffic using residential streets⁶. The term 'rat running' cannot generally be applied to 'local' trips (i.e. trips with origin or destination close to the local road in question), which in this case would extend to traffic accessing Papanui High School and activities around Langdons Road. In this case, "Access traffic" is considered to be traffic gaining access to the Northlands Mall or the Graham Condon sports and recreation centre, with non-access traffic being all other movements.

"Non-access" traffic use of Sisson Drive was identified through network modelling (undertaken⁷ as part of the Resource Consent Application Assessment of the "Mitre 10" on Langdons Road, 2014). Due to delays on Main North Road, it was estimated that much of the traffic from Mitre 10 travelling eastbound on Langdons Road may

⁶ With an affiliated actual or perceived impact upon residential amenity

⁷ Undertaken by the same author of this report

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prefer to turn left onto Sisson Drive and access Main North Road via Sawyers Arms Road, rather than continue east on Langdons Road and turn left onto Main North Road, most directly. The context of this use is difficult to define: the site is located close to Sisson Drive, and therefore traffic on Sisson Drive originating from Mitre 10 could be considered to be 'local'. On the other hand, the preferred route of development traffic is generally to access the Arterial network via the shortest route possible, noting that local roads are more designed to provide access, rather than serving higher capacity "through" functions.

The Mitre 10 Resource Consent assessment was undertaken prior to the installation of traffic signals at the intersection of Sawyers Arms Road / Sisson Drive, which might deter traffic from using Sisson Drive in place of Main North Road.

It has been suggested that the inclusion of Public Transport (PT) priority lanes on Main North Road might increase delays to general traffic on the route, resulting in more traffic using Sisson Drive. Having undertaken modelling⁸ of the proposal to inform longer term planning, it is my opinion that the proposal will not result in noticeable increases to journey times enough to result in more traffic re-routing via Sisson Drive.

The reason for this is because the PT priority lanes will utilise available space within the existing carriageway, or utilise space used for on street parking, rather than reducing lane capacity available to general traffic. Whilst, at some intersections, left turn lanes will be shared with PT through movements, this is not forecast to incur significant delays, as sufficient capacity is expected to remain available to left turn movements even whilst sharing the lane with buses.

Therefore, it is highly unlikely that traffic on Main North Road will divert to Sisson Drive as a result of PT priority. However, there is a possibility that more local, 'non-access' traffic might use Sisson Drive, from rezoned retail park land on Langdons Road. This should be manageable in part through effective administration of the District Plan.

It is preferred that Sisson Drive be used primarily for 'access traffic,' with a limited

⁸ Peer reviewed and validated in accordance with NZTA model development guidelines

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local traffic function, which is in keeping with the provision of design geometry. Therefore, in the interests of network management, further measures could be taken to deter the use of Sisson Drive, except by access traffic and localised traffic. These measures would include reducing the operative speed limit from 40km/h to 30km/h, or 'doing nothing'.

Sisson Drive is already treated with speed calming, and a 40km/h speed limit. However, the introduction of a 30km/h limit, and localised measures to improve pedestrian and cycle access can result in a 'deterrence' and encourage non-access traffic onto Main North Road instead. The reduction of speed limit would also address the challenges posed by the existing pedestrian and cycling environment (set out above), and potentially hence has dual-benefit. There is a draft plan prepared for the Operations team showing an area speed limit review (see Section 9, "Appendix 3: Draft area speed limit review").

4. STRATEGIC MATTERS

In 2016-17 a corridor study was undertaken for the section of Papanui Road – Main North Road between Blighs Road and Queen Elizabeth II Drive (SH74).

See Trim 17/818712.

The study concluded a series of recommendations, including

- Public Transport priority
- More pedestrian crossing options, and other changes to the design environment, with respect to Transport Policies for Key Activity Centres⁹
- Better integration between networks (making more intelligent use of existing connectivity)
- Targeted minor safety works

The study finds that, after the Christchurch Northern Corridor (**CNC**) opens, "traffic patterns" will change. The predicted future at this stage is that traffic in Papanui is not

⁹ Defined within the Christchurch Transport Strategic Plan

CITY ENVIRONMENT - ASSET & NETWORK PLANNING - TRANSPORT

likely to decrease (in at least the coming 10 years), because:

- A significant proportion of existing traffic entering Papanui has a destination in Papanui (as determined by a model built on actual count data), and this share of total traffic is likely to increase
- Changes to the District Plan has resulted in the following rezoning:
 - A large area around Papanui to accommodate a higher density of housing
 - The Cranford Basin area for housing
 - Sites in Langdons Road are rezoned as 'Retail Park', with current anticipation of 30,000m² of Gross floor area

Such that additional traffic generation is expected in the future

- Ongoing plans of Northlands Mall to expand / increase scale of activity may also increase traffic demands.

There is still some uncertainty at this stage as to some of the forecast details of changes, largely due to prospects associated with provision of additional lane capacity on State Highway 1 (**SH1**) west of Kaiapoi. Work between the CCC and NZTA is currently underway to minimise the risks of additional traffic, and subsequent possible effects. Though it should be noted that the PT priority scheme is not expected to be affected or cause additional effects to the traffic environment as PT vehicles are generally offset from general traffic

There could be scope for reduction in the share of private motorised vehicle travel, possibly resulting in an actual reduction in motorised traffic, if:

- The effect of Public Transport (**PT**) Priority (coupled with other policies and measures) can render PT as more 'competitive' in the transport choice market.
- Continued growth in cycling demand, including that already measured on the Papanui Parallel MCR, noting further programmed expansion of the MCR network (including the 'Wheels to Wings' MCR in 2026¹⁰)

There is scope to reduce network delays for all users, if mode choice becomes more

¹⁰ Based on most recent Long Term Plan (LTP)

CITY ENVIRONMENT - ASSET & NETWORK PLANNING -TRANSPORT

efficiently distributed across the options.

As set out in section 3. e)., there is no identified concern at this stage of traffic using Sisson Drive instead of Main North Road; however, additional developments on Langdons Road may funnel additional traffic through Langdons Road. The impacts of development can be managed through to the District Plan process; however, there can never be guarantees as to specific outcomes.

CITY ENVIRONMENT - ASSET & NETWORK PLANNING - TRANSPORT

5. OPTIONS

Figure 2 shows the range of options which are realistically available to the Community Board, in response to the above matters.

| Option category | Option | Advantages | Disadvantages |
|------------------------------|--|---|---|
| Do nothing | Do nothing | Non-cost option | Does not resolve observed network matters |
| | | No reported crashes: most frugal option | |
| | | Allows future monitoring | |
| Form / Foster partnerships | Work with Ministry of Education | Access location to MoE site is a determining factor of walking / cycling route choice and subsequent operations on the public network | Only addresses matters affecting the school |
| | | Ability to resolve substantial portion of existing pedestrian management issues | |
| | | Non cost option for Council | |
| | Work with Northlands Mall | Kiwi Property own land immediately adjoining the road reserve | No guarantee of outcome |
| | | Kiwi Property are custodians of accesses which connect to public networks, and can affect walking route choice | Substantial remodelling of site (\$ms) required to free up land for network integration |
| | | Potential for low - non cost outcomes for Council | Reliant on Kiwi Income commercial interest |
| | Work through RMA assessment | Administration of District Plan rules and assessment matters, geared to mitigating network effects of major developments. | No guarantee of outcome |
| Changes to public facilities | Reduce speed limit in Sisson Drive to 30km/h | More safe design speed for pedestrians | |
| | | More closely matches design speed | |
| | | Enables implementation of sharrows | |
| | | Deters the amount of 'non local' and 'non access' traffic | |
| | Construct refuge island east of Sisson Drive | Improves on lane discipline matters (i.e. driving down wrong side of the street) | Cost of new refuge island |
| | | Provides a crossing point on the eastern side of Sisson Drive (noting there isn't one at the signals) | Need to programme refuge island |
| | Implement sharrows on Sisson Drive | Encourages more cycle use of Sisson Drive and 'frees up' capacity on the shared path | Cost of Sharrow markings |
| | | Increases pedestrian and cycling capacity on Sisson Drive, without new infrastructure | Need for Part A resolution |
| | | Low cost measure | |

Figure 2: Options assessment

The matter of reconfiguring the left turn movement geometry from Sisson Drive to Sawyers Arms Road is currently being investigated.

6. CONCLUSIONS AND RECOMMENDATIONS

It is recommended to consider the Options in Figure 2 (except 'do nothing') each of which yields dual benefits, in terms of promoting pedestrians and cycling safety, as well as more positive network demand management outcomes.

Longer term options could be considered from the Main North Road Corridor Study.

In response to the Board's concerns around operational efficiency, the above investigation considers the different types of traffic with regard to the different network roles of each of the roads. The existing network operations are generally within network expectations.

There is limited opportunity to provide new infrastructure, as seen with the challenge of addressing the matter of walking facility provision in Sisson Drive. This same constraint extends to resolving congestion issues by constructing additional road capacity. The best value option, and most likely option to address the matter of congestion is through improved network management, and in this case this is proposed by increasing capacity for Public Transport vehicles, largely without constraint on general traffic.

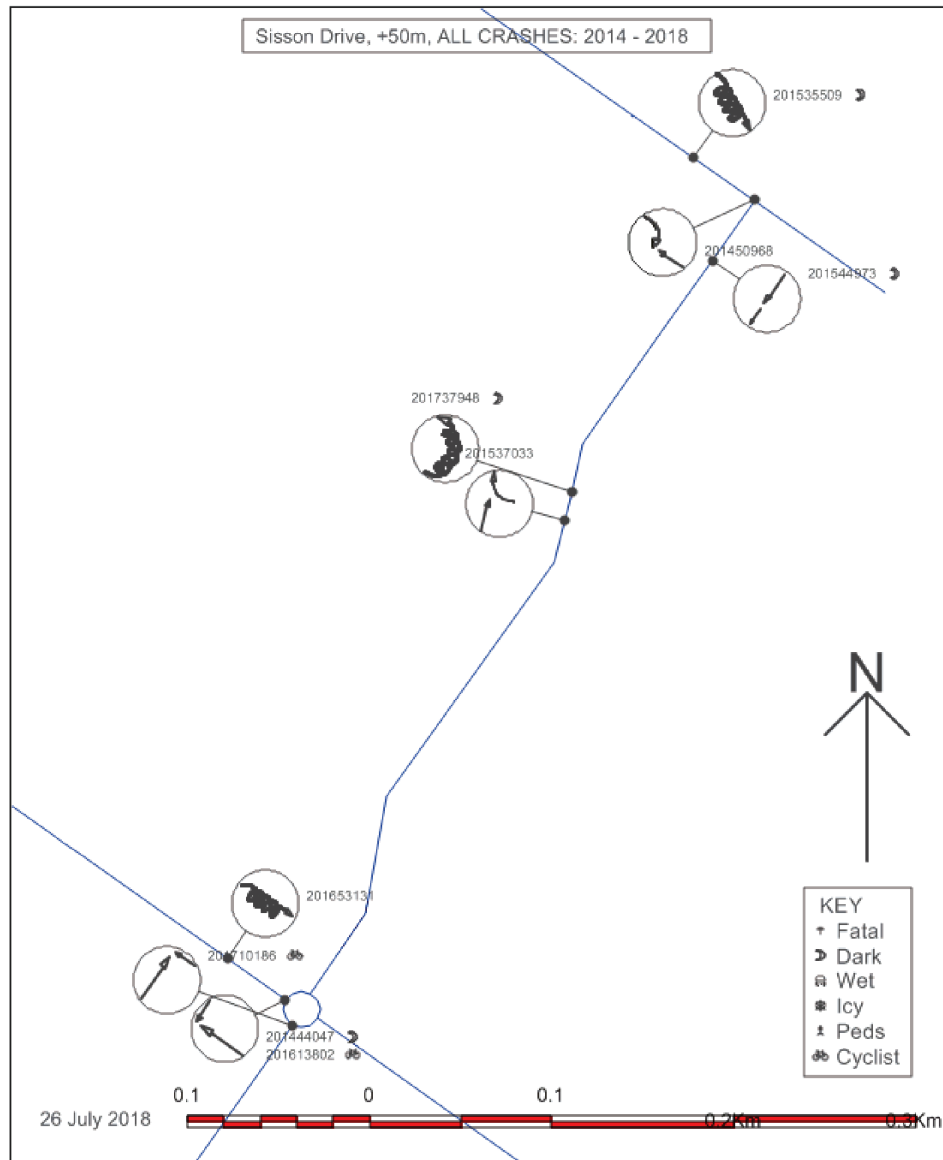
Network modelling for the City predicts that traffic in Papanui will not reduce, but will change to include more 'access' traffic. This is the forecast outcome resulting from an increase in local productivity, born out of more commercial development. It is laudable that the community Board are very interested in walking facilities, as it is likely that increasing walking accessibility to development (by increasing and improving crossings, and prioritising pedestrians, as recommended by both the CTSP and the Network Management Plan) will enhance the local economy.

7. APPENDIX 1: DETAILS OF ELECTED MEMBER REQUEST

- a) On 8th December 2017, “John Stringer noted the continuing congestion on Sisson Drive and a recent accident”, (Minutes, paragraph 17). The matter was noted as Part B.
- b) On 23rd March 2018, “The Board requested that staff check on the Board’s request from 8th December 2017 regarding the continuing congestion on Sisson Drive and connecting roads.” (Minutes, paragraph 9.4)
- c) An email received from the Community Recreation Advisor to Lindsay White (Project Manager of the Main North Road Bus Priority programme) included the following request:
- d) " Re: Northlands area traffic congestion: “Local staff are following up from the Board’s request of 23 March 2018 and a summary of the queries and responses to those”. Just so we are clear, we are wanting is a traffic audit / count / review of traffic at certain times of the day (including peak hours / and when school is out); there is no need to even mention asset Management team / light phasing at this stage. The board wishes to understand where the traffic is coming from, what (if any) safety issues there are then can we consider remedies (if needed).....”
- e) A staff briefing was held on 23rd May 2018 where specific matters were raised, including:
 - Road design layout of Sisson Drive
 - The pedestrian environment within Sisson Drive: provision and safety
 - Intersection design and performance at Sawyers Arms Road – Sisson Drive
 - Operational safety on Sawyers Arms Road, between Sisson Drive and Main North Road
 - Strategic implications – forward planning and vehicle routing matters

CITY ENVIRONMENT - ASSET & NETWORK PLANNING - TRANSPORT

8. APPENDIX 2: CRASH ANALYSIS DIAGRAM



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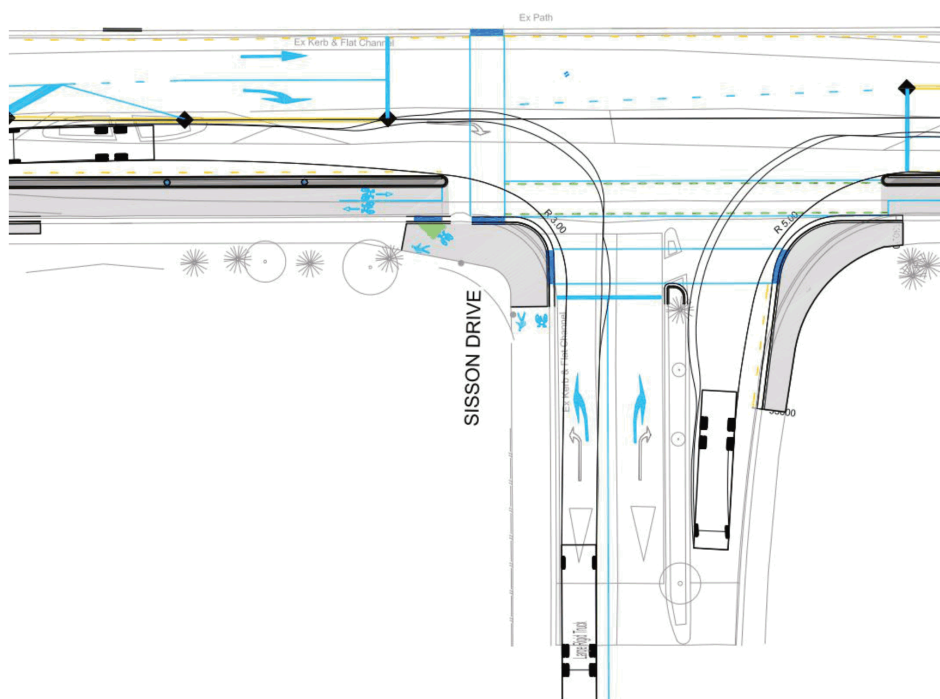
9. APPENDIX 3: DRAFT AREA SPEED LIMIT REVIEW



Figure 3: Draft area speed limit review

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10. APPENDIX 4: 'SWEPT PATHS' OF TURNING
VEHICLES, SUPPLIED BY DESIGN TEAM



2.

Page of 24

10. Waipapa/Papanui-Innes Community Board Area Report - July 2020

Reference / Te Tohutoro: 20/819826

Report of / Te Pou Christine Lane, Community Governance Manager

Matua: Christine.Lane@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens and Community

Pouwhakarae: Mary.Richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

This report provides information on initiatives and issues current within the Community Board area, to provide the Board with a strategic overview and inform sound decision making.

2. Officer Recommendations / Ngā Tūtohu

That the Waipapa/Papanui-Innes Community Board:

1. Receive the Waipapa/Papanui-Innes Community Board Area Report for July 2020.

3. Community Board Activities and Forward Planning

3.1 Memos/Information/Advice to the Board

3.1.1 Information sent to the Board:

- SWN: Innes Road Line Marking - nights (*circulated 24 June 2020*)
- SWN: Barbadoes Edgware Traffic Management update (*circulated 26 June 2020*)
- SWN: St Albans Edgware and Mairehau transport projects update (*circulated 26 June 2020*)
- CNC Alliance: Project Update (*circulated 2 July 2020*)
- SWN: Westminster Street (*circulated 3 July 2020*)
- SWN: Dee Street Saturday work (*circulated 3 July 2020*)
- CNC Alliance: Project Update (*circulated 7 July 2020*)
- SWN: Canon Street – one way (*8 July 2020*)
- North West Collective press release (*9 July 2020*)
- Graffiti Snapshot for June 2020 (*9 July 2020*)
- SWN: Barbadoes Street – Early Morning Works near St Albans Park (*9 July 2020*)
- SWN: Barbadoes Street – Early Morning Works near Warrington (*14 July 2020*)
- CNC Alliance: Project Update (*circulated 15 July 2020*)
- SWN: Westminster Street line marking removal and reinstatement (*24 July 2020*)

3.2 **Board area Consultations/Engagement/Submission opportunities**

3.2.1 **Long Term Plan**

The triennial review of the Long Term Plan will occur in 2021. Preparations are under way.

3.3 **Annual Plan and Long Term Plan matters**

3.3.1 **Annual Plan 2020-2021**

Completed.

3.3.2 **Long Term Plan**

The next triennial review of the Long Term Plan will occur in 2021.

3.4 **Board Reporting**

3.4.1 The Board are asked to consider topics for inclusion in Newline, the newsletter and the report to Council.

4. Community Board Plan – Update against Outcomes

4.1 The Waipapa/Papanui-Innes Community Board plan was signed off by the Board at its meeting on 3 July 2020. Once all the community board plans have been signed off they will go to the next available Council meeting.

5. Significant Council Projects in the Board Area

5.1 **Strengthening Communities Fund**

5.1.1 The 2020-2021 Strengthening Communities Fund applications will be considered at the Board's meeting on 21 August 2020.

5.2 **Other partnerships with the community and organisations**

5.2.1 Nil to report.

5.3 **Community Facilities (updates and future plans)**

5.3.1 **St Albans Community Centre**

Updates on progress are provided to the Board on a regular basis.

5.4 **Infrastructure projects underway**

5.4.1 **Transport Projects in St Albans, Edgware and Mairehau**

Contractors are carrying out a number of projects in these areas. Start Work Notices are provided to the Board as soon as they are available and uploaded to the Board's Facebook page for community and residents' information.

Regular monthly briefings are provided to the Board.

6. Significant Community Issues, Events and Projects in the Board Area

6.1 Nil to report.

7. Updates from Other Units

7.1 Nil to report.

8. Community Board Funding Update

- 8.1 The Board will consider the allocation of the Strengthening Communities Fund at its meeting on 21 August 2020.

Attachments

There are no appendices to this report.

Signatories / Ngā Kaiwaitohu

| | |
|--------------------|--|
| Authors | Elizabeth Hovell - Community Board Advisor Lyssa Aves - Governance Support Officer |
| Approved By | Christine Lane - Manager Community Governance, Papanui-Innes Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships |

11. Papanui-Innes Community Board Submissions Committee Minutes - 17 June 2020

Reference / Te Tohutoro: 20/900035

Report of / Te Pou Elizabeth Hovell, Community Board Advisor

Matua: Elizabeth.hovell@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens and Community

Pouwhakarae: Mary.Richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

The Papanui-Innes Community Board Submissions Committee held a meeting on 17 June 2020 and is circulating the Minutes recorded to the Waipapa/Papanui-Innes Community Board for its information.

2. Recommendation to Waipapa/Papanui-Innes Community Board

That the Waipapa/Papanui-Innes Community Board receives the Minutes from the Papanui-Innes Community Board Submissions Committee meeting held 17 June 2020.

Attachments / Ngā Tāpirihanga

| No. | Title | Page |
|---------------------|--|------|
| A ↓ | Minutes Papanui-Innes Community Board Submissions Committee - 17 June 2020 | 68 |

Signatories / Ngā Kaiwaitohu

| | |
|--------|--|
| Author | Elizabeth Hovell - Community Board Advisor |
|--------|--|



**Waipapa
Papanui-Innes Community Board Submissions
Committee
OPEN MINUTES**

| | |
|---------------|--|
| Date: | Wednesday 17 June 2020 |
| Time: | 9.00am |
| Venue: | The Board Room, 5 Restell Street, Papanui |

| | |
|---------------------------|--|
| Present Members | Emma Norrish Simon Britten (via zoom) Ali Jones Emma Twaddell |
|---------------------------|--|

17 June 2020

Christine Lane
Manager Community Governance, Papanui-Innes
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Papanui-Innes Community Board Submissions Committee
17 June 2020



Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

The Community Board Adviser opened the meeting at 9.05am

1. Apologies / Ngā Whakapāha

Committee Decision

There were no apologies however it was noted that Simon Britten was attending the meeting via zoom.

2. Declarations of Interest / Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

3. Appointment of Committee Chairperson

Officer Recommendations

That the Waipapa/Papanui-Innes Community Board Submissions Committee:

1. Elect a Chairperson of the Waipapa/Papanui-Innes Community Board Submissions Committee.

Committee Decisions under Delegation

Part C

Call for nominations:

That the Waipapa/Papanui-Innes Community Board Submissions Committee:

1. Elect Emma Norrish as the Chair for the 2019-22 Waipapa/Papanui-Innes Community Board Submission Committee.

Emma Norrish assumed the Chair.

4. Appointment of Deputy Committee Chairperson

Officer Recommendations

That the Waipapa/Papanui-Innes Community Board Submissions Committee:

**Papanui-Innes Community Board Submissions Committee
17 June 2020**



1. Appoint a Deputy Committee Chairperson of the Waipapa/Papanui-Innes Community Board Submissions Committee.

Committee Decisions under Delegation

Part C

That the Waipapa/Papanui-Innes Community Board Submissions Committee:

1. Elect Simon Britten as the Deputy Chair for the 2019-22 Waipapa/Papanui-Innes Community Board Submission Committee.

5. Amended Annual Plan Submission for 2020-21 Draft Annual Plan

Officer Recommendations / Ngā Tūtohu

That the Papanui-Innes Community Board Submissions Committee:

1. Receive the information and agree on changes that the Board will make verbally through the Chair on Friday 19 June 2020 when the community boards present on the revised Draft Annual Plan 2020-21.

Committee Decisions under Delegation

Part C

That the Waipapa/Papanui-Innes Community Board Submissions Committee:

1. Receive the information and agree on the attached submission that the Board will make verbally through the Chair on Friday 19 June 2020 when the community boards present on the revised Draft Annual Plan 2020-21.

Meeting concluded at 9.48am.

CONFIRMED THIS 7th DAY OF August 2020.

**EMMA NORRISH
CHAIRPERSON**

12. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

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.