



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

14 MARCH 2007

3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE
180 SMITH STREET

Community Board: Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Yani Johanson, Brenda Lowe-Johnson and Brendan Smith

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1. APOLOGIES

2. CONFIRMATION OF REPORTS

The reports of the ordinary meetings of the Board held on Saturday 24 February 2007 and Wednesday 28 February 2007 have been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the reports of the ordinary meetings of the Board held on Saturday 24 February 2007 and Wednesday 28 February 2007 be confirmed.

3. CORRESPONDENCE

4. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

5. QUESTIONS FROM MEMBERS

Members may at any ordinary meeting put a question to the Chairperson concerning any matter relevant to the role or function of the Community Board concerning any matter that does not appear on the order paper. All questions are subject to Standing Orders 4.1.1 to 4.1.5.

6. DEPUTATIONS BY APPOINTMENT

6.1 MR TONY HIGGISON, THE PRESS

Mr Tony Higgison will address the Board, regarding traffic issues in Gloucester Street.

7. MANNING PLACE - PROPOSED "NO STOPPING" RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Peter Harte, Technical Assistant to Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of broken yellow "no stopping" lines in Manning Place (refer attached).

EXECUTIVE SUMMARY

2. The Council has received a complaint from a resident of Wildberry Street regarding safety and visibility problems both entering and exiting Manning Place via Wildberry Road. Concerns have been raised about the presence of vehicles parked on the south side of Manning Place at its intersection with Wildberry Road.

4. Currently there is a curve build out on the south side of the Manning Place and Wildberry Street intersection. Although Manning Place is 14 metres wide the kerb build out reduces the road width to six metres at the intersection. This means when vehicles park in this narrow piece of road it leaves one lane for a vehicle to negotiate the bend.

Currently, there are also broken yellow "no stopping" lines on the north side of Manning Place extending 58 metres around the curb build out. Also on the southern side of the curb there is 45 metres of broken yellow lines.

5. To improve road safety and visibility for road users it is proposed that a further section of broken yellow "no stopping" lines be installed on south side of Manning Place. This is considered the most cost effective and practical solution to the problem.
6. Consultation has been carried out with the affected residents and there are no objections to the proposal.

FINANCIAL AND LEGAL CONSIDERATIONS**Cost**

7. Cost is minimal and provided for in the operational budget.

Legal Considerations

8. Land Transport Rule, Road User 2004 provides for this.

STAFF RECOMMENDATIONS

It is recommended that the Board approve that the stopping of vehicles be prohibited at any time on the south side of Manning Place commencing at a point 160 metres from its intersection with Ferry Road and extending in a southerly direction for a distance of nine metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

8. 14 SEASCAPE GARDENS - PROPOSED "NO STOPPING" RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Malcolm Taylor, Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of broken yellow "no stopping" lines around the cul-de-sac at the end of Seascape Gardens (refer attached).

EXECUTIVE SUMMARY

2. The Council has received a request from a resident of Seascape Gardens regarding access to properties. Concerns have been raised about the presence of vehicles parked on both sides of driveways obstructing access.
3. Currently there are no restrictions or controls present at the end of the Seascape Gardens cul-de-sac. The area is residential and complaints have been made both to the Council and other residents.
4. When an inspection was carried out, a photo (attached) of a car and four wheel drive parked on both sides of the driveway was present, which clearly showed the problem. Measurements were taken between the drives and there was insufficient distance for vehicles to park legally.
5. The addition of the broken yellow "no stopping" lines is considered the most cost effective and practical solution to the problem. It will also have the advantages of permitting larger vehicles like a milk truck to turn within the cul-de-sac.
6. Consultation has been carried out with the residents and there are no objections to the proposed plan.

FINANCIAL AND LEGAL CONSIDERATIONS**Cost**

6. Cost is minimal and provided for in the operational budget.

Legal Considerations

7. Land Transport Rule, Road User 2004 provides for this.

STAFF RECOMMENDATIONS

It is recommended that the Board approve:

- (a) That the stopping of vehicles be prohibited at all times around the cul-de-sac head of Seascape Gardens, starting from the eastern property boundary of 14 Seascape Gardens and extending back in an clockwise direction for a distance of 25 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

9. MAFFEYS ROAD - PROPOSED "NO STOPPING" RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Barry Cook, Network Operations and Traffic Systems Team Leader Peter Harte, Technical Assistant to Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of broken yellow "no stopping" lines on Maffeys Road (refer attached).

EXECUTIVE SUMMARY

2. The Council has received a complaint from a resident of Maffeys Road regarding safety and visibility problems at the last corner on Maffeys Road heading towards McCormacks Bay Road. Concerns have been raised about the presence of vehicles parked on this corner.
3. Currently there are broken yellow "no stopping " lines present on the south side of Maffeys Road continuing around the corner to McCormacks Bay Road. There are no other restrictions or controls present in Maffeys Road at this corner.
4. At this corner the width of the road is narrow (7.5 metres), it was found from observation that vehicles actually speed up significantly when approaching from McCormacks Bay Road direction to get up the slope and actually go around this corner quite fast on the inside lane. When a car is parked on the outside of this corner there is not enough room for a car to get past safely without crossing into the other lane resulting in serious safety issues for road users.
5. To improve safety and visibility for road users it is proposed that broken yellow "no stopping" lines be installed on the north side of Maffeys Road around the hairpin corner. This is considered the most cost effective and practical solution to the problem.
6. Consultation has been carried out with the affected residents and they support the proposed action.

FINANCIAL AND LEGAL CONSIDERATIONS**Cost**

7. Cost is minimal and provided for in the operational budget.

Legal Considerations

8. Land Transport Rule, Road User 2004 provides for this.

STAFF RECOMMENDATIONS

It is recommended that the Board approve:

- (a) That the stopping of vehicles be prohibited at any time on the north side of Maffeys Road commencing at a point 59 metres from its intersection with McCormacks Bay Road and extending in a northerly direction for a distance of 58 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

10. ACLAND AVENUE - PROPOSED "NO STOPPING" RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Barry Cook, Network Operations and Traffic Systems Team Leader Peter Harte, Technical Assistant to Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of broken yellow "no stopping" lines along one side of Acland Avenue (refer attached).

EXECUTIVE SUMMARY

2. The Council has received complaints from residents of Acland Avenue regarding safety and visibility problems both entering and exiting Acland Avenue. Concerns have been raised about the presence of vehicles parked on both sides of Acland Avenue as well as at its intersection with Robson Avenue.
3. Currently there are very faded broken yellow "no stopping" lines on the western side of Acland Avenue. They are approximately 10 metres long and are not adhered to by the public. There are no other restrictions or controls present in Acland Avenue or at the Robson Avenue/Acland Avenue intersection.
4. Acland Avenue is narrow (six metres wide) and access for emergency services must be maintained at all times. Currently with the unrestricted parking on the street this criteria cannot be met at all times.
5. The installation of broken yellow "no stopping" lines on west side of Acland Avenue and around the Robson Avenue/Acland Avenue intersection is considered the most cost effective and practical solution to the problem.
6. Consultation has been carried out with the affected residents and they support the proposed action.

FINANCIAL AND LEGAL CONSIDERATIONS**Cost**

7. Cost is minimal and provided for in the operational budget.

Legal Considerations

8. Land Transport Rule, Road User 2004 provides for this.

STAFF RECOMMENDATIONS

It is recommended that the Board approve:

- (a) That the stopping of vehicles be prohibited at all times on the north side of Robson Avenue commencing at its intersection with Acland Avenue and extending in a westerly direction for a distance of 12 metres.
- (b) That the stopping of vehicles be prohibited at all times on the west side of Acland Avenue commencing at its intersection with Robson Avenue and extending in a northerly direction for a distance of 50 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

11. OCEAN VIEW TERRACE - PROPOSED “NO STOPPING” RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Barry Cook, Network Operations and Traffic Systems Team Leader Peter Harte, Technical Assistant to Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a section of broken yellow “no stopping” lines opposite Awaroa Lane in Ocean View Terrace (refer attached).

EXECUTIVE SUMMARY

2. The Council has received complaints from residents of Awaroa Lane regarding safety and access problems both entering and exiting Awaroa Lane. Concerns have been raised about the presence of vehicles parked opposite the Ocean View Terrace/Awaroa Lane intersection.
3. Currently there are no restrictions or controls present at the Ocean View Terrace/Awaroa Lane intersection.
4. Awaroa Lane is located in Sumner in a residential area. People have been parking on the western side of Ocean View Terrace opposite Awaroa Lane. This essentially reduces the width of the road making it impossible to turn any size vehicle around without making more than one turn.
5. The installation of broken yellow “no stopping” lines is considered the most cost effective and practical solution to the problem.
6. Consultation has been carried out with the affected residents in the area and support has been good.

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

7. Cost is minimal and provided for in the operational budget.

Legal Considerations

8. Land Transport Rule, Road User 2004 provides for this.

STAFF RECOMMENDATIONS

It is recommended that the Board approve:

- (a) That the stopping of vehicles be prohibited at anytime commencing at a point 14 metres from the boundary between 14 and 18 Ocean View Terrace and extending in a northerly/easterly direction for a distance of 20 metres.

CHAIRPERSON’S RECOMMENDATION

That the staff recommendation be adopted.

12. KILMORE STREET - P15 PARKING RESTRICTION

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8549
Officer responsible:	Manager Environmental Policy and Approvals
Author:	Peter Harte, Technical Assistant to Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of 15 minute parking restriction at all times outside the Firefighters' Reserve at 196 Kilmore Street (refer attached).

EXECUTIVE SUMMARY

2. The Council has received a request from the public regarding safety issues and the disruption of traffic flow on Kilmore Street outside the Firefighters' Reserve. Concerns have been raised about the presence of vehicles parked long term outside this reserve on Kilmore Street meaning both cars and tour buses double park while visiting the reserve.
3. The Reserve is located on the southeast corner of the Madras Street/Kilmore Street intersection. Observations have shown that people working in the area park all day in the spaces available on Kilmore Street. This leaves no parking spaces for visiting tourists. This results in double parking which causes congestion on Kilmore Street resulting in safety issues and traffic flow disruption.
4. Currently there are no restrictions or controls present on Kilmore Street outside the reserve. The area is commercial but the presence of the reserve attracts many tourists.
5. To improve road safety and traffic flow it is proposed that a 40 metre strip of limited P15 parking restriction be installed outside the reserve. This is considered the most cost effective and practical solution to the problem.
6. Consultation would have been carried out with the Chester Street Residents Association, however it is no longer active. No one else is affected by this proposal.

FINANCIAL AND LEGAL CONSIDERATIONS**Cost**

7. Cost is minimal and provided for in the operational budget.

Legal Considerations

8. Land Transport Rule, Road User 2004 provides for this.

STAFF RECOMMENDATIONS

It is recommended that the Board approve:

- (a) That the parking of vehicles be restricted to a maximum period of 15 minutes at all times outside the Firefighters' Reserve on the south side of Kilmore Street, commencing at a point 10 metres from the intersection of Madras Street and extending in an easterly direction for a distance of 40 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

13. WORCESTER STREET - PROPOSED 10 MINUTE PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Jeff Owen, Senior Traffic Engineer - Community Barry Cook, Network Operations and Traffic Systems Team Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to install a 10 minute parking restriction covering two parking spaces on Worcester Street outside the Disabled Persons Centre (refer attached).

EXECUTIVE SUMMARY

2. The Disabled Persons Centre is located at 314 Worcester Street on the south side of the road 180 metres east of Fitzgerald Avenue. There is currently no on-street parking restrictions adjacent or near the centre except for a marked bus stop outside the neighbouring property to the east. All day kerb side commuter parking is currently occurring outside the centre. The centre provides off street disable, staff and visitor parking on their site but space is limited.
3. The Disabled Persons Centre Manager has expressed concern over the availability of on-street drop off and pick up facilities at the centre. With the current kerb side parking no opportunity exists for this purpose. The drop off and pick up activities are taking place over the centres driveway which becomes blocked for other visitors and staff access at these times. This situation is not ideal.
4. The manager of the centre has requested that the Council install a short term parking restriction for two vehicles outside the centre. The request is that the restriction would be installed immediately to the west of the centre's driveway, this to allow for vehicles to run into the area with ease. A time restricted area of 10 minutes is proposed for this location. This will enable all types of vehicles to use the area for drop off and pick up activities. It could be said that a loading zone is the appropriate type of restriction. Recently loading zones have been rationalized with the central city and are now for Goods Vehicles Only, hence any new loading zones within the city will be Goods Vehicles Only. Other short term parking restrictions are now marked by a white box to advise motorists of the difference.
5. The only directly affected party is the centre and they are in full support of the proposed changes. The proposal will however remove two all day car parking spaces from Worcester Street at this location.
6. Both the Inner City East Neighbourhood Group (ICENG) and the Linwood Neighbourhood Committee have been advised of the request. Support has been received from the Inner City East Neighbourhood Group (ICENG). No correspondence has been received from the Linwood Neighbourhood Committee. The Disabled Persons Centre site is in the shared area of the two groups.

FINANCIAL AND LEGAL CONSIDERATIONS**Cost**

7. Installation of signs, posts and markings is within existing budgets.

Legal

8. The Land Transport Rules provide for the installation of parking restrictions.

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STAFF RECOMMENDATIONS

It is recommended that the Board approves that:

- (a) That the parking of vehicles be limited to 10 minutes maximum on the south side of Worcester Street from a point 167 metres east of the Fitzgerald Avenue intersection and extending 13 metres in an easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

14. GRANT OF EASEMENT - WESTERN INTERCEPTOR

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager City Water and Waste
Author:	Stuart McLeod, Property and Leasing Adviser Kate Purton, Capital Works Coordinator

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to the granting of a sewer easement along the Tuam Street frontage of Olliviers Reserve for the Western Interceptor Stage 1 trunk sewer.

EXECUTIVE SUMMARY

2. The Western Interceptor trunk sewer is part of the Capital Works Programme included in the Long Term Councils Community Plan (LTCCP). It is an important part of the Major Sewer Upgrade programme which will allow for growth and reduce sewer overflows into the City's rivers.
3. Stage 1 of the Western Interceptor from Pump Station 11 to the Mathesons Road/Tuam Street intersection is planned for construction starting in June 2007. In order to construct this part of the pipeline in the only practicable and cost effective location, an easement over Olliviers Reserve is required.
4. Under section 48 of the Reserves Act 1977, provision exists to grant easements where the reserve will not be materially altered or permanently damaged. This easement falls into this category and as such approval is recommended.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The Board has the delegated authority from the Council to make the decision on behalf of Council whether to grant the easement or not.
6. As indicated above, the easement complies with the provisions of Section 48 Reserves Act 1977 which permits Local Authorities to grant such an easement where the reserve will not be materially altered or permanently damaged. This easement meets these criteria, therefore approval is being recommended as there are no legal impediments why it should not be approved.
7. The cost of the Western Interceptor project has been budgeted for in the LTCCP. The costs associated with creating the easement will also be met from this budget.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Agree to the granting of the easement.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

8. The Western Interceptor pipeline is a proposed new trunk sewer across the City from Riccarton to Pump Station 11 in Linwood. It is an important part of the Major Sewer Upgrade which will reduce sewer overflows into the City's rivers and allow for growth, and is part of the Capital Works Programme included in the Council's Long Term Community Plan.
9. The Western Interceptor pipeline is planned to be constructed in a number of stages. Stage 1 is planned for construction starting this year. This stage of the pipeline is from the existing Southern Relief trunk sewer at the corner of Tuam Street and Mathesons Road, to the new Pump Station 11 situated on the corner of Bass Street and Randolph Street. A plan of the proposed Stage 1 pipeline route is attached in Attachment A.
10. In order to connect to the existing trunk sewer and avoid other services in the road the Stage 1 pipeline needs to be close to the boundary of Olliviers Reserve. Although the pipeline itself will be within the road (ie outside of the reserve) construction work will be required within the reserve to install the pipe. Access to this area of the reserve is also required long term to allow for the maintenance of the pipeline if required.
11. In order to install the pipeline part of brick wall around reserve will need to be demolished and the approximately four metre tall oak tree on the boundary will need to be removed. Depending on the arborist's advice the tree will either be replaced or removed to the nursery and reinstated the following winter. The fence will be reinstated after construction. The affected area of the reserve will be separated off from the rest of the reserve during construction to avoid any health and safety issues.
12. A plan of the proposed easement is included as Attachment B.
13. This easement is subject to the Department of Conservations approval under the Reserves Act 1977, which will be sought after consideration by the Board.

OPTIONS

Decline the granting of the easement

14. This option would require significant relocation of existing trunk sewer pipes and other services within the road. This would add considerable cost and disruption to the project.

Approve the granting of the easement

15. This option would allow the Western Interceptor Stage 1 to proceed as planned, in the most practicable and cost effective manner.

PREFERRED OPTION

16. Approve the granting of the easement.

15. CHARLESTON CLUSTER KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Lorraine Wilmshurst, Project Manager, Capital Roading Projects Team

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to final design, tender, and construction of the kerb and channel renewals in Frederick Street, Grenville Street and Laurence Street as shown in the concept plans in Attachment 2.

EXECUTIVE SUMMARY

2. The Charleston Neighbourhood Plan (NIP) was published in September 2001 and since that time the focus has been putting it into action.
 - (a) The Charleston Cluster project involves the kerb and channel renewal for Barbour Street (between Charles Street and Ferry Road), Grafton Street, Frederick Street, Grenville Street, Laurence Street and Henry Street. These streets have been grouped into a cluster for planning and design purposes.
 - (b) The primary aim of the project is to renew the old kerb and dish channel and replace it with kerb and flat channel. Secondary objectives of the project relate to road user safety, enhancing the streetscape, maximise parking in the industrial areas, creating a buffer between residential and industrial areas, and reduce traffic speed and through traffic.
 - (c) The estimated total costs for the six streets that comprise the Charleston Cluster is \$3,948,512.
 - (d) Consultation with the community has been undertaken via a consultation newsletter distributed in April/May 2006, and an open day held in May 2006. The feedback from the community was generally in support of the concept plans for Barbour Street, Frederick Street, Grenville Street and Laurence Street. Feedback on Grafton Street and Henry Street was generally in opposition to the concept plans. The feedback from the community has been considered and the concept plans amended where possible. (See Attachment 1 - Report to Hagley Ferrymead Community Board 12 July 2006).
3. In July 2006 approval was sought from the Board to progress the preferred option for Barbour Street, Grafton Street and Henry Street to final design, tender and construction as these project features in the 2006/07, 2007/08 Capital Programme.
4. In December 2006, Council approved the underground of the services in all of the Charleston Streets over four years.
5. For the undergrounding options to proceed, approval is now sought from the Board to progress the preferred option for Frederick Street, Grenville Street and Laurence Street to final design, tender and construction during the 2007-2011 financial years.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The kerb and channel renewal works within the Transport and Greenspace Capital Programme have been reviewed to maximise Land Transport New Zealand subsidy levels and some changes to the programme have occurred. The effect of this process on the Charleston Cluster is that Barbour Street will be undertaken in the 2006/07 year and the remaining streets will follow in the 2007-2011 years. As Grafton Street and Henry Street have already been approved, this report therefore only seeks approval for Frederick Street, Grenville Street and Laurence Street.
7. The total estimated cost of upgrading these six streets is \$3,948,512 (the budget is \$3,768,000), which is comprised of the following estimates for each of the streets:
 - Barbour Street \$558,150
 - Grafton Street \$1,314,762
 - Frederick Street \$425,600

- Grenville Street \$779,700
- Laurence Street \$758,200
- Henry Street \$112,100

8. There are no legal implications for this project.
9. Community Board resolutions are required to approve the "No Parking" restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the Frederick Street, Grenville Street and Laurence Street projects as illustrated in Attachment 2, to proceed to final design, tender and construction.
- (b) The following No Stopping restrictions:

New No Stopping

Frederick Street.

- (i) That the stopping of vehicles be prohibited at any time on the north side of Frederick Street commencing at its intersection with Isabella Place and extending in a westerly direction for a distance of 27 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Frederick Street commencing at its intersection with Isabella Place and extending in a westerly direction for a distance of 27.5 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Frederick Street commencing at its intersection with Isabella Place and extending in a easterly direction for a distance of 10 metres.

Isabella Place

- (iv) That the stopping of vehicles be prohibited at any time on the west side of Isabella Place commencing at its intersection with Frederick Street and extending in a northerly direction for a distance of seven metres.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Isabella Place commencing at its intersection with Frederick Street and extending in a southerly direction for a distance of 22 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Isabella Place commencing at its intersection with Frederick Street and extending in a southerly direction for a distance of 12 metres.

Grenville Street

- (vii) That the stopping of vehicles be prohibited at any time on the north side of Grenville Street commencing at its intersection with Grafton Street and extending in an easterly direction for a distance of 11 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Grenville Street commencing at a point 75 metres from its intersection with Grafton Street and extending in an easterly direction for a distance of 40 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Grenville Street commencing at a point 97 metres from its intersection with Osborne Street and extending in an easterly direction for a distance of 38 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Grenville Street commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of 18 metres.

- (xi) That the stopping of vehicles be prohibited at any time on the south side of Grenville Street commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of 15 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Grenville Street commencing at a point 93 metres from its intersection with Osborne Street and extending in an easterly direction for a distance of 41 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Grenville Street commencing at a point 79 metres from its intersection with Grafton Street and extending in an easterly direction for a distance of 40 metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Grenville Street commencing at its intersection with Grafton Street and extending in an easterly direction for a distance of 13 metres.

Ensors Road

- (xv) That the stopping of vehicles be prohibited at any time on the west side of Ensors Road commencing at its intersection with Grenville Street and extending in a northerly direction for a distance of 10 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the west side of Ensors Road commencing at its intersection with Grenville Street and extending in a southerly direction for a distance of 10 metres.
- (xvii) That the stopping of vehicles be prohibited at any time on the west side of Ensors Road commencing at its intersection with Laurence Street and extending in a northerly direction for a distance of nine metres.
- (xviii) That the stopping of vehicles be prohibited at any time on the west side of Ensors Road commencing at its intersection with Laurence Street and extending in a southerly direction for a distance of eight metres.

Laurence Street

- (xix) That the stopping of vehicles be prohibited at any time on the north side of Laurence Street commencing at its intersection with Grafton Street and extending in an easterly direction for a distance of 11 metres.
- (xx) That the stopping of vehicles be prohibited at any time on the north side of Laurence Street commencing at a point 57 metres from its intersection with Grafton Street and extending in an easterly direction for a distance of 41 metres.
- (xxi) That the stopping of vehicles be prohibited at any time on the north side of Laurence Street commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of eight metres.
- (xxii) That the stopping of vehicles be prohibited at any time on the south side of Laurence Street commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of eight metres.
- (xxiii) That the stopping of vehicles be prohibited at any time on the south side of Laurence Street commencing at a point 55 metres from its intersection with Grafton Street and extending in an easterly direction for a distance of 31 metres.
- (xxiv) That the stopping of vehicles be prohibited at any time on the south side of Laurence Street commencing at its intersection with Grafton Street and extending in an easterly direction for a distance of 12 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

10. The Charleston Neighbourhood Plan (NIP) was published in September 2001 and since that time the focus has been putting it into action. A public meeting in September 2002 agreed to a co-ordinated solution for roading improvements in the area, and Charles Street, the southern end of Barbour Street (Charles Street to the end), Short Street and Osborne Street have been completed.
11. The Charleston Cluster includes Barbour Street (between Charles Street and Ferry Road), Grafton Street, Frederick Street, Grenville Street, Laurence Street and Henry Street. These streets have been grouped into a cluster for planning and design purposes. This cluster methodology also ensures that there is consistency in treatments throughout the cluster, as well as providing the opportunity to achieve financial savings. The cluster works will integrate with already completed works.
12. All of the streets in the Charleston Cluster are classified as Local Roads in the City Plan roading hierarchy. Most streets have an existing width of 10 metres. Grafton Street and Barbour Street are 10.3 metres wide at Ferry Road. Henry Street has an existing width of 10.4 metres.
13. The Charleston Cluster has a split City Plan zoning across the cluster area. At the southern end of Grafton Street, Osborne Street and Barbour Street the zoning is Business 3 (Inner City Industrial) and Business B3 (Inner City Industrial Buffer). At the Ferry Road end of Barbour Street and Grafton Street the zoning is Business 1 (Local Centre). The remainder of the Charleston Cluster is primarily residential and zoned Living 3 (Medium Density).
14. The primary aim of the project is to renew the old kerb and dish channel in the streets within the Charleston Cluster, and replace it with kerb and flat channel.
15. The objectives of the Charleston Cluster project include:
 - (a) To maintain and improve road user safety.
 - (b) Maximise landscape opportunities and enhance the streetscape consistent with the NIP objectives and the completed work in neighbouring streets.
 - (c) Where possible provide suitable parking to meet the needs of the residents and maximise the parking in the industrial zone.
 - (c) Create a visual buffer between the residential and industrial areas.
 - (e) Reduce traffic speed and industrial traffic in these local streets through traffic calming that is consistent with completed work.
16. A consultation newsletter was distributed to the Charleston community in April/May 2006 for formal consultation. This newsletter included an explanation of the project, concept plans for each of the streets, artists impressions/photographs of the seating area, landscaping, and heritage feature on Grafton Road, and a feedback form. The newsletter also included an invitation to an open day held in the Charleston Reserve on the 6 May 2006.
17. 100 responses were received to the consultation newsletter. A summary of the consultation outcomes for each of the streets is outlined in Attachment 1. A full summary of the consultation feedback is included in Attachment 3.

OPTIONS

18. A common option considered for each of the streets in the Charleston Cluster was the maintenance of the status quo (ie that the kerb and channel is not replaced).

Frederick Street

19. Two options were developed for comparison. Both options narrowed the carriageway to nine metres and narrowed the intersection with Isabella Place to six metres. Option 1 anticipated the undergrounding of services and included a mid-block, two-way angled road narrowing. Option 2 did not anticipate the undergrounding of services and included a mid-block, one-way road narrowing.

Grenville Street

20. Two options were developed for comparison. Both options narrowed the carriageway to nine metres, and narrowed the intersection with Grafton Street to six metres. Both options included the installation of a splitter island at the Ensors Road end of Grenville Street. Both options included mid-block road narrowings between Grafton Street and Osborne Street, and between Osborne Street and Ensors Road. Option 1 included two mid-block, two-way road narrowings, and Option 2 included two mid-block, one-way road narrowings.

Laurence Street

21. Two options were developed for comparison. Both options narrowed the carriageway to nine metres and narrowed the intersection with Grafton Street to seven metres. Both options included the installation of a splitter island at the Ensors Road end of Laurence Street. Both options included mid-block road narrowings between Grafton Street and Osborne Street, and between Osborne Street and Ensors Road. Option 1 included two mid-block, two-way road narrowings, and Option 2 included two mid-block, one-way road narrowings.

PREFERRED OPTION

Frederick Street

22. The preferred option for Frederick Street includes the following features:
- Nine metre carriageway.
 - The intersection with Isabella Place is narrowed to six metres and a cobbled threshold is proposed.
 - Grass berms and street trees are proposed on the northern side of the street, and at the intersection with Isabella Place.
 - Landscaping strips are proposed against the property boundaries on the southern side of the street.
 - A 1.65 metre footpath is proposed on both sides of the street.

Grenville Street

23. The preferred option for Grenville Street includes the following features:
- Nine metre carriageway.
 - Two mid-block one-way road narrowings - one between Grafton Street and Osborne Street (outside 17 Grenville Street) and one between Osborne Street and Isabella Place (outside 56 Grenville Street).
 - The intersection with Grafton Street is narrowed to six metres.
 - A splitter island is proposed at Ensors Road.
 - A seat is proposed outside 15 Grenville Street.
 - A 1.65 metre footpath is proposed on both sides of the street.
 - Grass berms and street trees are proposed on the northern side of the street between Grafton Street and 15 Grenville Street, and on the southern side of the street between 22 Grenville Street and Ensors Road.
 - Landscaping strips are proposed against the property boundaries on the southern side of the street between Grafton Street and 15 Grenville Street, and on the northern side of the street between 19 Grenville Street and Ensors Road.

Laurence Street

24. The preferred option for Laurence Street includes the following features:
- Nine metre carriageway.
 - One mid-block one-way road narrowing between Osborne Street and Grafton Street (outside 11 Laurence Street).
 - The intersection with Grafton Street is narrowed to seven metres.
 - A splitter island is proposed at Ensors Road.
 - A 1.65 metre footpath is proposed on both sides of the street.

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- Grass berms and street trees are proposed on the northern side of the street between Grafton Street and 15 Laurence Street, on both sides of the street between 16 Laurence Street and Osborne Street, and on the southern side of the street between Osborne Street and Ensors Road.

ASSESSMENT OF OPTIONS

25. The preferred options for streets in the Charleston Cluster meet the objectives of the project as follows:
- (a) **To maintain and improve road user safety.** The proposed carriageway narrowing to nine metres width, and the one-way narrowings, thresholds and narrowing at intersections will reduce through traffic speeds.
 - (b) **To maximise landscape opportunities and enhance the streetscape.** The narrowed carriageways allow for grass berms, landscape strips, and the planting of street trees. Street trees and landscaping are also proposed at the narrowed sections and at intersections. The street trees and landscaping are consistent with completed streets in the Charleston Cluster and the Charleston NIP.
 - (c) **Where possible provide suitable parking to meet the needs of the residents and maximise the parking in the industrial zone.** On-street parking along both sides of all streets is retained, except at the narrowed sections and intersections. Two parking spaces have been created at the southern end of Grafton Street.
 - (d) **Create a visual buffer between the residential and industrial areas.** Thresholds at the Ferry Road end of Barbour Street and Grafton Street mark the change between the business and residential zones. A narrowing and threshold at the southern end of Grafton Street (outside 21 Grafton Street) also marks the change between the residential and business zone. Street trees, grass berms, landscaping and seats are also proposed in the residential areas of the cluster
 - (e) **Reduce traffic speed and industrial traffic in this local street through traffic calming that is consistent with completed work.** The one-way narrowings, thresholds and intersection narrowings will reduce traffic speed and make the residential area of the Charleston Cluster less desirable for heavy traffic. Laurence Street and the southern end of Grafton Street have been identified as the heavy vehicle route to the Osborne Street and Grafton Street business area, and as such there is no one-way road narrowing on Laurence Street. In addition, the kerb and channel is replaced on the existing alignment at the southern end of Grafton Street.

16. 2006/07 PROJECT AND DISCRETIONARY FUNDING - SIX MONTH ACCOUNTABILITY

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8549
Officer responsible:	Community Board Principal Adviser
Author:	Tony McKendry, Acting Community Secretary

PURPOSE OF REPORT

1. The purpose of this report is to provide the Hagley/Ferrymead Board with an update on its 2006/07 Project and Discretionary funding allocations and expenditure.

EXECUTIVE SUMMARY

2. The funding available to the Board for the 2006/07 financial year was \$390,000, made up of:

Project and Discretionary	\$300,000
Community Development Workers	50,000
Strengthening Communities Action Plan (SCAP)	40,000
	<u>\$390,000</u>

DISCRETIONARY FUNDING

3. At its allocation meeting on 1 May 2006, the Board retained \$44,829 in Discretionary funding for allocation to projects during the year.

As a result of funds returned \$17,400 and less those expended (\$10,100) the Board now has \$52,129 available to be allocated.

The following table details expenditure from the Discretionary Fund to date:

Discretionary Project	Sum Allocated \$		Sum Returned \$
Linwood Resource Centre (Development Worker/Manager)	5,000		
New Zealand Community Board Planning Committee	2,000		
Community Board Planning Report	2,100		
Sumner-Redcliffs Historical Society	1,000		
	\$10,100		
Grace Escape			2,400
Sumner Community Centre			15,000
			\$17,400
BALANCE (as at 28 February 2007)		\$52,129 (\$44,829 1/6/06 plus \$7,300)	

PROJECT FUNDING

5. The attached matrix provides details of each project and staff comment on progress to date with expenditure of the specific funding allocations.

FINANCIAL AND LEGAL CONSIDERATIONS

6. Unspent Project and Discretionary funds cannot be carried over into the next financial year and therefore any unspent funds need to be reallocated and spent before 30 June 2007.
7. A further report will be presented to the Board shortly, identifying possible projects for 2006/07 funding from the balance of funds available.

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8. A final 2006/07 Project and Discretionary funding accountability report will be presented to the Board after the end of the 2006/07 financial year.

STAFF RECOMMENDATION

That the information be received.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.