



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD EXTRAORDINARY MEETING AGENDA

WEDNESDAY 26 SEPTEMBER 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

Acting Community Board Adviser

Tony McKendry

Telephone: 941-6615

Fax: 941-6604

Email: tony.mckendry@ccc.govt.nz

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 12 SEPTEMBER 2007**

The report of the Board's ordinary meeting of 12 September 2007 has been **separately circulated** to members.

CHAIRPERSON'S RECOMMENDATION

That the report of the Board's ordinary meeting be confirmed.

3. MADRAS STREET UPGRADE OUTSIDE COUNTDOWN CENTRE 347 MOORHOUSE AVE

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager Jane Parfitt, DDI 941-8608 |
| Officer responsible: | Michael Aitken Manager |
| Author: | Weng Kei Chen |

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to replace and extend the kerbline and changes to traffic management measures on Madras Street as shown on the **attached** plan.

EXECUTIVE SUMMARY

2. The new vehicle entry for the redevelopment of the Countdown Centre requires the shifting of existing Bus Stop and also the replacement of kerb and channel and footpath on Madras Street.
3. The replacement of the Council's road asset creates an opportunity for the Council to enhance its roading assets. The enhancement consists of new kerb and channel, footpath, new bus stop location and a pedestrian crossing facility to the polytechnic site.

FINANCIAL IMPLICATIONS

4. This project will be funded by the developer and the Council, and the Council's share is approximately 25% of the construction cost. Funding for the Council's share is budgeted in the Transport and Greenspace Subdivision allocation.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. Yes

LEGAL CONSIDERATIONS

6. The Council's approval as owner of the infrastructure is required. Traffic management and measures also require the Council (or Board) delegated consent as set out in the Council by-laws and delegations.

Have you considered the legal implications of the issue under consideration?

7. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. The issues being considered are consistent with the Council's objectives LTCCP page 152 "Streets and Transport Objectives" to provide a sustainable network of streets which distribute traffic between neighbourhoods and connect to major localities within and beyond the city.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. Yes

ALIGNMENT WITH STRATEGIES

10. This action is considered with the Traffic Objectives in the City Plan.

Do the recommendations align with the Council's strategies?

11. Yes

CONSULTATION FULFILMENT

12. N/A

3. Cont'd

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approves the roading upgrades as shown on the attached plan.
- (b) Approves the provision of a bus stop on the western side of Madras Street at a point 96 metres measured in a northerly direction from a point opposite the northern kerbline of Moorhouse Avenue and extending in a northerly direction for a distance of 24 metres.
- (c) Approves the no stopping at all times of the areas set out below:
 - i) 34 metres measured in a northerly direction from a point opposite the northern kerbline of Moorhouse Avenue and extending in a northerly direction for a distance of 62 metres.
 - ii) 120 metres measured in a northerly direction from a point opposite the northern kerbline of Moorhouse Avenue and extending in northerly direction for a distance of 15 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

4. TUAM STREET PROPOSED ADDITION OF PAY AND DISPLAY SPACE

| | |
|-------------------------------------|--|
| General Manager responsible: | Jane Parfitt, General Manager City Environment, DDI 941-8656 |
| Officer responsible: | Michael Aitken, Transport and Greenspace Manager |
| Author: | Paul Burden/Barry Cook |

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's support to the installation of one Pay and Display space with a maximum length of stay of 60 minutes covering one space located on the south side of Tuam Street between Colombo Street and Durham Street South. (**See attached**)

EXECUTIVE SUMMARY

2. The Council has received a request to have the vehicle crossing in front of 'Early Settler' located at 162 Tuam Street removed due to redevelopment making this vehicle crossing redundant. The request is for this area to be replaced with a Pay and Display space.
3. The section of Tuam Street where the adjacent Pay and Display have a P60 restriction provides car parking to service the retail activities along Tuam Street, between Colombo Street and Durham Street. Pay and Display is considered to be the most appropriate and consistent method of parking management in this situation. The proposal will affect one car parking space along Tuam Street between Colombo Street and Durham Street.

FINANCIAL IMPLICATIONS

4. An estimated cost for this work is \$100.00

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. The installation of parking signs and road markings is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

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

Have you considered the legal implications of the issue under consideration?

7. as noted in paragraph 6

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Aligns with the Streets and transport activities by contributing to the Council's Community outcomes-Community.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. This contributes to improving the level of service for parking.

ALIGNMENT WITH STRATEGIES

10. The recommendations align with the Council's Parking Strategy 2003

Do the recommendations align with the Council's strategies?

11. as noted in paragraph 10.

4. Cont'd

CONSULTATION FULFILMENT

12. The tenants of this property occupied by a new business 'Early Settler' were consulted and satisfied with the proposed alteration. 'Early Settler' is considered to be the only party affected by any proposed alteration.

STAFF RECOMMENDATION

It is recommended that the Community Board recommend to the Council.

That the parking of vehicles be controlled by Pay and Display and limited to a maximum period of 60 minutes during the hours, 9am to 5pm Monday through to Thursday, 9am to 8.30pm Friday and 9am to 1pm Saturday on the south side of Tuam Street commencing at a point 32.5 metres from Colombo Street and extending in a westerly direction for a distance of 5.5 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

5. CASHEL STREET (LIVERPOOL ST – MADRAS ST) ENHANCEMENT

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager Jane Parfitt, DDI 941-8608 |
| Officer responsible: | Michael Aitken |
| Author: | Weng Kei Chen, Peter Atkinson. |

PURPOSE OF REPORT

1. The purpose of this report is to seek the support from the Board for approval from the Council to replace and extend the kerbline generally on the south side of Cashel Street and along part of Madras Street adjacent to the new nine story office complex. These improvements will include a footpath widening, landscaping as illustrated in the **attachments**.

EXECUTIVE SUMMARY

2. A nine story office building complex is close to completion in the site bounded by Cashel/Madras/Bedford ROW. The road assets along the building have been damaged by previous fire and more recently by construction activities.
3. The damaged sections of the road will require replacement, and this creates an opportunity to enhance the streets with sections of paved and widened footpath along the historic façade and at the same time creating a safer pedestrian crossing point to Woolsack Lane on the northern side of the street. In addition, kerb built-outs at road intersections are also proposed.
4. Agreement has been reached with the developer to enhance the road environment along the complex street frontages. Street trees will be planted and pavers installed in various sections of the footpath to create a good road environment.
5. On street parking facilities on Cashel Street are required to be altered and this will be addressed following submissions from stakeholders.

FINANCIAL IMPLICATIONS

6. The works are to be funded from a range of sources. The developer of the site will be funding most of the cost of the work adjacent to the building. Other minor improvements eg the installation of kerb built-out on the north side of Cashel St. will be funded from the Transport and Greenspace Subdivision budget and is estimated at \$10,000.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

7. Yes see above.

LEGAL CONSIDERATIONS

8. Council approval is required for works on-street and changes to parking arrangements on street. These are the normal functions for the Council under its powers vested in it under the Local Government Act and the Transport Act.

Have you considered the legal implications of the issue under consideration?

9. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. The works proposed in the report are consistent with the policies included in the LTCCP page 152 Street and Transport "To provide a sustainable network of streets which distribute traffic between neighbourhoods, and connect to major facilities within and beyond the city". The changes to the street, support improvements to the facilities provide pedestrian areas and their secondary routes through the City. The proposed work also recognises the Council's Heritage objectives as an enhancement of the street scape and the addition to the vibrancy of the City.

5. Cont'd

11. The proposal for the street is in keeping with the roads classification in the City Plan as a local road. The parking strategy 2003 supports the concept of the street.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

12. Yes.

ALIGNMENT WITH STRATEGIES

13. This action is considered with the traffic objectives in the City Plan and is also consistent with the Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

14. Yes

CONSULTATION FULFILMENT

15. Apart from the kerb extension to include the existing there are no changes to the parking restrictions on the northern side of the road. The changes to the street will be on the south side which is adjacent to the new complex. Businesses in the vicinity will be consulted prior to the commencement of the works.

STAFF RECOMMENDATION

It is recommended that the Council:

Approves the works as generally proposed in the Attachment 1 and staff requested to seek submissions from stakeholders on the two parking options (Attachments 2 and 3)

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

5. Cont'd

BACKGROUND (THE ISSUES)

16. Since the commencement of the construction of the nine story office building it was anticipated that sections of kerb and channel and footpath would need to be replaced, hence an opportunity arises for the enhancement of the road along the road frontage.
17. Staff have agreed with developer that the development levy payable to Council can be used to fund the road assets components that are providing good amenities e.g. street landscape, trees, furniture and special pavers for footpath.
18. The proposal consists of a widened footpath along the historic façade of the new building, kerbs built-outs at intersections and pedestrian facility by Woolsack Lane. All these features create opportunities to introduce special paving materials, street tree planting and installation of street furniture and footpath.
19. In providing these enhanced features existing parallel on street parking will need to be altered to cater the needs of businesses which are predominantly offices with very limited retail shops.
20. Currently there are 34 existing parallel car parking spaces and a loading facility and to retain this arrangement with the enhancement features eight parking spaces will be lost. With the angle parking arrangement along side with the enhancement features there will be a net gain of four car spaces. This arrangement is similar to Liverpool Street which is also a central city local business street. The new building is tenanted to IRD and pressures for on street parking in the area will increase when the floor spaces are occupied.
21. Urban planners have recommended not to alter the current parallel parking arrangement in keeping with a more desirable outcome for pedestrians.
22. The creation of safer pedestrian link with kerb built out and the position of traffic signals this section of the road is well serviced with pedestrian safety features and the introduction of angle parking will have little safety risk to pedestrians. The angle parking option is preferred by the developer.
23. This proposal is consistent to the objectives and priority stated in the Parking Strategy 2003 for local business street in central city area. It is proposed to seek submissions from stakeholders on the two parking options

6. HAGLEY AVENUE – PROPOSED BUS STOP

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager City Environment, DDI 941-8656 |
| Officer responsible: | Transport and Greenspace Manager |
| Author: | Lorraine Wilmshurst, Project Manager, Capital Development Unit. |

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to install a bus stop on the south east side of Hagley Avenue opposite the Netball Courts. (Refer **Attachments 1 and 2**)

EXECUTIVE SUMMARY

2. The Transport and Greenspace Unit has a kerb and channel renewal project in Grove Road and as part of this project the bus stops on the Number 19 route have been rationalised.
3. In Grove Road there are a pair of bus stops between Moorhouse Avenue and the railway crossing and another pair south of Harman Street.
4. In Hagley Avenue there is an in-bound bus stop at the Netball Courts and no out-bound bus stop. The out-bound bus stop is across the Moorhouse Avenue intersection on either Lincoln Road or Grove Road depending on the chosen bus route.
5. Removing the pair of bus stops in Grove Road between Moorhouse Avenue and the railway crossing allows an increase in parking in Grove Road of five (5) parking spaces but still provides a good passenger bus service.
6. A large development on the intersection of Harman Street and Grove Road will eventually result in traffic signals being installed at the Harman Street/Lincoln Road intersection. This could result in changes to the bus route and possible closure of the railway crossing to vehicular traffic.
7. As part of the rationalisation and future roading changes, there is a need for an out-bound bus stop in Hagley Avenue.
8. At present to the south of a kerb build-out, there is a P5 loading zone outside number 438 Hagley Avenue opposite the Netball Courts. This is also the site of a child care facility. Following consultation with the child care facility, it was agreed to place the bus stop in the position of the P5 loading zone and replace two car parks to the north of the build-out with a new P5 loading zone.
9. Though this will result in the loss of two car parks in Hagley Avenue, however this will be off set by the gain of five (5) parking spaces in Grove Road.
10. The Spreydon/Heathcote Community Board at its meeting on Tuesday 7 August 2007 approved the Grove Road kerb and channel project to proceed to final design, tender, and construction, and resolved that the two bus stops in Grove Road be removed on condition that an out-bound bus stop is installed in Hagley Avenue.

FINANCIAL IMPLICATIONS

11. These road marking alterations and the installation of the bus stop will be part of the work that is to be undertaken in Grove Road.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

12. As above.

LEGAL CONSIDERATIONS

13. A number of traffic resolutions will require amendment or addition to the Christchurch City Traffic and Bylaw 1991. These are detailed later in the recommendation.

6. Cont'd

Have you considered the legal implications of the issue under consideration?

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. The Grove Road project aligns with the street renewal capital works programme, as detailed on page 85 of the 2006-16 LTCCP.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

17. This project is consistent with key Council strategies including the Parking Strategy, Pedestrian Strategy, and Road Safety strategy.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. The Child Care Centre is considered the only persons directly affected by the proposal and they agreed to the alterations. Discussions were held with Environment Canterbury in relation to the possible future alterations to the bus route and it was their recommendation that an out-bound bus stop be placed in Hagley Avenue.
20. Consultation was undertaken with the Netball Association as part of the wider consultation on the Grove Road project and they had no concerns.

STAFF RECOMMENDATION

That the Board approve the following traffic restrictions:

New bus stop:

- That a bus stop be installed on the southeast side of Hagley Avenue commencing at a point 70 metres from its intersection with Moorhouse Avenue and extending in a northeast direction for a distance of 18 metres.

Remove existing parking restriction:

- That the parking of vehicles (restricted to five minutes) be revoked from the southeast side of Hagley Avenue at its present position commencing at a point 120 metres from its intersection with Moorhouse Avenue and extending 18 metres in a northeast direction.

New parking restriction:

- That the parking of vehicles be restricted to a maximum of five minutes on the northeast side of Hagley Avenue commencing at a point 170 metres from its intersection with Moorhouse Avenue and extending 12 metres in a northeast direction.

CHAIRPERSON'S RECOMMENDATIONS

For discussion.

7. APPLICATION TO THE HAGLEY FERRYMEAD COMMUNITY BOARD'S DISCRETIONARY FUNDING – SUMNER SURF LIFESAVING

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager, Community Services, DDI 941-8986 |
| Officer responsible: | Unit Manager, Recreation and Sports |
| Author: | Diana Saxton, Community Recreation Adviser |

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Community Board's 2007/08 Discretionary Funding.

EXECUTIVE SUMMARY

2. Sumner Surf Life Saving Club exists to provide voluntary life guarding services on Sumner beach during the summer months with the majority of young people involved in the club living in the area. Integral to the safe operation is the provision of equipment required for training of volunteers and rescue purposes. Ongoing replacement of equipment is a necessity including rescue boards, inflatable rescue boats, rescue tubes and communication equipment.
3. Effective communication between lifeguards and with lifeguard associated services is critical and the Club seeks to replace four portable radios at a cost of between \$800 to \$1,200 each.

FINANCIAL IMPLICATIONS

4. Sound financial practices are in place. The club operates financially from a base of member subscriptions and grants received from funding and charitable organisations.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

10. There are no legal implications in regards to this application.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with pages 170 and 174 of the LTCCP regarding Community Board Project funding.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

12. As above.

ALIGNMENT WITH STRATEGIES

13. Application aligns with the Council's Strengthening Communities Strategy and local Community Board objectives.

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. Not applicable.

7. Cont'd

STAFF RECOMMENDATION

It is recommended that the Board approve the application and allocate \$2,000 to Sumner Surf Club towards the purchase of portable radios.

CHAIRPERSON'S RECOMMENDATION

8. DEPUTATIONS BY APPOINTMENT

- (a) **Jean-Michel Libeau**
Jean Michel Libeau wishes address the Board on the proposed parking changes outside 438 and 444 Hagley Avenue (see item 6)
- (b) **Peter Jones, Peter Jones Motor Company Ltd**
Peter Jones of Peter Jones Motor Company Ltd, wishes to address the Board on anti social behaviour Moorhouse Avenue.
- (c) **Dave Alexander, Alexanders on Moorhouse MTA**
Dave Alexander of Alexanders on Moorhouse MTA wishes to address the Board on anti social behaviour Moorhouse Avenue
- (d) **Councillors Richard Budd and Elisabeth Cunningham Ecan**
Councillors Richard Budd and Elisabeth Cunningham of Ecan will be in attendance to discuss matters of mutual interest.

9. PETITIONS

1. The Chairperson, Bob Todd, will table a petition from 58 residents the prayer of which reads:

"We, the undersigned residents and users of Kinsey Terrace, ask that the long-existing footpath (track) on Road Reserve outside Number 14 Kinsey Terrace be reinstated and maintained.

This part of Kinsey Terrace is a particularly difficult "blind spot" for drivers, as the direction change at the brow of the road creates poor visibility for traffic coming from either direction. This places pedestrian at risk.

During the winter months, "sun strike" makes the situation potentially even more dangerous.

Pedestrians, including our children, parents with prams, elderly residents, visitors and recreational groups, need to be able to walk/run safely from one end of the street to the other.

The footpath outside Number 14 is a safer and more direct route for pedestrians, and we regard it as essential."

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2. The Chairperson, Bob Todd, will table a petition from 36 residents the prayer of which reads:

"We, the undersigned residents and users of Kinsey Terrace, ask that the "lawns" on Road Reserve outside Number 2 Kinsey Terrace be removed.

The "lawns", developed on the roadway outside Number 2 Kinsey Terrace by the owner of that property, replaced several regularly used car parking spaces.

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When vehicles are parked on the roadway outside these "lawns" and when other vehicles are parked on the opposite side of the road, the width of road available is narrowed to an unacceptable extent, creating a dangerous "bottleneck" for the entire street.

This part of the road, with its proximity to the hairpin bends into Kinsey Terrace, is the (blind) entrance and exit for every household in the street (numbers 1 to 58), including their service vehicles.

Larger vehicles (including Emergency Vehicles) have difficulty negotiating this area.

As it is difficult to push a pram/buggy over the "lawns", young families must use the narrowed roadway and are placed at risk.

Also the "lawns", having reduced the width of the road, make it impossible for residents' vehicles from Numbers 1 and 3 Kinsey Terrace to turn into the street from the opposite side without reversing (a double manoeuvre)."

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10. PRESENTATIONS (AT 4.00 PM)

The Board would like to acknowledge Jeff and Joy Macey (Our Youth Our Community Linwood North Youth Workers) for the wonderful work they do in our community.

Afternoon Tea will be available at 4.00 pm.