

RICCARTON/WIGRAM COMMUNITY BOARD

AGENDA

TUESDAY 15 NOVEMBER 2011

AT 5PM

**EVERY NATION CHURCH,
42 LOCHEE STREET, UPPER RICCARTON**

Community Board: Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Ishwar Ganda, Sam Johnson, Judy Kirk, and Peter Laloli.

Community Board Adviser

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PART A - MATTERS REQUIRING A COUNCIL DECISION

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1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 1 NOVEMBER 2011

The minutes of the Board's ordinary meeting of 1 November 2011 are **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's ordinary meeting of 1 November 2011 be confirmed as a true and correct record.

3. DEPUTATIONS BY APPOINTMENT

3.1 CHARLES BREURKES, ILAM SCHOOL

Charles Breurkes, Chairperson of the Ilam School Board of Trustees, will discuss proposed parking restrictions outside Ilam School.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS



8. 240A HALSWELL ROAD - SALE OF PART

General Manager responsible:	General Manager City Environment Group, DDI 941- 8608
Officer responsible:	Unit Manager, City Water and Waste
Author:	Justin Sims, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council to approve the sale of part of 240a Halswell Road to Enable Networks for the location of a building to support the ultra-fast broadband being provided to residents of Christchurch.

EXECUTIVE SUMMARY

2. Enable Networks won the contract to provide Christchurch with ultra-fast broadband in May 2011. The project will cost \$440 million and provide a fibre optic network to 180,000 homes. In order to service the new network it is necessary to construct a number of buildings to act as fibre optic hubs. Such are best placed in the middle of the area serviced and are designed to service 10-20,000 users.
3. A number of sites were investigated by Enable Networks but this location was considered the most favourable, and further benefits from being co-located with another public work.

FINANCIAL IMPLICATIONS

4. None. All costs, together with the open market value of the site and associated easements, will be paid by Enable Networks.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

5. No.

LEGAL CONSIDERATIONS

6. A sale and purchase agreement has been entered into with Enable Networks.

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

7. Yes the Legal Services Unit has been consulted. An easement for the main building is not appropriate given the permanent nature of the structure and the exclusive occupation of the site.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. This does not align with the LTCCP or Activity Management Plans.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

9. No.

ALIGNMENT WITH STRATEGIES

10. Not applicable.

Do the recommendations align with the Council's strategies?

11. Not applicable.

8. Cont'd

CONSULTATION FULFILMENT

12. Not applicable.

STAFF RECOMMENDATION

That the Board recommend to the Council to:

- (a) Approve the sale of part of 240a Halswell Road, as shown on **Attachment 1**, to Enable Networks.
- (b) Delegate authority to the Corporate Support Unit Manager to manage the disposal process.

9. ILAM ROAD AND KIRKWOOD AVENUE - DROP OFF / PICK UP ZONE FOR ILAM SCHOOL

General Manager responsible:	General Manager City Environment Group, DDI 941 8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Mike Thomson, Senior Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for parking management changes on Ilam Road and Kirkwood Avenue, adjacent to the Ilam School entrances (Refer **Attachment 1**).

EXECUTIVE SUMMARY

2. A School Travel Plan for Ilam School is being developed by the school in conjunction with the Council in the current financial year.
3. While a key objective for school travel plans is to encourage more sustainable travel modes to and from school, there will always be a significant proportion of parents/caregivers who will drop off/pick up children at school using a private motor vehicle.
4. Ilam School is bordered by the University of Canterbury, which is a major generator of kerbside car parking near the school. This results in a very high demand for car parking at locations where parents wish to drop off/pick up school children.
5. As part of the school travel plan, the school community is requesting changes to parking time limits that will allow for parents and caregivers to both drop off and pick up children, as well as provide areas where they can park for longer periods to visit staff.
6. Other parking restrictions which exist adjacent to these proposed changes will remain, for example, school bus stop and broken yellow lines. While these will not change, they are proposed to be resolved as part of this report. The purpose of this is to have continuous sections of kerbside resolved at the same time. This assists the parking enforcement unit when managing/enforcing the area.

BACKGROUND

7. A kerbside parking management plan was developed and implemented on roads surrounding the University of Canterbury in recent years. The plan provided a balance of unrestricted parking on one side of the road for all day parking, and parking limited to two hours on the other side for shorter term residents' visitor parking etc. Ten minute parking areas were introduced adjacent to Ilam School on Ilam Road and Kirkwood Avenue for drop off /pick up.
8. In more recent times, detailed analysis of school parking issues has concluded that the most effective parking management for drop off/pick up of children is a three minute time limit (P3), operating at school start and finish times. The objective of the three minute time limit is to discourage drivers from leaving the vehicle, therefore providing better turnover of the kerbside parking, optimising drop off/pick up for parents.
9. During discussions on this issue, Ilam School staff and Board of Trustees agreed that a P3 would be better than the existing P10 time limit. They did request that in addition to the P3, a longer time limit be introduced that removes all day parking to free up kerb space, but allows enough time for parents and caregivers to park and then escort children into the school grounds or visit the school. This resulted in an agreement between the school and the Council staff to propose in addition to the P3:
 - (a) P30 time restriction - applying at standard times (8am to 6pm), that will also provide for customers of shops on the corner of Rountree Street and Ilam road.

9. Cont'd

- (b) P30 time restrictions applying outside the times of P3 operation (i.e. after school start to before school finish)
- (c) P30 time restriction - applying at the standard times 8am to 6pm on school days only.

FINANCIAL IMPLICATIONS

- 10. The estimated cost of this proposal is approximately \$1,000.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

- 11. The installation of signs and road markings are covered by Transport and Greenspace Operational Budgets.

LEGAL CONSIDERATIONS

- 12. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw provides the Council with the authority to install parking restrictions by resolution.
- 13. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
- 14. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

- 15. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

- 16. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes - Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

- 17. As above.

ALIGNMENT WITH STRATEGIES

- 18. The recommendations align with the Council Strategies including the Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

- 19. As above.

CONSULTATION FULFILMENT

- 20. The Ilam School community has been consulted via the school travel plan process, and these proposed changes are the result of the school community's wishes. Facilities management staff from the University have no objection to this proposal. Kirkwood Intermediate School has been advised and have no objection to this proposal.
- 21. Forty-seven consultation leaflets were delivered to properties adjacent to the proposed change, and 23 leaflets were posted to absentee owners of these properties, totalling 70 leaflets.

9. Cont'd

22. Nine responses were received. Seven were in support of the proposed change, with a number of comments discussing poor parking practices, and requesting additional parking enforcement. Two opposed the change. One person stated that changing the time limit from 10 minutes to 30 minutes will make parking enforcement more difficult. The other objection stated that improving the drop off/pick up for Ilam School was contrary to encouraging children to cycle or walk to/from school, rather than being taken by motor vehicle. They also requested cycle facilities on Kirkwood Avenue.
23. The staff response to the two objections is as follows:
 - a) The Parking Enforcement Unit advise that they regularly monitor parking on streets around the University of Canterbury.
 - b) While it is agreed that it is desirable for children to walk or cycle to/from school, Ilam School staff and Board of Trustees advise that there is a significant number of parents who, due to their personal circumstances, need to drop off or pick up children in a motor vehicle as part of their journey to/from work etc. The consequential demand for an area to drop off/pick up children currently far exceeds the supply of kerbside space.
24. The Parking Enforcement Team advised that they have no objection to any changes, provided the institutions generating the demand agree with the changes.

STAFF RECOMMENDATION

It is recommended that the Board approve:

- (a) That any existing parking restriction on the eastern side of Ilam Road, commencing at its intersection with Kirkwood Avenue and extending in a northerly direction for a distance of 239 metres, be revoked.
- (b) That any existing parking restriction on the northern and north eastern side of Kirkwood Avenue, commencing at its intersection with Ilam Road and extending in an easterly and south easterly direction for a distance of 422 metres, be revoked.
- (c) That the stopping of vehicles be prohibited at any time on the east side of Ilam Road, commencing at its intersection with Kirkwood Avenue and extending in a northerly direction for a distance of 11 metres.
- (d) That the parking of vehicles be restricted to a maximum period of thirty minutes on the eastern side of Ilam Road, commencing at a point 11 metres north of its intersection with Kirkwood Avenue and extending in a northerly direction for a distance of 33 metres.
- (e) That the stopping of vehicles be prohibited at any time on the east side of Ilam Road, commencing at a point 44 metres north of its intersection with Kirkwood Avenue extending in a northerly direction for a distance of 64 metres.
- (f) That a school bus stop be created on the east side of Ilam Road, commencing at a point 108 metres north of its intersection with Kirkwood Avenue and extending in a northerly direction for a distance of 16 metres.
- (g) That the parking of vehicles be restricted to a maximum period of three minutes on the eastern side of Ilam Road commencing at a point 124 metres north of its intersection with Kirkwood Avenue and extending in a northerly direction for a distance of 74 metres. This restriction is to apply from 8am to 9am and 2:30pm to 3:30pm, school days only.
- (h) That the parking of vehicles be restricted to a maximum period of thirty minutes on the eastern side of Ilam Road, commencing at a point 124 metres north of its intersection with Kirkwood Avenue and extending in a northerly direction for a distance of 74 metres. This restriction is to apply from 9am to 2:30pm, school days only.

9. Cont'd

- (i) That the stopping of vehicles be prohibited at any time on the east side of Ilam Road, commencing at a point 198 metres north of its intersection with Kirkwood Avenue extending in a northerly direction for a distance of 41 metres.
- (j) That the stopping of vehicles be prohibited at any time on the north side of Kirkwood Avenue, commencing at its intersection with Ilam Road and extending in an easterly direction for a distance of 26 metres.
- (k) That the stopping of vehicles be prohibited at any time on the north side of Kirkwood Avenue, commencing at a point 117 metres east of its intersection with Ilam Road and extending in an easterly and then south easterly direction for a distance of 49 metres.
- (l) That the parking of vehicles be restricted to a maximum period of three minutes on the north eastern side of Kirkwood Avenue, commencing at a point 166 metres east and then south east of its intersection with Ilam Road, and extending in a south easterly direction for a distance of 97 metres. This restriction is to apply from 8am to 9am and 2:30pm to 3:30pm, school days only.
- (m) That the parking of vehicles be restricted to a maximum period of thirty minutes on the north eastern side of Kirkwood Avenue, commencing at a point 166 metres east and then south east of its intersection with Ilam Road, and extending in a south easterly direction for a distance of 97 metres. This restriction is to apply from 9am to 2:30pm, school days only.
- (n) That the stopping of vehicles be prohibited at any time on the north eastern side of Kirkwood Avenue, commencing at a point 263 metres east and then south east of its intersection with Ilam Road and extending in a south easterly direction for a distance of 22 metres.
- (o) That the parking of vehicles be restricted to a maximum period of thirty minutes on the north eastern side of Kirkwood Avenue, commencing at a point 285 metres east and then south east of its intersection with Ilam Road and extending in a south easterly direction for a distance of 93 metres.
- (p) That the stopping of vehicles be prohibited at any time on the north eastern side of Kirkwood Avenue, commencing at a point 378 metres east and then south east of its intersection with Ilam Road and extending in a south easterly and then easterly direction for a distance of 44 metres.

15. 11. 2011

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10. **COMMUNITY BOARD ADVISER'S UPDATE**
11. **ELECTED MEMBERS' INFORMATION EXCHANGE**
12. **MEMBERS' QUESTIONS UNDERSTANDING ORDERS**