

**HAGLEY/FERRYMEAD COMMUNITY BOARD
AGENDA**

WEDNESDAY 5 SEPTEMBER 2012

AT 3PM

**IN THE BOARD ROOM, WOOLSTON CLUB
43 HARGOOD STREET, WOOLSTON, CHRISTCHURCH**

Community Board: Bob Todd (Chairperson), Islay McLeod (Deputy Chairperson), Tim Carter, David Cox, Yani Johanson, Brenda Lowe-Johnson and Nathan Ryan.

Community Board Adviser:
Jo Daly
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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 15 AUGUST 2012**

The minutes of the Board's ordinary meeting of 15 August 2012 are **attached**.

STAFF RECOMMENDATION

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

3. **DEPUTATIONS BY APPOINTMENT**

3.1 **BRIDGET LANGE, RELATIONSHIP MANAGER, CANTERBURY EARTHQUAKE RECOVERY AUTHORITY**

Bridget Lange, Relationship Manager from the Community Wellbeing Team of the Canterbury Earthquake Recovery Authority will attend to introduce herself to the Board.

4. **PRESENTATION OF PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

8. ELY STREET – PROPOSED NO STOPPING RESTRICTIONS

General Manager responsible:	General Manager City Environment Group, DDI 941 8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Stephen Hughes, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install stopping restrictions on Ely Street.

EXECUTIVE SUMMARY

2. Council staff have received a request to install No Stopping Restrictions on Ely Street at its approach to Madras Street (refer **Attachment 1**).
3. Ely Street is a narrow residential street running east, then south from Madras Street through to Salisbury Street. It is the western section of Ely Street that this report mainly affects.
4. Recessed bays provide parking along the northern side of the street and parallel kerb parking is available along the southern side. The carriageway, including the parallel parking area on the southern side, is approximately five metres wide. There are no time limits or other parking restrictions on either side of this section of Ely Street.
5. If vehicles parallel park along the southern side, the carriageway width is reduced to approximately three metres and can limit movement to one way at a time. As the number of vehicles using Ely Street is low, generally this is not a problem. If opposing traffic is encountered, there are vehicle entrances and parking bays for vehicles to pull into to allow those vehicles to pass.
6. As Ely Street approaches Madras Street it widens to accommodate a splitter island with separate entry and exit lanes either side. This island is 12 metres long with the entry and exit lanes being 2.7 metres wide. This is sufficient width for vehicles to exit or enter as long as vehicles do not park alongside the splitter island. Currently there are no signs or markings to prevent any vehicles from doing so.
7. Vehicles have however been parking a few metres behind the eastern end of the splitter island. This has, on occasions prevented access to or from the lanes on either side. Some form of indication of where parking should and should not happen is required.
8. It is therefore proposed that no stopping lines be installed along both the north and south side of Ely Street from its intersection with Madras Street to a point eight metres beyond the eastern most point of the splitter island. This will provide enough space for vehicles to be manoeuvred into and out of Ely Street by using the appropriate lane and not unduly impact on parking in the street.
9. Consultation was undertaken with residents of Ely Street and with the Moa Neighbourhood Group. Eighty six per cent of the residents supported the proposed stopping restrictions as did the Moa Neighbourhood Group. Full details of the consultation can be found later in this report.

FINANCIAL IMPLICATIONS

10. The estimated cost of installing the no stopping markings is \$50.

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

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

LEGAL CONSIDERATIONS

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

12. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install or remove 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 Hagley/Ferrymead Community Board includes the resolution of parking restrictions and traffic control devices in this part of the city.
14. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. 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 2006-16 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with current Parking and Road Safety Strategies.

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. 70 documents outlining the request to install the No Stopping Restrictions were distributed to residents of Ely Street:
 - (a) 29 (41.5%) were returned
 - (b) 25 (86%) of those who responded were in support of the proposal
 - (c) 1 was in support with conditions (That the no stopping area not be too long)
 - (d) 3 per cent objected to the proposal.
20. Of those that opposed the installation of the no stopping restrictions, the following reasons were given:
 - (a) "The street parking is currently inadequate and as the Council has allowed more buildings to be erected with no parking the situation is only going to get worse."
 - (b) "We have never experienced any problems getting in and out of Ely Street due to parked cars. With construction of an additional 13 units in Ely Street parking may become difficult in the future."

As this is a safety issue it is recommended that the project is continued as proposed.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Revoke any existing parking or stopping restrictions on the north side of Ely Street commencing at the intersection with Madras Street and extending in a easterly direction for a distance of 21 metres.
- (b) Revoke any existing parking or stopping restrictions on the south side of Ely Street commencing at the intersection with Madras Street and extending in a easterly direction for a distance of 21 metres.

Resolve the following:

- (c) That the stopping of vehicles be prohibited on the south side of Ely Street commencing at the intersection with Madras Street and extending in a easterly direction for a distance of 21 metres.
- (d) That the stopping of vehicles be prohibited on the north side of Ely Street commencing at the intersection with Madras Street and extending in a easterly direction for a distance of 21 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

9. BRIDLE PATH ROAD – PROPOSED P3 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Steve Hughes, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install a three minute time limited parking restriction on the western side of Bridle Path Road outside Heathcote Valley School.

EXECUTIVE SUMMARY

2. The Council Road Safety Co-ordinators have been working with teachers, parents and pupils of Heathcote Valley School to improve travel routes and the safety of children coming to and from the school.
3. A number of improvements have been made including the installation of a 40 kilometre/hour school speed zone, improving traffic and pedestrian visibility at key locations, and designing better pedestrian facilities. Further improvements are planned.
4. The main entrance into and out of Heathcote Valley School is situated on the west side of Bridle Path Road. The school boundary extends for over 215 metres along this road. Apart from a 16 metre long bus stop, and 24 metres of no stopping lines around a footpath build-out, the remaining 175 metres have no restrictions.
5. To make it safer for parents and caregivers to drop off children who do not need to be accompanied into or out of the school, it is proposed to install a 42 metre long area of three minute time limited parking between the school entrance and the footpath build-out (refer **Attachment 1**). The time limit will indicate to motorists that it is not an area to park and leave a vehicle. It is proposed that the restrictions apply between 8.15am and 9.15am and 2.30pm and 3.30pm on School days. It will provide parking for seven to eight vehicles.
6. Those people who want to park for longer, or who want to accompany children into or out of school, can use the 140 plus metres of unrestricted parking space that will remain on the western side of Bridle Path Road, or the many hundreds of metres of unrestricted parking along the eastern side.
7. There are no properties other than the school that are affected by this proposal. Therefore there is no consultation required with affected residents. However, the Heathcote Valley Community Association was consulted and agrees with the proposed changes.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is \$300.

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

9. The installation of signs and road markings are covered by Transport and Greenspace Operational budgets.

LEGAL CONSIDERATIONS**Have you considered the legal implications of the issue under consideration?**

10. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
11. 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.

12. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTP AND ACTIVITY MANAGEMENT PLANS

13. 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?

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council Strategies including the current Parking Strategy.

Do the recommendations align with the Council's Strategies?

16. As above.

CONSULTATION FULFILMENT

17. There are no other properties affected by this proposal. However, the Heathcote Valley Community Association was consulted and agrees with the proposed changes.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Revoke any parking or stopping restrictions on the west side of Bridle Path Road commencing 109 metres south of its intersection with Rollin Street and extending in a southerly direction for a distance of 42 metres.

Approve the following on Bridle Path Road:

- (b) That the parking of vehicles be restricted to a maximum period of three minutes on the western side of Bridle Path Road commencing at a point 109 metres south from its intersection with Rollin Street and extending in a southerly direction for a distance of 42 metres. This restriction is to apply from 8.15am to 9.15am and 2.30pm to 3.30pm on school days.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

10. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND

General Manager responsible:	General Manager, Community Services Group, DDI 941 8607
Officer responsible:	Community Support Unit Manager
Author:	Diana Saxton, Community Recreation Advisor

PURPOSE OF REPORT

1. The purpose of this report is for the Hagley/Ferrymead Community Board to consider one application for funding from its 2012/13 Discretionary Response Fund from Redcliffs Primary School who seek \$5,064.

EXECUTIVE SUMMARY

2. In 2012/13, the total pool available for allocation for the Hagley/Ferrymead Discretionary Response Fund is \$51,197. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
3. The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
4. At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
5. The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
 - (a) Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
 - (b) Projects or initiatives that change the scope of a Council project; and
 - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.

Council also made a note that: "*Community Boards can recommend to the Council for consideration grants under (b) and (c).*"

6. Based on these criteria, the application from Redcliffs Primary School for Redcliffs School Fair is eligible for funding.
7. Detailed information on the application and staff comments are included in the attached Decision Matrix (refer **Attachment 1**).

FINANCIAL IMPLICATIONS

8. At the time this report was prepared there is currently \$33,697 remaining in the Board's 2012/13 Discretionary Response Fund.

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

9. Yes, see page 184 of the LTCCP regarding community grants schemes including Board funding

LEGAL CONSIDERATIONS

10. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with LTCCP and Activity Management Plans, page 172 and 176.

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

12. Yes, see LTCCP pages 176 and 177 regarding community grants schemes, including Board funding.

ALIGNMENT WITH STRATEGIES

13. Refer to the attached Decision Matrix.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board makes a grant of \$1,500 from the 2012/13 Discretionary Response Fund to Redcliffs School towards traffic management and security for the 2012 Redcliffs School Fair.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

5. 9. 2012

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- 11. COMMUNITY BOARD ADVISER'S UPDATE**

- 12. QUESTIONS UNDER STANDING ORDERS**

- 13. BOARD MEMBERS' INFORMATION EXCHANGE**